

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

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LOK SABHA

Friday, 9th March, 1956

The Lok Sabha met at Half Past Ten of the Clock.

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-30 A.M.

LEAKAGE OF BUDGET PROPOSALS

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I promised a few days ago to keep the House informed about the enquiries that were being made in regard to the Budget leakage. I do not propose to make any full statement now, because we are in the process of getting some information. But, I should like to tell the House that considerable progress has been made in this enquiry and in fact, some arrests have also been made. I hope to make a fuller statement on Monday morning.

DEMANDS FOR GRANTS RAILWAYS—contd.

Mr. Speaker: The House will now resume further discussion of the Demands for Grants in respect of Railways. Demands 4 and 5 were under discussion for which 4 hours have been allotted. Out of this about 1 hour and 55 minutes have been availed of yesterday and 2 hours and 5 minutes now remain. After the disposal of these Demands, the next group comprising Demands Nos. 6, 7, 8, 9 and 10 will be taken up for which 3 hours have been agreed to.

Shri C. Bhatt will continue his speech.

Shri C. Bhatt (Broach): Yesterday when I was speaking on Demands 4 and 5, I was discussing the *modus operandi* of the administration. I said that for the last two years I have been trying to move the proper authorities to get latrines and urinals on the up platform of the Broach station. But I am surprised to find till today, there are no latrines.

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No materials have been collected and no erection has started. In a democracy we have to knock often and often. This time also I am approaching in the same spirit to knock as the biblical saying goes: 'Knock and it shall be opened'. I am knocking at the door of the Railway Ministry this time also so that my station may get latrines and urinals.

Last time, I wrote a letter to the proper authorities that the passengers from Ankleswar to Rajpipla were travelling in open wagons even in the hot season. Do you know what reply I received? I received a letter in which it was stated that my information is not correct. If the information is incorrect, it is for the authorities to go to the spot and see the things for themselves. When we come across such a state of affairs, it is our duty to bring it to the notice of the authorities. We get this type of reply. I think the authorities should go and see things for themselves.

On the Broach station, in the Western Railway, there are two clocks, one is on the down platform in the station and the other is outside the platform. That is a clock-tower. I have been seeing for the last 2 years, the tower shows only the dial; there are no arms. Nobody is making up a case for that. The arms should be set or the tower should be pulled down so that the offices may be accommodated. These are small matters. I shall now come to a bigger one.

Between Broach and Ankleswar there is a bottle-neck. The distance is only 6 or 7 miles. My district is divided into north and south, in two parts. In between, the Narbada river flows. There are two bridges. One belongs to the railways, which is a new one and the other belongs to a national highway No. 8 which belongs to the Central Government. Unfortunately, the P.W.D. has found out that there is a crack in the bridge. The bridge has been out of use for the last 9 months. Passengers are not allowed to go and even light traffic is not allowed to go. The whole burden falls on the railways. My suggestion is this; that there is a narrow gauge line

[Shri C. Bhatt]

in the whole of my district. I want these two places to be connected by the narrow gauge line so that the pressure will be lessened and my district also will be connected. There are several schemes in my district which are practically paralysed and not able to go ahead as much as we want. There are social welfare schemes, rural improvement schemes which are all held up. The cost to the Government is also very high. My suggestion is that in between the broad gauge lines, the narrow gauge line should be placed. Last year I had given to the Railway Minister the maps and necessary material. I do not know what has happened. Now, it is high time that this case should be taken up and examined thoroughly.

[SARDAR HUKAM SINGH in the Chair]

Another suggestion is that the narrow gauge line should be extended from Ankleshwar to Sagabara via Dadiapada. This is the most backward area. These backward areas should be brought forward by giving communication facilities either by rail or by road or whatever we think fit. There is enough of timber and the railways will not be put to any loss. I wish to state for the information of the Railway Ministry that a major scheme of the Narbada valley is going to be undertaken. The materials will be required on the spot. If my suggestion is accepted, it will be to the benefit of the Railway also. There is another scheme. The cement factory also is coming up. What I want to bring to the notice of the Railway Ministry is that by my suggestion the railways will not be put to any loss.

It is good that we have accepted 128 out of the 146 recommendations of the Railway Corruption Enquiry Committee. It speaks well of the Railway Ministry, but it does not speak well of the administration. Is it not that the acceptance of 128 out of 146 recommendations reflects that corruption is rampant in the railways? Is it not that the acceptance of 128 recommendations is a barometer that there is ample evidence to prove that either the Railway Ministry or the Railway Board or the proper authorities are sleeping or are conniving at the whole thing?

Mr. Chairman: Is it the recommendations accepted or instances of corruption?

Shri C. Bhatt: Recommendations. Recommendation means there is a basis for this. As a witness before the

Enquiry Committee I had stated that if we want to lessen corruption, we should open alternate routes either by roads or small ports or rail-cum-roads. The points for corruptions are distribution of wagons, transfer of goods from narrow gauge to broad gauge, or the stations which are situated in a way in which bottle-necks are created. All these difficulties will be lessened by giving alternative routes. So, it is my suggestion that in co-operation with other departments the Railway Ministry should find out alternatives, and then I think corruption will be lessened.

Shri H. N. Mukerjee (Calcutta North-East) : Mr. Deputy-Speaker, Sir. . .

Shri Nambiar (Mayuram): Not yet. Mr. Chairman.

Shri H. N. Mukerjee: I wish to take . .

Mr. Chairman: I wish to correct the hon. Member. I am not the Deputy-Speaker.

Shri Kamath (Hoshangabad): Coming events cast their shadows before.

Shri H. N. Mukerjee: Coming events cast their shadows before, as he has just said.

I wish to take advantage of the discussion of the two Demands now pending before us to refer to certain matters of which I hope the Ministry will take some notice.

The Minister has referred to the reorganisation which he has in mind of the Railway Security Organisation and the absorption therein of the Watch and Ward organisation. This appears quite an unexceptionable proposition, but I have had certain reports especially from the spokesman of the Watch and Ward staff of the Eastern Railway and the South-Eastern Railway that there is a feeling of perturbation among them on account of the importation of outside elements in an effort to strengthen the security organisation. I feel Sir, that the Railway Ministry will bear in mind that the purposes of railway security are necessarily different in a qualitative fashion from the security of the State generally speaking, and that it is necessary not to bring from outside officers who would stand in the way of the advance of those who are already working efficiently in the Watch and Ward organisation.

I wish also to refer to the wooden attitude of the administration which has sometimes been illustrated in comparatively small matters. I refer in particular to the holding up for more than 2½

years of the conversion of Lakshmipur halt into a flag station. I know how all kinds of footling little obstacles were put in the way of the conversion by representatives of the administration when representatives of the public and even of the Government of West Bengal wanted that conversion. Even now I fear that the results of the conversion would not be easily available because construction work appears to depend upon the provision of finance. I wish that when such a long period of time has already elapsed before the conversion, the construction of the flag station is expedited and the goods siding which is wanted by the people of that area is also constructed.

I wish to refer to another matter in regard to Sakrigali Ghat in the Eastern Railway where conditions are abysmally deplorable. On the 19th September last year by means of Starred Question No. 1935, I elicited the information that at Sakrigali Ghat out of 1,453 members of the staff, only 345 have quarters and 87 live in wagons. This matter of our railwaymen living in wagons is a scandal which I wish is completely effaced. You will recall two years ago there was quite a furore in this House over the fact that in the Sealdah division several hundred railwaymen were living in condemned wagons. I am glad those condemned wagons are now a thing of the past, but 87 people in Sakrigali Ghat, according to the information furnished to us about six months ago, live in wagons. But, apart from that, this place Sakrigali Ghat is extremely insanitary and the provision of sanitary facilities is terribly important, and in this regard particularly the ferry staff of Sakrigali Ghat who number about 1,200 are the worst victims of administrative neglect and callousness. They have already presented a memorandum, I understand, to the Deputy Minister, and I think some other high-up representatives of the administration have been to the site and seen the conditions of the ferry staff as well as of the others who are living in very difficult conditions. I hope something would be done by the Ministry in this regard.

I wish also to refer to the case presented to the Ministry, I understand, by certain stenographers of the Eastern Railway. I learn on account of regrouping, confirmation has been held up in many cases, and I hope that confirmation will be expedited. The results of

regrouping should not be visited in a disastrous fashion upon the employees. I learn also that there are certain serious grievances regarding selection, and I hope the Ministry would turn its attention as far as that goes.

I desire also to draw the attention of the administration to the fact that there are many employees of the different railway institutes spread all over the country, and they have told some of us that it is very unfair that while the members of the railway school staff can be treated as railway servants, no such consideration is given to the employees of the railway institutes and they neither have the C.P.C. scale nor any kind of scale whatever. I hope that something is done by the administration in regard to the employees of the railway institutes.

In regard also to another matter which is rather more important, I wish the Minister takes a very serious view, and that is the report which we have just received of the application of the Safeguarding of National Security Rules in rather an unwarrantable fashion against active trade unionists, and particularly against the Assistant General Secretary of the Southern Railway Union. At the present point of time Government is telling us perhaps a little too glibly about associating the railway workers with the administration, but as far as the railwaymen are concerned, there is no doubt about it that genuinely, really and truly they want to come forward and offer all the co-operation that is necessary for the successful implementation of the Five Year Plans. We fear that there must be some elements in the railway administration, some elements which are comparable to *agents provocateurs* in other regions, which are trying to bedevil the relationship between the workers and the railway administration. At the present point of time I wish to repeat, and I am glad the Railway Minister himself is here, we are trying to have better understanding between the workers and the railway administration, and it is rather undesirable that this kind of application of the Safeguarding of National Security Rules is reported. And I learn that this happens in spite of the fact that we have had a kind of understanding from the Minister that it would only be in absolutely categorical cases that the Rules would be applied and it would only be after a great deal of cogitation. I cannot imagine how the Assistant General Secretary of a responsible workers' union can be served with

[Shri H. N. Mukerjee]

this kind of notice, he told that his services would be terminated when the atmosphere in the country is so different from what it had been, let us say, five or six years ago. Therefore, I feel that the Minister should apply his mind very seriously to this matter, seriously and sympathetically, and I am sure as far as we are concerned, we shall furnish him with all the materials that are necessary in order that he might reach the correct conclusion in this matter. But I feel generally speaking there should be no instance of the application of rules so stringent, so overbearing as the Safeguarding of National Security Rules.

I wish to refer to one other matter, and that is in regard to the maintenance of railway stations.

I come from Calcutta which has a myriad problems, and I speak with some trepidation, because last year the Minister was good enough to suggest that having lost many weapons in my armoury, I was falling back upon provincialism. Risking that allegation, I wish to tell the Minister that a place like Sealdah station which handles the largest passenger traffic of any station in this country is a disgrace. I have sometimes passed the New Delhi railway station, and I have admired from a distance the handsome-looking construction which is going on. I do not grudge New Delhi whatever amenities are being produced for its imperial or near-imperial splendour. I do not grudge it at all. But I do not understand why Sealdah station should continue to be neglected.

We know very well how the process of electrification—in spite of certain assurances from the ministerial side—of the Calcutta suburban system will perhaps go on for longer than we desired. But in any case, the maintenance of Sealdah station itself is a matter which should attract the attention of the Ministry. Sealdah station was, and still is, a receiving centre of refugees from East Bengal, and therefore I am sure if the other Ministries of Government concerned are consulted by the Railway Ministry, then certainly some very quick and adequate provision might be made for the maintenance and development of stations, particularly Sealdah station, in the Calcutta area.

These are some of the points which I wanted the Railway Minister to give his attention to, and I hope that something tangible would be done by the Ministry in this direction.

Shri Vallatharas (Pudukkottai): So many proposals and grievances have been voiced on the floor of this House in respect of various parts of this country. So far as the Madras State and the Southern Railway are concerned, we have not much to state except that we expect some goodwill on the part of the authorities to see what is wrong there.

We are not very much worried about the absence of any new constructions there. Whether even the few lines that exist there serve the area properly or not is also a different question. But in view of the fact that the States reorganisation is going to take place, and internally the districts are going to subject themselves to a sort of adjustment, the question as to which of the stations should be given greater importance, and how the traffic and passenger movements should be regulated has to be decided in consultation with the local MLAs, MPs, the local businessmen and others. As an instance, I may submit that Tiruchirappalli and Ramnad, and a part of Madura and Tanjore are likely to be readjusted in such a manner that there will be the need for the formation of a Pudukkottai district, or a district comprising the Pudukkottai area as the main factor.

There is a proposal now for connecting Aruppukkottai and Manamadurai. The importance of the Nagapattinam station is also to be taken into consideration. We have got an extension line from Pattukkottai up to Karaikudi *via* Arantangi. The stabilisation of that line is another matter. So far as the construction of new lines is concerned, provision is going to be made for a line between Manamadurai and Aruppukkottai. Of course, my hon. friend Shri M. D. Ramaswami is the proper person to deal with it, and I believe he had had his say already on this matter.

One point I should like to submit is that the interior portions of Ramnad district, although they are devoid of forests, are still like some rude parts of the interior of Assam. Those parts must be brought in contact with the civilised world. That is an area in which the Criminal Tribes Act was in force during the very abominable regime of the Britishers, and where people had suffered a great deal on that account, and the trade and commerce had been brought to a standstill. So, the people of that area should be brought into contact with the civilised world without any delay. I should submit that a regular consultation

may be had with the local MLAs, the local MPs and the businessmen on this matter. My hon. friend the Deputy-Minister knows the situation very well. Villages like Kamuti, Abhiramam and other places should also be connected. Or else, the construction of a line between Manamadurai and Aruppukkottai will serve no purpose, except that it will give some consolation that some line has been constructed. So far as Manamadurai is concerned, though it has been functioning all these years, it has not loomed important so far. But if there is a plan to connect Aruppukkottai and Ramnad area with Paramakudi, then that will serve to bring the interior parts of the Ramnad district in contact with the outside world in contrast to the connection with Manamadurai.

The second point that I should like to urge is that the relationship between the railways and the motor transport seems somewhat highly suspicious. Between Puddukkottai and Tiruchirappalli, there is a motor transport service at present, and the fare is 13½ annas per passenger. But if you take the train fare for the same distance, it comes to Rs. 1-2-0 or so. I know this line very well for some years past. I do not want to make any insinuations; but I will only say that there is a lot of suspicion created by the circumstances under which preference has been shown to motor transport. Certainly, a fare of Rs. 1-2-0 for a distance of 30 miles or so is something which is very high. The result is that the motor transport people are enjoying a monopoly. They have earned a lot of money already, and the devices by which they are making money are something which are really to be condemned. I would request the Deputy Minister to go and make a personal inspection of the line between Puddukkottai and Tiruchirappalli, and see that the railway fare does not exceed the bus fare at least. Something on these lines has to be done urgently, or else it will mean great injustice to that part of the railway area.

So far as the Tiruchirappalli Fort station is concerned, I will point out that the premises is the abominable and insanitary abode of people suffering from venereal diseases, and of pigs and asses. The people who live near that Fort station seem also to have acclimatised themselves to these surroundings. I deplore the very nasty way in which the surroundings of the station are kept. Either the vacant space by the side of

the station should be converted into a garden or it should be converted into something of a more useful type, so that it may be kept clean and kept free from nuisances. This is important step which has to be taken urgently.

Between Pollachi village and Coimbatore, there is a railway line at present. But due to local politics, which has got something to do with local business, election propaganda and so on, road transport in that area has been given a monopoly. The passenger fare has been raised from 8 to 13 annas. If two additional shuttles could be run between these two places, then that will give greater convenience to the passengers at a cheaper rate, and it will at the same time, also prevent the monopoly which has been given to certain favourite motor owners.

An Hon. Member: They must be Congresswallahs.

Shri Vallatharas: That sounds reasonable, for when people of very great eminence from the Congress ranks come and visit that area, it is the motor transport owners who happen to be their hosts. That itself is a clear indication of the relationship between the motor transport owners and the Congress people. However, that is a matter on which I shall not dwell at the moment. I will only like to draw attention to the grievance of the poor fellows who have to pay about 13 annas if they have to travel by bus. If there are two more shuttles provided, that will be of very great assistance to them. I will request the Railway Minister to do something in this direction.

Nagapattinam also is an important station. I would like the Ministers to go and stand in the railway platform there between 9 P.M. and 5 A.M.

Shri T. B. Vittal Rao (Khammam):
In cognito.

Shri Vallatharas : They can go *in cognito* or even in their official capacity. I do not mind that. They will find that about 50,000 pigeons will be sitting there on the railings below the roof of the platform, and leaving their excreta on the passengers' heads during nighttime; and the station masters probably take that as a rose scent or something superior to that! I do not know how those people tolerate this sort of stinking smell there. This position must be remedied immediately.

[Shri Vallatharas]

The reconstruction or the rehabilitation of the Nagapattinam station also is important. The old glory of this place is very well known. There was a workshop formerly, and it was then an area in which there was a lot of traffic and a large volume of trade. It is a very promising station, and it deserves urgent remodelling. It is also a quasi-sea-port which loads and unloads cargo as well as passengers to a great extent. In that way, the station is of very great importance. I should request the Railway Minister to see that something is done for this station.

12 NOON

So far as working efficiency and connected matters are concerned, Shri Venkataraman drew the Minister's attention to the large number of recurring accidents to human life. I should like the Railway Minister to give some consolation at least by concentrating on some plausible remarks upon that position. Before integration and before independence, the accidents in an entire year, 1944-45, were equal in number to the accidents in the week commencing December 1953 and January 1954. That means the casualties in a week equalled the total number of the casualties in a year before integration. In the Public Accounts Committee, we had occasion to remark that the railway authorities had not been able to satisfy us as to how the integration of the railways had any bearing on increasing the working efficiency. So far, I have not heard anything intelligent in reply to it, as to how the moving capacity, saving of time, saving of expenditure and increasing of the speed limit have improved on the basis of the integration of the railways during the last four years. The accidents have happened almost very near the stations; not far away from stations. It is normal to infer that there is some fundamental lack of vigilance on the part of the station authorities or on the part of the line inspectors who should check the lines and keep the lines and signals ready. I will submit that these accidents should be gone into by a special section of the railway department with a view to see how they could be averted. Without averting these things, there is no meaning in pleading that you have spent Rs. 400 crores in the First Five Year Plan or that you have attained the target. What is the meaning of attaining target when you cannot minimise the

loss of life and accidents on the railway lines? So the railway inspectors—the line inspectors—have to be charged with a very serious blame that in view of these accidents, we have to necessarily infer that there is a sort of carelessness existing.

In regard to discipline among the working staff, I have to very sorrowfully state certain things. I do not want to quote many instances. I will mention some. I went to the Central station to reserve my seat. There was a starry-eyed personnel in the reservation; of course, these people are now looming large in all these places, with which we do not and cannot quarrel. It is beyond chivalrous limits. The attitude of these people towards passengers must of course be corrected. True, we want more ladies in employment. But I have to state that Station Masters simply weep when we go and tell them, 'What is the meaning of this impertinence in the reservation section?' He says: 'I have no control over them'. I think this is a deplorable state of affairs.

I went in search of the Station Superintendent. He was not present. Somebody directed me to the Assistant Station Master. So I went to his room. There a guard was sleeping straight out. There were four or five people sitting there; they reminded me of bhangi-wallas or ganja and opium eaters. They were there with their faces sullen and swollen. When I made a query about the A. S. M., nobody replied. When I questioned them increasing my voice, the guard rose and told me: 'Will you? Who are you to make noise? Will you go out or not?' If I had stayed there longer, he would have beaten me. Then I made a note to the Station Superintendent to whom also the guard made a rough answer.

There are many other instances of such behaviour. Of course, we have sympathy for the amelioration of their lot in respect of pay and other things. But this sort of behaviour cannot afford to be there. We have got the observations of the Corruption Enquiry Committee also. In one case, a railway officer wanted to travel with his family people. I was there in the carriage in my reserved seat. This was before the pass was introduced. A seat was reserved for me. They wanted to get me out. The watch and ward, ticket examiner, the Assistant Station Master, the Assistant Station Superintendent came there one after another and wanted me to quit. Then somebody else leaked out the fact—just as there

was budget leakage—that I was an M.P. If I was an ordinary passenger, they would have had me hauled up by availing the police. This happened in the Tiruchirappally junction.

Some weeks before, when I went to the station the ticket examiner who was at the entrance allowed me to pass. I was not going to travel; I had gone there to see some of my friends and return. But he asked me; 'Where is the form filled for the journey?' I said there was no form to be filled. Then he said: 'Come here. Stand here. Unless you fill the form, you cannot go'. Then he made me stand there from 11 P.M. to 3 A.M. in that cold night in the entrance. I could not get at the Station Master; I could not get at the Assistant Station Master; nor I could contact the Station Superintendent. A big station in which some crores of rupees have been invested was left abandoned in that manner. Then there was a big demonstration. It attracted a crowd of nearly two thousand people. A policeman came with his lathi. I told him: 'If you touch me, serious things will happen'.

In this way, station control during the night time is absolutely bad. There may be romances going on, but here they have to deal with passengers as responsible people. These are some of the things that happen.

In the Madras Egmore station, I had with me some plantain fruits which a friend gave me in Chenglepet. The ticket examiner in the Egmore platform wanted to weigh that. I told him: 'Why do you want to weigh fruits which will last me two or three days on my journey?' But he would not listen. He said that the railway authorities had required that some cases or other should be put up daily. He did not know that I was an M.P., because the dress I was wearing is not a passport for anything.

Shri Nambiar: It is Congressmen's dress. It is enough.

Shri Vallatharas: This does not count for anything now unless you have something else. This is a dress for innocent people. This is the dress in which we used to go to the villages and preach Congress ideology and Gandhiji's ideology.

Mr. Chairman: But the hon. Member had chance to come across romances.

Shri Vallatharas: Life should be relieved from monotony.

So so many things happen like that. I was referring to the plantain fruits. We call it '*vazha pazam*' or kela. He knew me but he did not have the conception that I was an M.P. Then when I enquired, he said: 'What am I to do? I am a poor fellow. I am a member of your constituency. Unless I show some case, I cannot satisfy people higher up'. So there seems to be some instruction issued from the highest level or the higher level or the district level that they should daily refer one or two cases. I have seen this practice in police stations. When the financial or official year is about to close, the constables go to the outskirts of the town, catch fellows and make nuisance cases. At the end they, furnish statistics—300 cases! This is the way in which they operate.

If ticket examiners and other officers treat a person in this manner, deliberately knowing that he is an M.P. what is the fate of the poor people who are not known much? We can draw our inference. I strongly protest against the conduct of the security officers and policemen at railway stations who beat people who pass without tickets or who are found there as beggars. Our country has plenty of them. To beat or push them in such a manner that they tread about without any balance for 10 or 15 feet: This is an abominable state of affairs that must be ended. I am not complaining in order to blacken the name of the Railway Board, to whose work so much praise and appreciation have come from all except very few. But I hope the Railway Ministry will be able to take my word at its face value and send strict instructions by circular that hereafter such sort of things should not happen. I do not like to prefer any complaint against these things because there is no use of doing so. A person may complain. But after 8 months, a reply is received saying that the matter has been dealt with and suitable steps have been taken—we are not supposed to be concerned with those 'suitable steps'.

As regards budgeting capacity, of course, the administration have done normal work.

As regards relations with labour, which is a very important matter, it seems to me that the correct approach is not to be had. The productivity of labour before the integration of the railways must be seen—it is on record. What is the percentage of the productivity of labour in 1950 and 1951 and what is the percentage in 1954 and

[Shri Vallatharas]

1955? After 1952, there is a perceptible change in the financial stability of the administration and also in the attitude of labour towards the administration. Unless labour is encouraged and made to feel that they are promoters of this great institution in this country, you cannot achieve a higher percentage of productivity of labour which was once existing before integration of the railways and before independence. This is quite apart from what you have to say about the attitude of the Communist Party; because nowadays, from what Shri A. K. Gopalan and others of the Party have said, there is a feeling that there is a shift in their policy. I do not think that the communists are so frail and gullible as to change their policy whimsically. They are here to fight it out. They have not shifted their policy; their policy is to co-operate with the Government so long as it suits them. So, when the question of labour comes up certainly it is their duty to respond and they make it on a high level. Further, some people feel that the Russian Prime Minister's appearance here has brought down the tempo of the Communists or this and that. I do not believe in that. Let the election come. Just 40 days before the election you will see how many cars stand, how many lakhs of rupees come from banks, how many transport motors come forward and how many lorries, wagons etc., come out. Then and then alone you can say whether they have shifted their policy or not or whether the Congress bull has lost its pull; all these things will have to be seen. So, whatever it is, you need not delude in rejoicing that the communists have shifted their policy. They want the labour to be consolidated and if the strength of labour is such that they have it their way, you cannot, certainly, check it. But, on the other hand, if you try to keep it in your own hands, certainly, that is another matter for serious consideration. I want the Railway Minister to feel that the institution of Railways has passed through three stages, first, from the utilitarian to the commercial stage, from the commercial to the national stage; and now it is in the national stage. The labour question is the foremost regarding the organisation of railway labour; the direction it is intended to take at the initiative of the Railway Administration, will decide the future political status of this country.

Shri Frank Anthony (Nominated—Anglo-Indians) : I have tabled four cut motions under different heads and they all relate to the same subject, namely, to discuss the disabilities of railway staff. Some of the grievances to which I shall refer have assumed unfortunately the character of a hardly perennial. I am afraid, that the Administration is to blame for that. Some of these grievances which I shall underline again are palpable grievances! They represent not only unfair but often patently illegal policies and the only reason that I can see for the Railway Administration not remedying these grievances is that apparently the National Federation has neither the capacity nor the knowledge to put these grievances forward and apparently the Railway Administration is reluctant to redress grievances, however long overdue, however serious they may be, unless they come through the Federation.

Last year, I had pleaded for an optional pension scheme for railwaymen. I said that there was absolutely no justification for discriminating between railwaymen who are government employees and employees of other departments of Government. There is absolutely no comparison between the present Provident Fund *cum* Gratuity Scheme given to the railwaymen and the liberalised pension scheme given to other employees. I may mention here that I have done a little research into this question. I find that there was a pension scheme before 1885. I was a member of the Central Pay Commission and we recommended that an optional pension scheme should be made available to railwaymen. I have made a comparison between the position of railwaymen and non-railwaymen in class III. The average railwayman gets at the end of his service Rs. 12,000—may be a little more—and a non-railwaymen gets about Rs. 5,500 by way of gratuity and bonus and he also gets a pension of Rs. 150 per month. If that Rs. 5,500 which is common to both is taken away, the railwaymen is left with Rs. 7,000, which invested even in gilt-edged securities will come to Rs. 28 per month as compared to the Rs. 150 that a class III non-railwayman gets. There is no comparison.

The position with regard to class IV servants is infinitely worse. The class IV railwayman at the end of his service gets approximately Rs. 3,500 and a non-railwayman gets a bonus and gratuity of about Rs. 950 and a pension of Rs. 24-6

a month. Take away this Rs. 950. Then it means that the class IV railwayman is left with about Rs. 2,500. Invested in gilt-edged securities it gives him about Rs. 7/9 a month as compared with the monthly pension of Rs. 24-6 to a class IV government servant in other departments. There is no comparison.

Last year I raised this question and I had referred to it also the year before last. I regret to say that the Deputy Minister in his rather airy manner fobbed it off, on the plea that the railwaymen did not want it. This is not correct. I meet more railwaymen than does the Deputy Minister. I met recently (within the last 6 months) and talked to thousands of men and when I explained it to them, without exception they all said that they would like it—the optional pension scheme. You know that this National Federation which the Railway does so much to boost, have also in their usual laggard and incompetent way now re-echoed the plea which I made two years ago. Recently, I notice, at one of the general meetings they have also recommended that the railwaymen must have an optional pension scheme. I am anxious about this matter because I know that in nine cases out of ten, within a few years after retirement, these men are either haunted by pauperism or by sheer destitution and it is a matter which I feel requires the urgent and sympathetic consideration of the Railway Administration.

Last year and the year before last I asked that overtime for running staff should be calculated on a weekly and not on a monthly basis. I was under the impression that Shri Alagesan had conceded my point year before last when he said that overtime should be calculated on a weekly basis. But, I find, perhaps I was mistaken in the impression I gained from what Shri Alagesan said, I find that overtime is still being calculated on a monthly basis. Now the Railway Minister is here and I would ask him to look at the phraseology used by the Adjudicator's Award. I am a lawyer, he may not be a lawyer; but I am prepared to join issue with him on this. He can refer the matter to any person with judicial experience and he will find that the only interpretation of the clear language used by the Adjudicator's Award is this that the unit for assessing human endurance is a week. If the unit for assessing human endurance is a week then *a fortiori* overtime must be calculated on a weekly basis. What

is happening? I do not think the Railway Minister intends to do it. I say this with a great deal of respect; but the Railways are in fact cheating; they are cheating their labour staff out of their dues. What is happening? You should assess overtime on weekly basis, which as I have said is the Adjudicator's unit for determining human endurance. You should work your men with a 57 or 58 hours' week. I have had instances where railwaymen have worked for over 100 hours in a week. According to your limit of endurance they should work 114 or 116 hours a fortnight. Sometimes they have worked 150 to 170 hours and they cannot get one anna's benefit. Why is it? Because they are overworked for one or two weeks and they are given excessive rest for the balance of the period so that in the period of a month their period of work comes to 231 hours. As the Railway Minister knows, if they put in 231 hours for the whole month they get no overtime.

I had last year entered a plea for the senior drivers. I had pointed out to the Railway Minister that the pre-1931 drivers are losing in many of the Railways on an average between Rs. 100 to Rs. 150 per month. There is no uniformity with regard to exactions. So far as pre-1931 drivers are concerned, because of the implementation of the prescribed scales and old exactions being made they are losing heavily. Take for example, the Kanpur drivers. They have exactions of 100 hours being made while on the other divisions the exactions are only up to 60 hours. When I raised this matter some years before, the late Shri Gopalaswamy Ayyangar very quickly saw the point. Unfortunately, at that time, I only had information with regard to the Central Railway. Immediately he got up and on the floor of the House said: If Mr. Anthony is correct if our senior drivers are losing Rs. 100 or Rs. 150 from their previous emoluments then there is no justification; I will make it up by allowances or by fixing or reducing the exactions and he kept his word.

The Central Railway drivers had the position remedied but on the rest of the Railways—the former B.N.R. and the present Northern Railway section, the drivers, against the fierce inflationary spiral, are losing Rs. 100 to Rs. 150 per month practically one-third of their total emoluments.

[Shri Vallatharas]

Last year I raised the question of channels of promotion for certain sections of the loco staff having been taken away from them. I regret that my appeal fell on deaf years; it fell on stony ground. I refer to the former A grade drivers of Allahabad Division, and nothing has been done in the matter. Now the position is absolutely indefensible. They have come to me and asked me to take the matter to court. I say this : Have railwaymen, in order to get their just dues, to agitate their grievances before the courts the whole time? What is the position now? Your former A grade drivers were men recruited on the basis of a contract and their channels of promotion were guaranteed along certain lines. What has happened? You have lumped them with literates and semi-literate staff. And as a matter of course the A grade men who progressed along their channels as apprentices, A grade firemen, A grade drivers etc., are being superseded by your B and C grade literate and semi-literate staff or drivers. I raised the matter with Shri Kaul; I raised the matter with the Railway Board. As usual the Railway Ministry has taken shelter behind a technical point, namely, that we have lumped them all together and you know our socialist or socialistic pattern of society according to which everybody must get equal opportunities. It is not a question of equal opportunities. It is not only a breach of contract but it is worse; it is a breach of faith. These men were under contract with you and their channels of promotion were guaranteed, and now they are being superseded. Shri Kaul says that there is a process of selection. I say there is no process of selection. As a matter of course, the literate men are now superseded by illiterate and semi-literate men. What do they have to do? They only have to bribe the clerical staff. Today the Railways are being run by the clerks, the clerks pass the orders and the officers have neither the capacity nor the inclination to check the orders and run the Railways. So the clerks are bribed and they pass the orders and these men get their promotion. I say this to the Railway Minister. The A grade men have come to me and said that if they cannot get fairplay, if they cannot get justice from the Minister, they had better be allowed to go and they have already put in about 25 to 30 years of service. I say this to the Minister "Let them go, if you do not want to treat them fairly,

give them their gratuity as they have done more than 15 years of service". And I am sure you will find *en masse* exodus from Railways, at any rate from the loco side.

The same position prevails with regard to the loco staff on the former M.S.M. Railway. I regret to say this. Even at the Railway Board level people do not understand simple facts. Of course, I do not expect railway officers to have the same acute appreciation of facts as a person with a legally trained mind, but I do expect them to win over the chaff from the grain. I raised the matter of ex-M.S.M. loco staff. Those men were recruited on the basis of a certain contract and certain channels of promotion were guaranteed like apprentices, shunter, firemen Grade A and so on. Somebody from the Railway Board goes off at a tangent and says that on the ex-South Indian Railway this is not the position. Of course it is not the position. But I wrote about the ex-M.S.M. Railway and you reply to me about ex-S.I. Railway. It is here again not only a breach of contract but a breach of faith. Men have progressed along certain channels of promotion for years and then retrospectively you degrade them. I just do not understand this. Here are men who for years have progressed along certain channels. Suddenly after 15 or 20 years you introduce a new policy and degrade them and you adhere to it because apparently nobody is prepared to do justice.

The position on the Ferozepore Division is the same. The other day a whole body of men came to me saying that they were not desirous of serving the Railways. They said : "For God's sake let us go; we have given the administration 15 or 20 years of loyal service. And if we cannot get justice let us go, we do not want to join the communists. Up to this time the Railway Minister will only listen to people who are prepared to subvert and to indulge in violent activities and agitations. But we are not those types of people. If we cannot get justice by constitutional means, let us go; we will go and buy a plot of land and cultivate it." What is the position in the Ferozepore Division? Your C grade drivers, your illiterate men, have bribed your clerks and are superseding as a matter of course, these B grade drivers. I am going to ask the Minister to look into this and he will do well to find out the full facts. If the Minister will meet them, they will show him case after case

drivers, there are men who have come over from Pakistan and given false declaration, and they have been made railway employees. Men who were running cycle shops, men who were running pan shops and biri shops in Pakistan, came over here and made declaration that they were railway employees there, and they were put in as shunters, then as drivers and then in higher positions. There is this process of corruption going on. The poor drivers who are affected have made representations after representations to the officers on the spot, but nothing happens, because someone goes to the clerk, the clerk takes the bribe and all these representations go into the waste paper basket. This kind of thing is corroding these men. I am not a railway employee, but when I see that the men cannot get redress for obvious grievances of this kind, I realise that there must be resentment, frustration, bitterness and even widespread demoralisation.

A great deal of hardship is being caused by the vagaries in railway policy. Recently some persons—I do not know where it emanated from—felt convinced that if a person has a squint, it is a major defect, and an order was issued from the Railway Board that all squint-eyed people must automatically be reduced to category C. The issue of such an order indicates not a visual but a mental squint which vitiates so much of railway policy. The amazing thing is this. At least four people have come to me. They have had congenital squints. They passed all their medical tests, not only when they were recruited but up to date; they passed all the medical tests when the standard of efficiency on the Railways was as good and as high, if not higher than what it is today. These men passed their medical tests and today also they pass your medical tests. But the amazing thing is that some person in the Railway Board, who does not want to look at a squint-eyed man probably because he thinks it is unlucky to look at such a man, issues such an order as this. And therefore you remove these squint-eyed people from their present employment. The tragedy is that these men have put in 25 or 30 years of service. I know the Minister will tell me to look at the elaborate provisions they have got about alternative employment. The men have served for 25 or 30 years and are drawing at the end of their career about Rs. 500 or Rs. 600 and at that time they have the maximum of financial of injustices done. Among the C grade

commitments, with regard to their large families, education of their children, etc., What do you do in the name of alternative employment? What do your local officers do, fellows who are not concerned with the interests of these poor men?

Mr. Chairman: Is the hon. Member asking me to do something in the matter?

Shri Frank Anthony: I am addressing the Minister through you, Sir. Here are four men and you offer them jobs carrying Rs. 100 to Rs. 120 a month. They were getting Rs. 500 or Rs. 550 per month. I think this is a scandalous disgrace. A poor driver was commended by the President—he lost his leg when he met with an accident. You could have made him Controller. No, you did not do that. He was receiving Rs. 550; and instead of doing that, you offer him a job on Rs. 120 per month. Even the Army do not do it. The Army is supposed to have the highest possible standard of physical efficiency and even there the people are not thrown into the dust bin merely because they have to wear glasses after 25 years of service. What would have happened if those sitting on the Treasury Benches could not pass a naked vision test? I do not know how many of the people on the Treasury Benches will pass a naked vision test.

An Hon. Member: They do not get elevated.

Shri Frank Anthony: Give them an *ad hoc* allowance; give these poor people an *ad hoc* allowance because you have a moral, if not a legal, obligation to continue to give these emoluments at the fag end of their lives. Still you offer them only jobs carrying Rs. 120 per month.

Then there is the question of drastic punishment. Here again I have repeatedly brought this point to the notice of the Railway Minister, namely, that your young officers are running amuck, they cannot command the respect of these men, they have got a perverted sense that they should exact respect by terrorisation, and suspend the men on the slightest pretext. I would like the Railway Minister to look into his own code, outmoded as it is, which says that before there is a suspension of the services of an employee, he is to be charge-sheeted for misconduct, for which the maximum penalty is removal or dismissal. A man does something for which he is not even charge-sheeted

[Shri Frank Anthony]

and yet he is suspended. You are supposed to suspend him for four months, I know. But there are cases, I know, of suspensions lasting for a period of 2 or 3 years.

The point I am trying to make is this. Suspension is a punishment and it is only the Railway Administration that pre-judges a man. You do not even charge-sheet him but you suspend him and give him one-third allowance. He is reduced to a sub-starvation level. You penalise him and you penalise his children also. I heard of a heart-rending case the other day where a man is being tried in courts. Suspend him. But what has been done? You withdraw the educational allowances. His children—one in the Senior Cambridge and the other in the middle school—stopped getting this allowance. You treat him as a felon, you treat his family as felons. This is not the way to treat your railway servants.

There is one other matter. There is this anomaly with regard to the pass rules. Here again I do not understand it. If a person has one dependent his pass will cover five persons—his wife, two children, himself and the dependent. But if he has no dependent, his pass will cover eighteen children. I do not understand this. One dependent comes in and you limit it to five. Obviously it is meant to cover first, his wife and children. If he has got eighteen children let him have any of his dependents as 19th. (*Interruption*). The railway people are a virile community and there is no maximum with regard to their prolificness.

I will repeat my plea to law down a quota. I would ask the Railway Minister to seriously consider having a quota reserved for the children of railwaymen. I raised this point sometime back. Shri Alagesan pointed to the provisions in our bright and shining Constitution. He said that this would offend the Constitution. The equality clause—call it anything—has been interpreted so that you can discriminate in favour of a class. You are already doing it for the refugees. What better claim has anybody else got than the children of the railwaymen? The railway officials tell me that the traditions and the loyalty of the employees are fast disappearing. You are putting in refugees and other people who have no interest in the railways. The railwaymen have nurtured the traditions of service, loyalty

and attachment to the railway. As a railwayman told me once : “Not only if my veins but even if my children's veins are cut, steam engines will come out of them; it is in their blood. It will be a good thing and you should reserve some quotas for the children of railwaymen.

Shrimati Ammu Swaminadhan (Dindigul): I have only just a few points to make chiefly about the maintenance of railways today. I have often come by the Grand Trunk Express from Madras and have gone back by the same train. I find that the compartments are very badly kept; every time either the fans stop, or water does not come or windows do not open.

Last time when I was travelling from Madras to Delhi, there was one window which would not come down because the catch that stops the window from coming down had been stretching out and it could not be brought down. I called a member of the staff at one station and told him that I would like it to be brought down because it was very hot. A man was sent for and he came and repaired it. What did he do? He cut that little piece on which the window rested with the result that I could never open it.

Another time a fan was not working. Somebody came and I do not know what he did but he said : “Madam, I do not think this fan will work very long; I do not know what to do; the train is about to leave; this is all I can do; this will work only for a little while.” After some time, it stopped. I am one of those obstinate people and at the other station I called the railway people again and asked them to mend it and there it was repaired.

We who are Members of Parliament travel on our first class passes. I have never travelled from Madras to Delhi without some tap or the other leaking. Water sometimes comes down on your head from the shower or it comes on your feet from the little tap by the side of the basin and if you open the basin the whole water comes up on your face or it does not come at all. I am sorry hon. Members are laughing. These are matters which must be looked into. I feel that unless you keep up the maintenance, the travelling public is going to be greatly inconvenienced. It is a utility service that the Government has taken up and it is necessary for the people who are travelling in the railways to have ordinary comforts and facilities.

The hon. Minister has been saying that they were thinking of having air-conditioned third class compartments. May I point out to him that it is not air-conditioned compartments which we need now? We want windows which work; we want water pipes which do not leak and taps which work and less of overcrowding in trains by having a few more trains.

I was speaking to some person the other day who was usually travelling by third class. She was telling me: "What is going to be the condition of third class compartments if they are to be air-conditioned and if all the windows are closed? Just think about all the *biris* and cigarettes that will be smoked. How are the people going to breathe inside such compartments?" We cannot understand why the hon. Railway Minister wants to have air-conditioned third class compartments. Nobody is asking for them. More fans, more water, and less overcrowding—these are the three things they need.

Shri Nambiar: You are talking about things which are going to happen after ten years!

Shrimati Ammu Swaminadhan: The air-conditioned first class compartments are really very fine compartments but I find it difficult to stand even them. There is no movement of free air. I know there are ventilators and so on but even then there is the very closed atmosphere. With people who would smoke all the time, I think the atmosphere would be terrible in such compartments. I hope the Railway Minister will consider this question and instead of spending a good deal of money in purchasing more and more air-conditioning machines, I wish he thinks of giving more amenities and more comforts and reducing overcrowding in trains. It can only be done by having a few more trains and not merely by increasing the weight of the trains which will bring about delay.

There is another matter about which I would like to say a few words—catering in the trains. I am only speaking about the Grand Trunk Express at the moment. I was coming to Delhi from Madras for the November session. At Bezpada, we were told that the dining car was 'sick'—that was the expression used by them. All the same, we were also told that at some station or the other, they were sending a telegram to serve food. We were three in a compartment—one lady and her little boy and myself. Her husband was travelling in

another compartment. When we got the station where we were supposed to get our food, we were told that some other train had come there and all the dinner etc., which were there were served to those passengers and we could not get even a cup of tea. As far as I and the other lady were concerned, we did not mind but the little boy was hungry. I cannot understand why all the food had been served and finished in spite of the fact that a telegram had been sent that the Grand Trunk Express was passing through and food would have to be served at that particular station to the passengers on that train because the dining car was sick. If this is the condition of first class passengers, you can imagine what the third class passengers would have to put up with.

These are the inconveniences of passengers and if such inconveniences are not removed travelling will be very difficult. I wish the hon. Minister thinks about making improvements in these matters rather than think in terms of air-conditioned trains. We are all satisfied without air-conditioning. But give us more fans and as much water as people want. Also let the compartments be well kept and maintained.

Shri Raghupir Sahai (Etah Distt.—North-East cum Budaun Distt.—East) : Mr. Chairman,.....

Mr. Chairman: The hon. Member shall have to finish his remarks within ten minutes.

Shri T. B. Vittal Rao: When is the Minister going to reply?

Mr. Chairman: At 1-12 P.M.

Shri Raghupir Sahai: Sir, while we are discussing these demands I would like to bring to the notice of the hon. Minister and the Railway Administration a few points for their consideration.

One point is in regard to my own constituency of Budaun in western U.P. It is rather a backward area and the headquarters of the district, becomes an island, so to say, in the rainy season because the district is surrounded by Ram Ganga on the north and the Ganges towards the south. When they are flooded there is no approach to the district except by rail. The railway bridge over Ram Ganga is only open to the railway traffic. I suggest that it should be converted and made available for vehicular traffic also. In this connection I would say that this bridge is an old

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one and a risky one. In 1923, I remember, there was a very big accident. Some four or five bogies of the metre-gauge train went down into the river and there were a number of casualties. If that bridge is not fit for vehicular traffic along with rail traffic I would suggest to the Railway Board that it should be renovated or another bridge constructed which should be open for both rail traffic as well as for vehicular traffic.

Another point in connection with my constituency of Budaun is that Budaun is a backward area. There was a scheme, an old one, that a broad-gauge railway line should be constructed from Roza in District Shahjahanpur connecting it with Babrala on the Bareilly-Aligarh section. If that scheme is taken up then four or five tehsils in my district and one or two tehsils in the Shahjahanpur District will become developed. That is a very urgent scheme and I hope that it will be taken up by the Railway Administration.

We are very glad to note that the Railway Administration has been spending something like Rs. 3 crores every year towards amenities for passengers. There is no doubt that within the last two or three years many changes have been made and almost everybody who travels on Indian Railways, be he literate or illiterate, is thankful to the Railway Administration. There is no doubt about that. But, as our hon. lady member has just spoken there are many things yet to be looked into and to be improved. There is no doubt that the improvements that have already been made are very many. But, I am at a loss to understand how far you are going to stretch the meaning of the word "amenities". I consulted a dictionary and there I found. . . .

Shri B. S. Murthy (Eluru): Webster's Dictionary?

Shri Raghupir Sahai : No, the name of the dictionary which I looked into is *Funk and Wagnell's New Standard Dictionary 1953 Edition*. If hon. Members are anxious to see it it is in the library and they can consult it. The meaning given there is : "Besides pleasant ways or manner or reasonable features of an estate, appurtenances to a home as central heating, refrigeration, electric elevators, telephones, hot water, service delivery etc." Now, when we look to the Railway Convention Committee Report, 1954 we find that it defines "amenities" for the railway users as : "The scope of

amenities may also include in future all users of railway transport such as improvement of goods sheds, loading and unloading platforms, waiting sheds for the trading public." In neither definition, either in the dictionary, the name of which I have quoted, or in the report of the Railway Convention Committee, does this word mean "full scale building". I was really amazed to find in a pamphlet that has been supplied to us by the Railway Ministry, *Towards Better Conditions of Travel*, on page 11, that the New Delhi Railway Station which has been built at a cost of about Rs. 20 lakhs and the Allahabad Railway Station which is going to be constructed at a cost of Rs. 37 lakhs have been included in the definition of the word "amenities". I beg to submit that this is stretching the meaning of the word "amenities" too far. From the same pamphlet I find that the Raja-ki-Mandi Station at Agra and Nasik Station—the construction of these two buildings—have also been included in the definition of the word "amenities". As I said, this is stretching the meaning of the word too far. I do not object to construction of new buildings. Wherever they are necessary they must be constructed. But, they must be constructed from some other fund. The sum that has been allotted for giving amenities should be spent only for providing amenities.

Mr. Chairman: The hon. Member does realise that there is no statutory provision. He can count the fund for amenities after deducting these sums.

Shri Raghupir Sahai : Then, I have something to say with regard to the disposal of complaints. I find that in the Acharya Kripalani Report they have made a recommendation that the complaints which reach the Railway Administration should not be inordinately delayed and should be disposed of quickly. They have recommended that 15 days at the most should be devoted for those matters in which confronted enquiries are not held, 45 days in which confronted enquiries are held and in no case should the final reply to a complaint be delayed for three months. Sir, I made a complaint regarding Bareilly Junction railway authorities to the Railway Minister in the month of July last. Eight months have elapsed. I am not going to state all the facts about the particular complaint, but I am sorry to say that up till now no final disposal in the matter has taken place. I got some letter from the Railway Administration

a couple of months before informing me that enquiry was proceeding. But, till now the matter has not been disposed of. In that complaint it was not only lack of duty that was alleged but there was an allegation of fraud also. It was really a serious matter which should have been looked into and finally disposed of. If there is no disposition that the matter should be hushed up I think it is time that it should be looked into early and disposed of.

I would like to say a word regarding catering. I would like to ask, when the principle of departmental catering has been accepted why should there be so much of tardiness in the implementation thereof? I find that only in Pathankot, Delhi and at one place on the metre-gauge, in Gorakhpur this departmental catering has been provided. Why not at other stations? Why not on other lines? At the present moment everywhere, either on the broad-gauge or on the metre-gauge, there is a universal complaint about bad stuff being supplied at the stations. The present caterers know that their term is going to expire and that they would be replaced by departmental catering. So, they have got no incentive now to improve things. Therefore, I would simply urge that the railway administration should introduce departmental catering as speedily as possible.

I would now say a few words with regard to publicity. We are very proud about the achievements of the railway administration and we should see that the achievements of the administration are known to the public wherever and whenever possible. In this connection, I would suggest that the main points with regard to the railway's achievements during the first Five Year Plan period should be summarised and should be attached to the time-table which is supplied to the general public in English and Hindi so that anybody who uses the time-table will have an idea of the achievements attained so far and of what the administration is going to do in the second Five Year Plan period.

Shri Boovaraghasamy (Perambalur): I should like to draw the attention of this honourable House to the activities of the railway administration particularly in the Southern Region which deserve serious notice. The Government is spending every year a huge amount of money for construction of new railways and for other facilities to the passengers only in the North. Being a democratic

Government, our Government is seriously thinking and is seriously saying about the socialist pattern of society which is the aim of the Government. But, when we look at the achievements of the Railway Ministry, we will find that the administration is giving comforts only to those places which are already having good facilities. In the South, there are so many places which are very very backward, with no communications, no electricity, no telephones and no proper roads even. Those places are not being given proper consideration. I have been suggesting for the past four years the construction of one railway line connecting Nidamangalam and Vriddachalam *via* Kumbakonam, T. Palur, Jayankondan and Andimadam, and another one connecting Arivalur and Sankaridrug *via* Perambalur and Thorayur in the Southern Railways. Regarding the first route, not only myself but the public also have sent so many memoranda to the Ministry. The District Board, Tiruchi, has also passed a resolution and sent it to the Government. Again, the Bar Association of Kumbakonam, in Madras State has also passed a resolution and presented it to the hon. Deputy Minister of Railways when he recently visited the place. So these lines are really important, especially when our area is very very backward. These are the long-felt wants of the people of that area. So, I request the Government to consider this matter seriously and undertake the construction of these two lines in the very near future.

Regarding amenities to the third class passengers I should like to say a few words. There is no waiting room in most of the stations particularly for the women third class passengers. So, they have to lie along with the men passengers, and so, some mischief is being done to the women passengers. Therefore, for the protection of the women third class passengers, wherever possible, there should be separate waiting rooms provided on the platforms of all important stations.

I would then like to draw the attention of this Honourable House to the appointment of backward classes in the Railway department. I have been approaching so many officers with regard to the appointment of backward classes, but I have not met with success. I am told that there is a general rule applicable to all the people. There is of course, the term Scheduled Castes and Scheduled Tribes, and other Backward Classes but I do not know the meaning of the

[**Shri Boovaraghasamy**]

which is attached with Scheduled Castes and Scheduled Tribes. If we go and ask the officers about this, they say that there is a Board, there are some examinations and that they cannot do anything for the Backward Classes people. They add: "Our hands are tied". I do not understand the need for using this term "other backward classes". You and all of us know that a vast population of this country consists of backward classes. This vast population is very very backward in all respects. So there should be a separate reservation for backward classes also, on the line of the reservation for Scheduled Castes and Scheduled Tribes for appointments and promotions. It is not a matter to be laughed at. It has to be seriously considered. If we take the railway department or of those employed in the other Central Government services today, we find too many Brahmin people and too many forward class people are employed who form a small minority in the total population of the country when compared to the backward classes population. The Brahmins and the forward class community people are almost negligible, while compared to the total population, but they are dominating.

Mr. Chairman: Without making comparisons, the hon. Member can proceed with his theme that more attention should be paid to the backward classes.

Shri B. S. Murthy: He wants to emphasise perhaps.

Shri Boovaraghasamy: I request the Government to consider this matter seriously, and I strongly make a submission that there should be some reservation according to the population of the backward classes for their appointments and promotions in Railway services. Otherwise, there is no meaning in your socialist pattern of society. The other people, in the name of democracy, unity of the country and the examination by the Union Public Service Commission and so on, are occupying almost all the key posts nowadays in all the Government services. So, I request the Government to reserve some seats for the backward classes also, according to their population. Then only you will prove that you can achieve the goal of socialist pattern of society, otherwise, by following the present procedure, you will exploit the Backward Class people and certainly the country will be ruined. My request is that there should be some reservation for the backward classes

according to their population. That is the only way by which we can equally share the fruits of freedom in our democratic country. If you follow any other way, you will ruin the country and the unity of the country will disappear. Terms such as 'socialist pattern', 'unity' etc. are used only for exploiting the backward classes. For promotions also, there should be a policy which must be based on the population of each community.

Now I wish to make a few observations regarding the construction of platforms and sheds in some railway stations in the Southern Railway. On the chord line from Madras to Trichinopoly there are several big stations like Ariyalur and Dalmiapuram, Lalgudi, besides other big stations. They need good platforms and proper sheds. These needs at those stations should be properly attended to.

Almost all the third class passengers have to travel with very little conveniences and facilities. Of course, the Government is beginning to give more attention to the welfare and convenience of third class passengers.

If we actually travel in third class, we will know the difficulties of the third class passengers; which cannot be expressed. In such a way they are suffering. Therefore, proper and expeditious action should be taken to rectify their grievances. The third class passengers are suffering from want of sleeping accommodation. At least passengers travelling more than 300 miles should be provided with sleeping accommodation.

1 P.M.

I want to say something about the pay of the railway officers. Shri Thanu Pillai has said yesterday that the railway officers are given more pay; I also support that view. When compared with the other Government servants, the railway officers are paid very highly. At the same time, Class IV employees in the railways are getting very low pay. In this democratic country, we have got a large number of people who are unemployed and we are taking recourse to deficit financing. I suggest that the highly paid railway officers should be reduced and a limit should be fixed, so that you can accommodate all the people who are unemployed in this country.

Shri N. Rachiah (Mysore—Reserved—Sch. Castes): Mr. Chairman, I should like to make an appeal to Government other term, "other backward classes"

for the construction of the Chamaraja Nagar-Satyamangalam line. The Mysore Government and the people of Mysore have been requesting the Railway Ministry for the past ten years to construct this line. Resolutions have been passed demanding this construction. The Chief Minister of Mysore and all the M.Ps. of the Mysore State have also submitted memoranda and representations with regard to this line. I am very sorry that the Government are turning deaf ears to this request though the survey was conducted before the integration of the Mysore State Railway with the Central Railway. I urge upon the Government to take immediate steps to take up this line and give due regard to the demands and requests of the people of Mysore as well as other parts of South India, in the interests of promoting trade etc.

With regard to the Mysore-Bangalore railway line, there was a proposal to electrify this line. We have got plenty of electricity. There is a big project there and we can have more electricity in future also according to the second Five Year Plan. When such is the case, when we are having heavy traffic between Mysore and Bangalore, when we are going to have a Karnataka State very shortly and when we are thinking in terms of bilingual and multilingual States, it is quite essential that we should give more amenities and develop our railway communications, so that we can promote trade and commerce. The Mysore State Government also had an idea of electrifying this line. This line must be electrified early.

Apart from this, the Secunderabad-Mysore line is only a metre gauge line at present and there is heavy traffic on this line. I, therefore, urge upon the Government to see that this metre gauge line is converted into a broad gauge line, so that we can have better and quick communications with the Andhra State and the Mysore State.

I should like to say something about the *ex*-Mysore State railway staff. Before the integration of the Mysore State Railway with the Central Railway, the Mysore State Railway staff and the people of Mysore expected that they would get a fair deal. At the time of integration, I am told, the then Railway Minister gave an assurance that the *status quo* would be maintained. I am very very sorry that this promise has not been kept up by the Railway Board and

the Railway Minister. So many representations, requests and demands have been made by the *ex*-Mysore State Railway staff. Even the Mysore Government's order, which was passed with regard to certain officials—inspectors and others—has not been implemented up till now. There is a feeling of dissatisfaction and frustration and there is also a sort of disappointment in the minds of the *ex*-Mysore State Railway staff not only in the higher cadre, but in the lower cadre as well. This state of affairs should not be allowed to continue in the best interests of the railways and also in the interests of efficiency and proper working of the railways, particularly in South India. I request the Government, the Deputy Minister of Railways in particular, to give more attention to the redressal of the grievances of the *ex*-Mysore State Railway staff. I am told that some orders have already been passed solving these problems, but with regard to certain officials, orders have not been passed. Even the regional officers, particularly the General Manager of the Southern Railway at Madras sometimes do not care for the orders of the Railway Board. The General Manager of the Southern Railway is not justified in his action. Whenever the Railway Board or the Railway Ministry sends some orders, he never cares for such orders. To quote an instance, one Gopalaswami, an Honours Graduate belonging to the Scheduled Caste, took study leave; but in the meanwhile, his services were terminated and even after his re-employment the Railway Board passed orders to upgrade him, the General Manager did not care to give effect to those orders. Even today, they have not been given effect to.

May I give another instance? Five officials were recruited to the Accounts Department about six years back before integration. They were graduates and under-graduates and for all these six or seven years, they had been working to the full satisfaction of the immediate superior officers and there was no remark against them. But now some Service Commission has been set up and only one Scheduled Caste candidate was allowed to be taken in after passing the tests and the others had to lose their jobs. They made some representation and they were appointed in some ticket printing section. Even there, I am told, their position is unsatisfactory. This is a very very sorry state of affairs and I am sorry to look at the injustices done by the Railway regional officers particularly,

[Shri N. Rachiah]

the General Manager of the Southern Railway. Some of the railway employees are on the verge of being thrown out of their employment.

What about the fate of the children and dependents of such persons? Some doctors in the *ex-Mysore State Railway* service had to retire after serving for about 25 to 27 years, without the benefit of any compensation, pension, or provident fund. All the families of these doctors are ruined.

In my constituency and I have been in touch with the railway employees. Their condition is pathetic, something like the condition of the *ex-servicemen* in the military department because of the injustice done to them. Government should give their immediate attention to the grievances of *ex-Mysore State Railway* staff.

I shall not take more than one minute and I shall finish. Yesterday I was travelling from Mysore to Delhi. It is a routine thing, it has become chronic, for the trains coming from Mysore to Secunderabad to run 3 hours late. There was an instance when it ran 5½ hours late. At Dronachalam, it was 1 hour and 45 minutes late. Then I talked to the guard and told him, that I am going to attend the Parliament session please see that the train is in time. Then he had to make up. Still it was 30 minutes late. If this is the state of affairs, why should the Central Government run the railways? Let the Central Government entrust the working of the railways to the State Governments. They can see that the railways are worked properly to the best interests of the passengers and the country. I should also like to refer to the amenities of the passengers from Bangalore to Delhi. In April 1952, one through bogie was put in from Bangalore to Delhi. It has got only the first class and the third class. We have to travel over 1600 miles and the passengers have got to be in the train for three nights and almost three days. You can well imagine the ordeals and the difficulties that the passengers have got to go through. When I put a question on the 22nd of the last month, the hon. Parliamentary Secretary for Railways, I may say with all humility, gave an indifferent answer. He said that there was no proposal to provide first class, second class and third class accommodation. What is the meaning of this? They say that they are providing sleeping accommodation to third class passengers. They say that

they are giving reservation facilities to third class passengers who travel over 300 miles. When passengers have to travel 1700 miles from Bangalore to Delhi, sometimes from Chamarajanagar to Delhi, they do not get sleeping accommodation. There is no ordinary reservation. It is something like a cattle pound—

Mr. Chairman: The hon. Member must conclude now.

Shri N. Rachiah: This is very important. People in Mysore say that we are most ineffective Members and we do not even open our mouths and we do not bring it to the notice of the Government.

Mr. Chairman: The hon. Member can have his chance in the next Demand also. It is not possible now when he comes by these trains which are running so late, to make up for all the deficiencies.

Shri N. Rachiah: I request the Government to see that first, second and third class compartments are put in from Bangalore to Delhi, and reservation with sleeping accommodation is made available. Otherwise, it will be absolutely impossible for the passengers to travel in these conditions.

I wish to bring to your notice one particular incident which is a very pathetic one. One P.W. Inspector has assaulted and insulted a Harijan gangman. I tabled a question on this; but it was disallowed. I understand a report has been submitted. No action has been taken by the General Manager of the Southern Railway. Even under the Anti-Untouchability Act, he should have been prosecuted. The union has made a representation. The party has made a complaint against the official to the Railway Ministry also. But, no action has been taken. In this state of affairs, how can any Harijan officials get on? They have only to go away because they not only get injustice, but also insults and kicks and assaults. Immediate action against the particular official who assaulted this Harijan, Ganga, in Bangalore, should be taken.

Mr. Chairman: The hon. Member can give the particulars in writing separately to the hon. Minister.

Shri N. Rachiah: I have already sent. I support this Demand.

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): We from the Railway Ministry have heard with very great attention and with great respect all the points that have been made by so many Members of this House and also the drawbacks and our failings which they have pointed out. In the very short time that is available to me, I shall try to cover some of the general points or points with which more than one Member has dealt. There are other points which I may not be able to touch upon. I can assure every hon. Member that every word that has been said on the floor of this hon. House has been noted for very careful and respectful consideration by the Ministry of Railways.

Not only during this debate, but throughout all these sessions of Parliament, there has been a very persistent demand from the Members residing in the areas served by the North-Eastern Railway for the improvement of the conditions of that particular Railway. The Railway Ministry is fully aware of the fact that the conditions in the North-Eastern Railway are not as good as they might be. We are making every possible endeavour to improve the conditions. In fact, during the coming year, a very special effort will be made to give as many locomotives as possible and to put at least 50 locomotives and 500 carriages on the line in the North-Eastern railway and also other metre gauge sections in this country. The majority of these would, of course, go to the North-Eastern Railway. We are also taking steps to improve the running conditions. The marshalling yards are being remodelled and extended, looplines are being laid, and some bridges are being widened. In fact, we are doing everything possible that lies in the power of the Ministry to improve the conditions. I hope by the end of the year, things will have improved very considerably. I am sure by the time the Second Five Year Plan is over, the conditions of both travel and movement of goods on the North-Eastern Railway will have improved very considerably.

During his speech Pandit D. N. Tiwary and also a number of other Members including Shri Vallatharas referred to ticketless travel on our railways. It is not denied that there is ticketless travel. But, I would like to inform the House that this evil is on the decline. It has been steadily declining. Nevertheless, it is still very considerable. For the

information of the House, I would like to state that during the year 1954-55, as many as 75,86,808 persons were detected travelling without tickets, and a sum of Rs. 1,45,75,507 was realised from them as excess fares.

Shri Kamath: Largest on which railway?

Shri Shahnawaz Khan: I am sorry I do not have the break-up of the figures. So, it is quite evident and we accept the remarks made by so many Members that there is ticketless travel.

Shri T. B. Vittal Rao : It is after all 0.76 per cent.

Shri Shahnawaz Khan: We are taking steps to combat that evil by increasing the number of travelling ticket examiners and ticket collectors. As hon. Members are aware, recently one of our delegations went to Russia, and they have submitted a report. We are trying to give effect to their recommendations for eliminating this ticketless travel.

I would like to take this opportunity to say a word about the railway magistrates. There are a number of railway magistrates working in U.P., Bihar and certain other States—I think in Bombay also. This scheme has been functioning since 1948. These railway magistrates have done exceedingly good work. They are accompanied by a batch of ticket examiners and also a police escort, and on several occasions these railway magistrates accompanied by the railway staff have travelled by lorries in order to avoid being detected, because when they travel by train the information travels ahead of them. So, they do not catch very many people. So, we have resorted to a different method. We have started providing road transport to these railway magistrates and the railway staff and by surprise they go and stop the trains and then carry out these checks. The results have been exceedingly good, and I am glad to announce that it is the intention of the Railway Ministry to retain these railway magistrates in service for some years. In fact, it is hoped that their number would be increased. We have also tried an experiment of sending travelling ticket examiners in plain clothes in the compartments and we have found that too has proved very effective. All I can say is that we intend to go through with this scheme, and we will try as much as we can to plug these holes through which so much of railway revenue leaks.

[Shri Shahnawaz Khan]

I was surprised when an hon. Member, Shri Vallatharas, expressed indignation that the travelling ticket examiners were being forced to show minimum results. Surely we must have some sort of system by which we can check the working of our ticket examining staff. It is not a hard and fast rule that so many cases must be detected. All that we insist on is that people working in the same section should show consistent results. If a number of people show very good results and one or two persons show practically no results, then there is room for suspecting that there is something wrong, and it is only such cases that are taken up. So, I do not think the hon. Member has anything to fear when we insist on maintaining some sort of standards.

Shri Nambiar : It is only a preventive measure. The ticket examiner cannot bring results because he prevents travelling without tickets.

Shri Shahnawaz Khan: Surely there is so much ticketless travel. He is expected to catch some people travelling without tickets.

The next point which was very popular with this House and which was referred to by a large number of Members was about catering.

Shri K. K. Basu: (Diamond Harbour): Let us have a demonstration.

Shri Kamath: Outside the House.

Shri Shahnawaz Khan: I was glad to see that there was general satisfaction in all quarters of the House over this step of departmental catering. We have made a start at Delhi, Pathankot and Gorakhpur. The results are encouraging. Some Members, particularly Shri Raghubir Sahai, I think, said he could not understand why this scheme was so slow. I would like to inform him that with effect from 1st April departmental catering is going to be extended to the following stations: Nagpur, Jhansi, Wardha, Bhusawal, Ratlam, Mehsana, Khurda Road, Cuttack, Bilaspur, Tatanagar, Waltair, Asansol, Gaya, Patna, and Moghal Sarai.

Shri Raghubir Sahai: On the North-Eastern section?

Shri Kamath: Include Itarsi also.

Shri Shahnawaz Khan: And in addition to this, as we gain experience, it is our intention to go ahead and expand departmental catering. There are serious difficulties in the way too. As hon.

Members are aware, there are a large number of displaced caterers from Pakistan. Those gentlemen who worked in this catering line in Pakistan area were displaced and we have to rehabilitate them. In a number of cases they have got very small holdings, perhaps one contract or two contracts or one station. They have very small holdings. We do not think it would be a right policy to abolish catering through contractors on a wholesale scale.

I might also tell the House of a personal experience of mine. Recently I was in Calcutta and I went to Howrah Station. There I found that adjacent to the third class waiting hall there was one contractor who was serving very excellent food—rice, fish curry, two-fried vegetables....

Shri Kamath: Only to you or to all?

Shri Shahnawaz Khan:..and *chutni*. He was serving all these things with plenty of rice for 12 annas a meal, and I was surprised to find that there were as many as 4,000 people feeding there every day. And I learn that the clerks who come to Calcutta daily have given up having their meals at home because they find it cheaper at this place.

Shri K. K. Basu: Taste for fish is a hopeful sign.

Shri Shahnawaz Khan: I also tasted that food. It was very good food. It is the intention of the railways to retain honest and good contractors who are out to serve the public and not to look after only a selected few.

Shri Gadilingana Gowd (Kurnool): Frontier Mail charges Rs. 3-8-0.

Shri Shahnawaz Khan: Due to departmentalisation of catering, there has been, I should say, some excitement and certain people have been feeling worried about it. It is not our intention that the small contractors should be thrown out of the railways. We are trying to accommodate them. Supposing we take over Delhi railway station, the persons displaced will be given alternative holding. We will try to accommodate them somewhere else.

Also, the employees under these big contractors, whose holdings we are trying to cut down, are feeling nervous. I can say that it is our intention to retain in service all the good and honest employees under these contractors. If there are some bad characters or *badmashes*,

naturally some of them have to be thrown out. But it is our intention to retain a great majority of the employees of the contractors whose holdings the railways are taking over.

I am sure the House will be glad to learn that the Railway Ministry has decided to associate public opinion, and non-official organisations with the work of supervising catering. In this context, I would like to inform the House that for the better inspection of catering arrangements, supervisory committees, consisting of members drawn from the railway zonal committees and other well-known and important social service organisations, have recently been constituted on all railways. These committees are expected to undertake tours of inspection, and to bring to the notice of the Railway Administration concerned any irregularities, which they may observe, with a view to bringing about the desired improvement in catering arrangements in those stations in particular, and in catering arrangements in general.

We know that the catering arrangements leave much to be desired, and the Railway Ministry are determined to see that things should improve. Now that we are so closely associating non-official organisations with the supervisory work too, I am sure that with their co-operation and with the co-operation of Members like Shri Kamath, things will improve very considerably.

Shri T. B. Vittal Rao : Who will represent the caterers' viewpoint?

Shri Shah Nawaz Khan: Shri H. N. Mukerjee, Shri Nambiar, Shri T. B. Vittal Rao and some other Members had referred to the reorganisation of the watch and ward force of the railways. As the House is aware, it was found that the old watch and ward force was lacking in certain respects. There were certain complaints, and with a view to having a more efficient organisation to guard railway property, and to guard and look after the yards and the goods lying there, it was found necessary to make certain changes. And in order to place the force on a better footing a senior police officer of the rank of inspector-general was appointed to draw up a scheme for reorganisation, and the recommendations made by him are in the process of implementation. It is yet too early to make an assessment of the results achieved, for it is not merely

the scheme of reorganisation that will matter in the final analysis, but also the staff who are to put it into effect.

Also, the force as it stands includes in its fold an appreciable number of undesirable elements, who had previously come in, and who have to be systematically weeded out now.

Shri H. N. Mukerjee took objection to outsiders being imported into this force, that is to say, the railway protection force. The House will appreciate that the watch and ward force has been found to be not very effective. It is necessary to revitalise it into a disciplined force, whose duties will be similar to those of a police force. For this purpose, we are utilising the services of experienced police officers. We are not unmindful of the interests of the men already in the watch and ward force. Those of them who are deserving will certainly be considered, but we cannot subordinate the efficiency of the force to the interests of the staff.

Also, the House is fully aware that no trade unionism can be allowed in the security services. There is no trade union movement in the Army. There is none in the police force, and there is going to be none in the railway security force. But nevertheless, I would like to assure the House that as far as the interests of the men serving in this force are concerned, their interests will be fully guarded, and their rights fully respected. They would be allowed to form their own associations, and represent their cases, as they have been doing so far. So I do not think hon. Members have much to fear on that account.

Shri Nambiar: But punishments are on the increase, unknown and unheard of.

Shri Shah Nawaz Khan: Unless you punish the evil-doers, you cannot stop evil.

Shri H. N. Mukerjee had referred to the Sealdah station building, and its neglected condition. The Sealdah station building is one of the latest and it is having its due share of maintenance and looking after. Several serious problems have been created in this station environment due to the influx of refugees from East Pakistan, and due to the congested road traffic all round Sealdah. This station is situated in the very busy and congested area of the city of Calcutta, and no radical improvements are possible without shifting the station altogether. There is, however, no possibility of shifting the station to any other site.

[Shri Shah Nawaz Khan]

The electrification of the Calcutta suburban area has been approved and included in the works programme of 1956-57, and it is proposed that along with the electrification, terminal facilities at Sealdah will be improved as far as possible.

One hon. Member had referred to the inefficiency of the loco department, and stated that the efficiency was on the decrease. But I can assure the House that the efficiency of the loco department is on the increase. My hon. friend Shri Frank Anthony is looking at me, as if he does not believe me. But I can assure him and the House that things are improving in the loco department.

On the broad gauge, the engine-miles per day have increased from 109 in 1952-53 to 112 in 1954-55. The percentage of locomotives under and awaiting repairs in sheds has decreased from 17.91 in 1952-53 to 17.32 in 1954-55. And engine failures are also on the decrease. On broad gauge, the engine-miles per engine failure were 50,771 in 1952-53 whereas in 1954-55, they were 54,022 miles. That is to say, the engines are failing after traversing greater distances. There is also very appreciable improvement in the performance of the metre gauge engines. Previously, that is to say, in 1952-53 the engine-miles per engine failure were 31,944, whereas in 1954-55 they were 46,680.

Considerable improvements have been recorded and I do not think the allegation of the hon. Member that efficiency was going down is borne out by facts.

I have a very short time left, but I think it would not be proper for me to sit down before replying to Shri Nambiar's charge of corruption amongst railway officers. I do not deny that there is corruption in the railways. But as the Kripalani Committee has very rightly pointed out, corruption is there not only in railways but in all departments, and corruption in railways is not very much more than, not proportionately more than, in other spheres throughout the country. As one watched Shri Nambiar speaking, one got the feeling that all officers in the railway, wholesale, including the Minister, were corrupt.

Shri Nambiar: I did not say so.

Shri Shah Nawaz Khan: He did.

Shri Nambiar: My speech may be gone through.

Shri Shah Nawaz Khan: The implication of his speech was that. He said that if a man came from U. P., because the Minister came from U. P., no action would be taken against him for corruption.

Shri Nambiar: I did not say so.

Shri Shah Nawaz Khan: That was an unsportsmanlike remark to make against a person whose integrity is respected throughout the country. I would also very respectfully submit that railway employees number about 10 lakhs and it is inevitable that there should be some black sheep. But to condemn any organisation or any system wholesale on that basis is not fair to that organisation or system. After all, there are thousands of trains running every day, there are lakhs of wagons moving every day, and if every officer was corrupt or drunk, how could the railways put up such excellent performances? The least that the railways, the officers and men expect from our hon. Members—we do not ask for anything else—is a word of appreciation only if we do well. That will go a long way. Even if a person be honest and you continuously go on nagging him saying he is a dishonest man, that would, in a way, be an inducement to him to become dishonest.

Shri Nambiar: I submitted that I bow before all honest officers.

Shri Shah Nawaz Khan: But the impression one got from the hon. Member's speech was that those officers are very few.

One hon. Member, Pandit D. N. Tiwary said :

यह कहना बहुत मुश्किल है कि रेलवे में कौन रिश्तत नहीं लेता ।

That means, 'that it is difficult to say who does not accept bribes in railways.' Without saying much, we would appeal for mercy and plead that we should not be condemned on such a wholesale scale. I have gone round the railways, I have met a large number of railway officers and I have met a large number of railway workers, and I can say that with independence the spirit has changed and the officers, from top to bottom, and all railwaymen are mindful and are fully aware of the responsibilities that they have to shoulder. I can assure you that they are determined to do their duty by the nation.

Mr. Chairman: I shall now put all the cut motions relating to Demands Nos. 4 and 5 to the vote of the House.

All the cut motions were negatived.

Mr. Chairman: The question is:

"That a sum not exceeding Rs. 34,54,85,000 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 1957 in respect of 'Ordinary Working Expenses—Administration'."

The motion was adopted.

Mr. Chairman: The question is:

"That a sum not exceeding Rs. 84,26,37,000 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 1957 in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

The motion was adopted.

Mr. Chairman: The House will now take up Demands Nos. 6 to 10 for which three hours have been allotted.

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 52,87,40,000 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 1957 in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 42,07,03,000 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 1957 in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 15,99,29,000 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 1957 in respect of 'Ordinary Working Expenses—Operation other than staff and Fuel'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 26,41,81,000 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 1957 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 5,88,88,000 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 1957 in respect of 'Ordinary Working Expenses—Labour Welfare'."

As regards cut motions, as usual hon. Members and leaders of Groups may hand over the numbers of those cut motions which they select, to the Secretary within 15 minutes. I will treat them as moved, if those hon. Members in whose names those cut motions stand, are present in the House and the motions are otherwise in order.

Shri Barrow (Nominated—Anglo-Indians) : Sir, I have in my name, motion No. 322 in respect of Labour Welfare which refers particularly to railway schools,—to schools for the children of employees on the railways. I was, Sir, elated when I saw an increase in the budget under 'Education', by Rs. 3.44 lakhs, but my elation gave way to natural disappointment when I found that

[Shri Barrow]

this amount was for additional teaching staff and trainees to cope with the additional load of the Five Year Plan. There is, I feel, a policy of indifference on the part of the railways towards the education of the children of their employees.

I had expected that the Minister would make a definite pronouncement about opening of hostels in large educational centres for the children of railway employees. I might remind the House that this scheme was first mooted when Shri Santhanam was Minister of State for Railways, and though, Sir, every now and again we hear echoes of this, yet no definite clear or concrete plan emerges. I do hope that either the Deputy Minister or the Parliamentary Secretary will give us some information about this today.

Sir, there are 154 Railway Schools. But I believe that the Railways just tolerate them as an unwelcome legacy. Let me, admit that the Railway Board does, from time to time, try to patch or repair the fabric of the administration of these railway schools. But, if I may quote from the Bible, it is like putting new cloth on old garments. Or, if I may use a simile which may have significance for a few years until total prohibition comes,—it is like putting new wine into old bottles.

An Hon. Member: *Vice versa.*

Shri Barrow: No Sir—New wine ferments and causes the old bottles to burst—all is lost—that is the point.

The Railway Board or the Railway Administration try to patch and darn but they will not make any attempt to refurbish the administration of these Railway schools.

Seriously, Sir, in the context of educational backwardness of this country, I believe, that any educational waste which results from indifference, or inertia or, if I may say so, frivolous inertia, is a sin against the nation's young. My opinion is backward by the opinion of educational executives of the different State Governments. I have occasion to meet them in Conferences, from time to time and, they have expressed clearly and categorically that the administration of these railway schools leaves very much to be desired. I will give some examples of what is taking place in these schools.

Some years ago we found that there

were supposed to be School Committees, but in fact no school committees were functioning. In 1951, the Railway Board issued a circular to the General Managers that these school committees should be obliged to meet at least once in two months. I went recently to Kazi-pet and to my dismay I found that the School Committee had not met there since 1953. There are other places in which the same thing happens. In Nainpur there is a school, but nobody knew about the existence of this school. It was not on the list of recognised schools. I asked the Education Department to find out more about the school and they said this school had never been inspected. They were kind enough to inspect the school and submit report: this was in 1954. That school still has not been recognised. The Headmistress of that school was managing 7 sections on her own. Fortunately, the matter was taken to the Railway Authorities and they have appointed somebody else to help but she has had no compensation for working for years without any assistance.

This is one side of the picture. On the other side where there are Committees the Presidents become extremely zealous and they begin to interfere with the working of the schools. The Presidents are usually XENs.—Divisional Engineers—I do not know whether they are chosen because they are Civil Engineers—I do not know the antonym in engineering parlance for men who are not civil engineers—but I do know that these Presidents are not very civil in dealing with the Headmistresses of these schools. I have not had an opportunity to psychoanalyse the gentlemen but followers of the School of Psychology of Adler would say they are suffering from an "unconscious inferiority complex resulting in an anti-teacher fixation." I am not taking up for all school mistresses as such. I know some of these School Marms are themselves inhibited, but if the Administration cannot bring about some sort of working arrangement between these "fixated" Presidents and the "inhibited School Marms", then these Schools and the children are bound to suffer.

I can give you more examples. The inspection reports are sent to the schools. These reports are supposed to go to the General Managers. What happens? In some cases nobody knows. The Inspectors themselves say that there is no

point in inspecting these schools if the recommendations are not to be carried out. Mark you; the Railway Board have sent circulars to the General Managers saying that they must send copies of reports of any action taken on the inspection reports but nothing happens.

There is also the question of clerical assistance, temporary appointments and so on. I can go on with them. I am not also satisfied with the Railway Service Commissions and the way they appoint teachers. Without casting any reflection on their powers to select, I say they select guards and firemen very well but when they come to the selection of teachers, their selection is not at all suitable. Very recently, I went to one school. There was a school mistress who had received all her education in Telugu and she was appointed to teach in an English medium school. It is absurd. I feel that the Railway Service Commissions do not go fully into the matter or, as I said before, they do not seem to be able to select suitable people for these schools.

I have brought all these points to the notice of the Ministry not in a spirit of criticism but because I want them to examine the whole question afresh. The administration and functioning of these schools should be the subject of an investigation and some sort of department should be set up to run these schools separately. There is a plan—and I hope it comes into operation—for creating hostels. They may require educationists to look after them. The Railways from time to time say that they are going to raise this particular school to the status of an Intermediate College or that school to the status of an Intermediate College. I believe in Khargpur they are going to raise the school to the Intermediate standard and there is another school in Broach or so which they want to raise to the Intermediate College status. I say you are only adding factories for training educated unemployed. The Railway schools have a wonderful opportunity of adapting themselves to the multi-purpose or technical schools. If they carefully examine this question and if they go into this question and get educationists to manage their schools, I feel certain that they will make a great contribution towards the educational schemes of this country.

Shri Kamath: Mr. Chairman, I will be very brief, as I have got only one point to make. There are two cut

motions standing in my name, 316 and 317 to Demand No. 6. One was disposed of yesterday which related to uniforms for conductor guards on the Central Railway and so I won't deal with it now. It has been disposed of and I hope it will be taken up by the Ministry very soon, and that there will be no discrimination shown towards—I should say against—the conductor guards of one Railway, the Central Railway, while all the conductor guards in other Railways are provided with uniforms. As it is now a national undertaking and not company-managed, there should be one uniform policy, a national policy and there should be no discrimination whatever.

The Minister of Railways and Transport (Shri L. B. Shastri): There will be no discrimination; it will be rectified.

Shri Kamath: I am grateful for the assurance.

The Deputy Minister of Railways and Transport (Shri Alagesan): What is the cut motion of the hon. Member?

Shri Kamath: Numbers 316 and 317. I shall take up 316, it is a very brief matter and it will take less than 5 minutes. I have tabled this cut motion with a view to inviting the attention of the Minister and of the House to the rather strange manner in which the Administration calculates or works out the workload for an employee. This is just an instance and there may be hundreds of other instances like this. There are what are called C class level crossings on the Railways. At these level crossings, there is only one gatekeeper or gateman on duty all the 24 hours of the day. I particularly refer to level crossing No. 294 which I have seen—and of which I have experience—at mile 583/1 near Gotegaon where there is only one gateman on duty day and night.

2 P.M.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

I have myself seen and several friends of mine have also told me that the ordinary bullock-cart *wallas* and motorists have been held up outside this level crossing, not merely for five or ten minutes, but much longer. At nights there have been instances when they have been held up for as long as 15 minutes. I know it as a matter of fact because I was a victim during the by-election in April last. I addressed the

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Railway Minister in this connection and have got the following exposition,—or shall I say clarification or explanation—of this matter through the Parliament Secretariat. The question was, strange to say, disallowed but I got the information which was conveyed through the Parliament Secretariat in these terms. “The traffic at this point is not so heavy as to warrant the appointment of two gate-keepers”. The last portion of this explanation states that the gate-keeper has got ‘concentrated work’—that is the expression used here—for less than six hours in a cycle of 24 hours. I do not know if this formula applies to all other matters, to all other employees, for the employees of the Government as a whole. I do not know if all the Ministries adopt such a formula. I would like to know what “Concentrated work” means. Assuming that the gateman has to work, say 15 minutes in every hour, it will come to six hours in a cycle of 24 hours. And this particular gateman, I myself know very well, has been there all day and night because I have been there in the mornings, I have crossed it during afternoons and I have passed through this level crossing at night also. At night he may retire or go to sleep and you have to wait till he wakes up, comes out and opens the gate. There have been complaints also that he has levied on ordinary bullock carts a small tax of an anna or two, and then they are allowed to pass through.

An Hon. Member : A very ingenious person.

Shri Kamath : Yes, that is my point. care to go and see him there, he looks a bit fierce also, and especially bullock cart *wallas* are afraid of him and they naturally pay the tax.

Shri L. B. Shastri : Will this not mean keeping two men at each level crossing? At each level crossing we will have therefore to keep two men instead of one.

Shri Kamath : Yes, that is my point. This gateman does not get rest; he does not get continual rest or sleep for at least four or five hours. Is it the policy of the Ministry that employees should be made to work in that way—15 minutes or 30 minutes in one hour, free in the next hour, but again another 15 minutes in the third hour? Can they not give some rest and leisure for him to attend to his domestic work? This particular gateman has to be on duty and if he is an honest man, he has got

to be there all the time. I have heard some motorist friends of mine telling me that this tricky gateman does not open the gate, then they shout at him, curse him and swear at him, and at last he comes out and opens the gate, telling them

“साहब आप हमारी शिकायत करो”

—he wants transfer or he wants another gateman to be posted to relieve or help him.

Shri L. B. Shastri : What is that level crossing? Where is it?

Shri Kamath : It is gate No. 294, mile 583½, Gotegaon, near Jubbulpore.

Shri Nambiar : Not only one case, but there are several cases of this type.

Shri Kamath : The earlier part of the answer is that “it is not a fact, that heavy vehicular traffic passes through this level crossing.” Gotegaon has a fairly big *mandi*, and except for the monsoon there is considerable traffic passing through this crossing. I do not know when this enquiry or report about this crossing was made and in which year. It might be an ancient report and just passed on to me in the routine course, because it does not state the date or give other particulars of the enquiry or report. I have reason to question whether the enquiry was made locally. I know for the last nine months there have been ceaseless complaints from the public, from bullock cart men, that they are held up during the day as well as at night for more than 15 minutes sometimes at a time. I do not know what ‘concentrated work’ means—whether it is six hours or eight hours is immaterial—and I do not understand the basis of calculating it. It is found that an employee has got to be on duty night and day, may be even 15 minutes or so per hour for all the 24 hours. It must be so arranged that there are at least two men on duty at this crossing so that one need not be on duty all the 24 hours. Otherwise he will become inefficient and the public will be inconvenienced. If work-load is worked out or calculated like this, I am afraid that not merely will employees become inefficient and will shirk work, but the public at large will be inconvenienced.

Shri Nambiar : I may be excused for telling some frank things with regard to the staff. There was an explanation just now in respect of what I stated yesterday. I brought in a particular fact which is important towards proper maintenance of the Railways. I never meant

that there is no officer in the Railways who is honest. I am sure there are honest officers; otherwise, the Railways would have been a sheer waste all these years. There are good officers, I know but the officialdom or the Ministry should not cover up those corrupt officers by mixing up both the categories together and then protecting them. I give respect to all the honest officers and I only say that the rotten set of officers should be separated from the former category and hammered. It is for this purpose that I stated it but the hon. Minister on the other side did not catch my point, or perhaps he might have done it with a view to minimising the whole position. Unfortunately, the operating staff, that is, millions of workers are controlled by these officers. It is they who do the job. If you want to improve the standard of the efficiency of the Railways, you will have to attempt a change at the top as well as at the bottom. That was the purpose of my suggestion.

Coming to certain facts about the Railways, I am making these observations not in a vindictive mood or with the idea of slinging mud at them or of painting coal tar on their faces, but with the hope that they will rectify the position and tone up the Administration so that it may improve. What was the justification for the Railway Administration to take the loco sheds and running sheds from the purview of the Factories Act? There was no justification. There are such sheds at Trichinopoly, Erode and Villupuram on the Southern Railway; I know in Delhi also there is such a shed and in every railway there are such sheds where more than 500 workers are employed. They are working round the clock. They have got all the requisites according to the Factories Act. In the days of the Britishers, they were treated as factories but after independence, this has happened. Workmen who work in a factory get benefits which are mentioned in that Act. Since these sheds have been removed from the purview of that Act, the workmen are not entitled to get those facilities. I request the hon. Minister to consider whether it is not necessary to bring them back under the Factories Act.

There are not less than a thousand anomalies with regard to pay fixation. The matter has been referred to the tribunal which has not yet decided these things finally. These anomalies should be removed as early as possible. If this

can be resolved by a discussion with the railwaymen's federation, let us discuss it. What stands in the way of such a discussion? Let it be discussed, finalised and finished. Let not these people be kept waiting in the balance for years. I request the hon. Minister to consider these points with sympathy.

Then there is the non-confirmation of the staff who have been officiating or working in a promoted post for years together. I have brought some such cases to his notice. In the Golden Rock Workshop, there are 2,000 workers in the highly skilled category for years together but they had not yet been confirmed in that category. If the work there does not warrant those posts, then they would have been done away with. Not only that; today the expansion of the factories is under contemplation and more and more additional posts have to be created and filled. In the circumstances, there is no justification to keep them temporary in the higher scale for so many years. If they are confirmed in the higher category, they will have to be given certain benefits. Is it the reason why it has not been done? In every other workshop also, it is the same. You will find this common phenomenon in the other categories as well—drivers, firemen, guards, station masters, etc. Why is it so? Is that a method of reducing the wage bill? I request the hon. Minister to consider this point.

Much has been said here about the recruitment of Class IV staff. I know the details of that recruitment. All sorts of blackmarketing is going on there. The posts of *khalasis* are sold for Rs. 300 or Rs. 400. I have brought some instances to the notice of the General Manager of the Southern Railway about this and also about the recruitment to the Integral Coach Factory where also this sort of blackmarketing was continuously going on. I am not talking without facts; there are instances. They have not set up a machinery to do this recruitment properly.

The question of recruitment of employees' sons came up and all constitutional difficulties were raised. Any citizen of India is equal to any other citizen in India. How can the son of an employee be put in a special category? Anybody can come and stand in the queue and if he is fit, he will be selected. It was all good for theoretical purposes. But what is the result? Every

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post that is to be filled up is thrown open to such sort of elements and bad influences. I am not telling you a story; it is a reality. It is not a question of reservation for Scheduled Castes alone. If it cannot be done, if the law has to be changed, then let us change the law. Should not the employees' sons have some advantage? I can tell you why they should have such an advantage. Take the case of a station master or a pointsman who is working in a wayside station, far removed from the town. He has no chance of sending his children to a school; he is left to suffer because he has no benefit of being at the headquarters and get the benefit of education, etc. There are so many such places in this 34,000 mile long railway line. Surely, such people must have some preference. This preference was given by the Britishers. Some 20 or 30 per cent weightage was given to them. Why should it be denied to them now? I do not say that non-employees' sons should have no advantage at all. There should be a minimum percentage reserved for these people. That is all I say.

About promotions, there are two methods—promotion by selection and by seniority. To categories whose scale of pay is over and above Rs. 200, the promotions are by selection. But even in other cases, promotion by seniority is given a go-by at present. A keyman will not get a promotion to a gang-mister or gangman. There must be a selection and a trade test for such promotions after so many years of service. There is a trade test for any promotion under the Sun. From semi-skilled to skilled or from unskilled to semi-skilled, for anything and everything there must be a trade test. There is another element in these trade tests. If within one year of a person's passing a trade test, he does not get a promotion to a gang-mister lapses and there should be a re-test before he is promoted. How can it lapse? How is it that he gets automatically disqualified? And then again, once he is disqualified in such a trade test, he is debarred from appearing again for another seven years. I cannot imagine what sort of brains were there behind these beneficial rules! Does it stand to reason or commonsense? I would request the hon. Minister and his men to reconsider these questions and simplify the procedure. Let each man have a chance of promotion if he is not otherwise disqualified. I have no objection to the disqualification of unfit persons.

If one is disqualified, then the next man should get his chance. Otherwise, calling 25 men and then selecting two out of them and even out of the selected two, appointing one and making the other wait—all these things lead to corruption and that is undesirable.

I have again, with a heavy heart to submit certain facts about labour welfare and medical attention. Doctors generally are good. I like them. But in the railways, they are placed in such a position that they must get some money for granting leave. Unfortunately, if there is a good doctor who does not receive money for granting leave etc., he may not be liked by certain people. They put up their complaints against him and he is transferred. Therefore, as a general case the doctors, whenever they become railway doctors, must receive money for grant of leave etc. If the hon. Minister can contradict me and say that there are no cases of corruption among the railway doctors I will be the first person to welcome his statement, if it comes. But, unfortunately, that is not the case.

With regard to the medical facilities the less said the better. It is only an organisation to grant leave and conduct trade tests for the workers. It is not for the benefit of the railwaymen as a whole. I should like to give you an example. In a place like Golden Rock where 20,000 is the population of the railway colony, what is the number of beds provided? It is only 100 beds in the railway hospital. Then, how many doctors are there? There are about 10 doctors. How many lady doctors are there? There was no lady doctor before. Now after much of agitation one lady doctor has come. Out of this 20,000 population, naturally, somewhere near 10,000 must be women and for these 10,000 women there was no lady doctor. We had to agitate for years and years and then a lady doctor has come. Then, what about the T.B. cases? There is no chance of getting medical relief for these people from a railway hospital. Unfortunately, this is the fate of the railwaymen. One has to stand in a long queue if one wants to get a mixture or get examined.

Even with regard to medical fitness the position is bad. We do not say that there should not be medical fitness at all. The railwaymen must be medically fit in all respects because they have to run the trains properly and safely. But, in the name of medical fitness why should there be harassment? A Station

Master must be given only such a kind of test with which he can safely carry on his work. Why should he be given such a terrible test by which he will be declared medically unfit? Today the medical test is such that unless one's health is of a very high quality one cannot pass it. Think of a driver in the railway department. Shri Frank Anthony only this morning spoke about it. A driver who works for all the 24 hours, day and night is tested after 25 or 30 years of service on the foot-plate of an engine which is always very hot. What would be the condition of his eyes after 45 years? It is natural that his eye-sight would become bad. Then at the age of 45 he is medically tested and found unfit. What is done with him? He is asked to go home. What is he to do after that? Is it due to his fault that his eyes failed? No, it is only because of the administration. It is because of the work he did all these years. Therefore, there must be some consideration at the age of 45 or 50, not only in the case of drivers but also in the case of station masters and others. If they are found medically unfit they must be given alternative jobs which will carry the same pay. What happens to a skilled worker if he is found medically unfit at the age of 45? A skilled worker in a factory doing a fitter's or turner's job, the moment he is declared medically unfit, is reduced to that of a peon getting Rs. 30. This is the state of affairs. I will only appeal to the hon. Minister to see that what justifiable things can be done are done immediately. In the interest of the Railway Administration there must be tests. Always my consideration is, safety first and everything next. For that purpose do not harass the people, treat them with a human heart.

Coming to the question of leave reserves.....

Mr. Chairman: The hon. Member must conclude now.

Shri Nambiar: I request that I may be given some more time.

Mr. Chairman: Another five minutes.

Shri Nambiar: It is a question of operating staff, labour welfare and other things.

Mr. Chairman: May I just find out how many Members are desirous of participating in this debate?

Some Hon. Members : *rose*.—

Mr. Chairman: Then I think the hon. Member can continue.

Shri Nambiar: With regard to leave reserve again I have got a very sorrowful story to relate. As per the rules 25 per cent or 20 per cent reserve must be there. But today that does not exist. In certain places there is only 8 per cent leave reserve. What happens is when a worker finds that he would not get any chance to go on leave he goes to the doctor reporting sick. When he goes to the doctor reporting sick and when he is not actually sick he is asked to pay and he pays. That is the position. If there is enough leave reserve and he is given proper leave, why should he go to the doctor and pay? Therefore my request is that at least 25 per cent leave reserve should be provided and whenever there are vacancies due to death or retirement they must be filled up so that the leave reserve can be maintained. I know of a case in Golden Rock. A worker when he lost his child in the morning had to go to his duty, punch his card and then apply for leave. His leave application was received but there was no margin. Then he had to wait till 8-30 or 9-00 and get the permission of the foreman or officer concerned to go on leave as a special case. After that he went back home where his dead child was lying. That is the position. Why should that be so? There must be a better approach to this human problem. More leave reserve should be given.

Now I come to the question of housing. Shri Frank Anthony has ably put this question. The housing question is going to be a problem for a hundred years for the Railway administration to solve. I do not know whether by the next century the railwaymen will be able to get houses. It is in that way the construction of houses is going on. Therefore, I would appeal to the hon. Minister to see that he tries to construct more houses for the railwaymen.

I have got some more points which I will try to finish soon. With regard to canteens, credit societies, stores societies and other things I need not say much because there is a lot to say. I do not know whether I will have time to say all that. I want to say. I will cite only one case as an example. 2000 clerical staff of Tiruchirappalli wanted to have a canteen run by themselves on a co-operative basis. Applications were sent. Six months have passed but till date they have not been allowed. On the other

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hand that canteen has been transferred to the co-operative stores society. What has the stores society to do with the canteen of a headquarters office, I do not know. The clerks themselves wanted to run it but the administration said : "No, it should be run by the stores society." I am giving this example to show how they look at a problem.

I will give you another case. There was a co-operative credit society in Southern Railway. The directors of a co-operative credit society are elected by the employees themselves. These directors did sign some petition when they were on duty. For that they have been punished and three months' increment cut is given. I have brought this to the notice of the Minister also. They say: "How can a worker sign a petition while on duty? That is dereliction of duty and therefore the worker must be punished." This is how they argue cases.

I will now come to the question of....

Mr. Chairman: I think he will have to finish now. It is half past two O'clock. He will have to resume his seat.

Shri Nambiar: Allow me two minutes more.

An Hon. Member: All right.

Mr. Chairman: Order, order. I think I am capable of looking after this House. No, I think the hon. Member will have to resume his seat.

श्री आर० एस० तिवारी (छतरपुर-दतिया-टीकमगढ़) : हमारे रेलवे मंत्री महोदय ने जो सन् १९५६-५७ का लेखा-जोखा पेश किया है, उस में उन्होंने गत वर्ष की हालत को भी बतलाया है और भविष्य में होने वाले कामों को भी बतलाया है। उन्होंने इस बात का प्रयत्न किया है कि समाजवादी ढांचे के मुताबिक समाज की रचना में सहयोग प्राप्त हो। उन्होंने प्रथम साल में प्रथम दर्जे को तोड़ कर के दूसरे दर्जे को प्रथम दर्जा बनाया, और उस पर कोई टैक्स नहीं बढ़ाया। अब उन्होंने इस वर्तमान वर्ष के लिये तीसरे दर्जे को तोड़ कर दूसरा दर्जा करने का प्रयत्न किया है। इस के लिये मैं उन को धन्यवाद देता हूँ। इस के विषय में बहुत से हमारे सदस्यों ने कहा है कि जब रेलवे मन्त्रालय तीसरे दर्जे को दूसरे दर्जे में परिणत करने जा रहा है, तो

उस पर टैक्स अवश्य बढ़ाया जायेगा। यह मानी हुई चीज है जो खर्च की चीज होगी उस के लिये अगर खर्च नहीं निकाला जायेगा तो वह चीज चल नहीं सकती।

इस सभा के बहुत से माननीय सदस्यों ने यह भी शिकायत की है कि साहब तनख्वाहें नहीं बढ़ाई जा रही हैं। मैं उनसे यह साफ तीर से कह देना चाहता हूँ कि ऐसी बात कहना तभी ठीक होगा जब आप गवर्नमेंट को यह बतलायें कि आमदनी कैसे बढ़ाई जाये। जब तक आमदनी नहीं बढ़ती है तनख्वाहों का बढ़ना मुश्किल जान पड़ता है। इस वास्ते मैं उनसे प्रार्थना करूँगा कि पहले वे आमदनी को बढ़ाने के उपाय सुझायें और बाद में कर्मचारियों के वेतन में वृद्धि की मांग पेश करें।

अब मैं मंत्रीमहोदय का ध्यान इस और आकर्षित करना चाहता हूँ कि बहुत से रेलवे स्टेशनों पर यह साफ लिखा होता है कि टिकिट घर २४ घंटे खुला रहेगा या कम से कम गाड़ी के आने से दो घंटे पूर्व खुल जायेगा। इस पर अम्ल नहीं होता है। मुसाफिरों को टिकिट ऐसे वक्त पर दिये जाते हैं जबकि गाड़ी पहुंच जाती है। उस वक्त तक इतनी भीड़ हो जाती है कि टिकिट लेना मुश्किल हो जाता है और कई लोग टिकिट न मिलने की वजह से गाड़ी पर चढ़ने से रह जाते हैं। मुसाफिर लोग टिकिट जल्दी इस वास्ते लेना चाहते हैं कि वे जा कर अपने लिये, अपने बच्चों के लिये और अपने सामान के लिये स्थान सुरक्षित कर लें ताकि बाद में जब भीड़ हो जाये तो उनको कठिनाई न हो। यही कारण है कि वे काफी पहले स्टेशन पर पहुंच जाते हैं। लेकिन जब उनको गाड़ी के आने के बाद टिकिट दिया जाता है तो उनकी कठिनाई वैसी की वैसी बनी रहती है। दो घंटे या डेढ़ घंटे पहले टिकिट न मिलने के कारण मुसाफिरों को बहुत भारी परेशानी का सामना करना पड़ता है। मैं चाहता हूँ कि रेलवे मंत्री इस ओर ध्यान दें और आवश्यक आदेश जारी करें ताकि तीसरे दर्जे के यात्रियों को कठिनाई, टिकिट लेने में न हो। मैंने यह भी देखा है कि पहले दर्जे और दूसरे दर्जे के मुसाफिरों के लिये जो टिकिट घर होते हैं वे तो समय पर खुल जाते हैं लेकिन तीसरे दर्जे के मुसाफिरों के लिये जो टिकिट घर होते हैं वे काफी देर बाद खुलते हैं। पहले दर्जे के और दूसरे दर्जे के डिब्बों में एक तो भीड़ कम होती है और स्थान आसानी से मिल जाता है और दूसरे उनके लिये स्थाव

भी सुरक्षित रहते हैं। लेकिन तीसरे दर्जे में ऐसी बात नहीं होती है। और तीसरे दर्जे के मुसाफिरो के जो टिकट घर हैं यदि वे समय पर खुल जायें तो लोगों की तकलीफ काफी हद तक कम हो जायेगी। इस वास्ते में प्रार्थना करता हूँ कि कोई ऐसा प्रबन्ध किया जाये जिससे कि इन लोगों को सब से पहले टिकट मिलने शुरू हो जाया करें।

अब मुझे यह निवेदन करना है कि जो किराया माल की दुलाई पर बढ़ाया गया है यानी एक आना की रुपया, वह ठीक है। मुझे यह जान कर भी खुशी हुई कि जो सार्वजनिक हित की चीजे हैं जैसे अनाज हैं, दालें हैं, चारा है, खाद है, खादी है, अखबार आदि हैं उन पर इस बढ़ोतरी का कोई असर नहीं पड़ेगा। इस को मैं ठीक समझता हूँ।

एक बात पर मुझे थोड़ी सी शिकायत है और वह यह है कि आपने जो यह फैसला किया है कि ड्योड़ा किराया लेकर वापसी टिकट जारी किये जायें और इस कन्सेशन (रियायत) को कुछ महिनों तक ही सीमित रखा जाये, यह ठीक नहीं है। मैं चाहता हूँ कि यह जो रियायत दी गई है यह सारा साल जारी रहनी चाहिये न कि केवल कुछ महिनों में। इस से जो तीर्थ यात्रा के लिये जाने वाले हैं या देशाटन के लिये जाने वाले हैं या मेलों के लिये कहीं जाना चाहते हैं उनको बहुत सहूलियत हो जायेगी। इस लिये मेरा आपसे निवेदन है कि इस कन्सेशन को कुछ महिनों के लिये यानी जुलाई और अगस्त के लिये न सीमित रख कर सारे साल तक जारी रखा जाये।

अब मैं अपने प्रदेश के बारे में कुछ कहना चाहता हूँ। आपने रेलों का बहुत कुछ विस्तार तो किया है लेकिन मैं आपका ध्यान उन रियासतों की ओर दिलाना चाहता हूँ, जिनको मिलाकर आपने प्रान्तों की रचना की थी। अब जो प्रान्त बने हैं वे पहले छोटे छोटे प्रदेशों में बटे हुए थे। उन इलाकों में न तो पहले रेलवे लाइने थीं और न अब ही उनकी ओर कोई ध्यान दिया जा रहा है। मैं बिन्ध्य प्रदेश से आया हूँ और बिन्ध्य प्रदेश में जो बुन्देलखंड का इलाका है उसमें सैकड़ों मील तक रेल की लाइन देखने को नहीं मिलती है। वहां के लोग यह नहीं जानते हैं कि रेल क्या चीज है। उस इलाके के बारे में मैंने तीन चार बार पहले भी मंत्री महोदय का ध्यान आकषित किया था और उस लाके में रेलवे लाइन बिछाने के लिये मैंने उनसे

प्रार्थना की थी, लेकिन अभी तक उस ओर ध्यान नहीं दिया गया है। सतना से रीवा तक एक रेलवे लाइन तो बिछा दी गई है लेकिन मैं समझता हूँ कि यह केवल इसी लिये किया गया है क्योंकि रीवा राजधानी है। जिस एरिया (क्षेत्र) से मैं आता हूँ वहां पर यातायात के कोई साधन नहीं हैं और लोगों को बहुत कठिनाईयों का सामना करना पड़ता है। वह एक पहाड़ी इलाका है और जंगलों से घिरा हुआ है। वहां डकैतियां बहुत पड़ती हैं और इन डकैतियों को रोकने के लिये गवर्नमेंट ने पिछले दो तीन सालों में तकरीबन १३ लाख रुपया खर्च किया है लेकिन अभी तक डकैतियां बन्द नहीं हुई हैं। इसका सब से बड़ा कारण यह है कि वहां पर यातायात के साधन उपलब्ध नहीं हैं। अगर वहां पर यातायात के साधन उपलब्ध हो जायें तो गवर्नमेंट जो खर्चा डाकुओं के मारने पर कर रही है वह भी बहुत हद तक कम हो जायेगा। इसलिये मेरी प्रार्थना है कि ललितपुर से टीकमगढ़, छत्तरपुर, नौगांव, पन्ना, सतना आदि यह सब स्टेशन रेल की लाइन बिछा कर यदि मिला दिये जायें तो इस भुभाग के लोगों को बहुत सहूलियत हो जायेगी।

आपने दूसरे पांच साला प्लान में कोंच कालपी से रेलवे लाइन निकालने की योजना बनाई है। यदि आप चाहें तो राठ होते हुए हरपालपुर, छत्तरपुर, सागर इत्यादि की इस लाइन से मिला दें तो यह भी काफी सुविधाजनक हो जायेगा। खजुराहो एक प्रसिद्ध जगह है जहां पर कि हर साल हजारों आदमी विदेशों से आते हैं। यह लोग केवल इस स्थान को देखने के लिये आते हैं। इन के अलावा हिन्दुस्तान से भी हर वर्ष कितने ही लोग इस स्थान की यात्रा के लिये आते हैं। इन लोगों को भी यातायात के साधन उपलब्ध न होने के कारण बहुत कठिनाई का सामना करना पड़ता है। यह स्थान महोबा से केवल ३४ या ३५ मील की दूरी पर है। यदि इन दोनों स्थानों को भी रेल द्वारा मिला दिया जाये तो इससे जो बाहर के लोग आते हैं उनको बहुत सुविधा हो जायेगी। यह माँगें मैं लगातार पिछले दो तीन वर्षों से आपके सामने रखता आ रहा हूँ लेकिन इन पर आपने कोई ध्यान नहीं दिया। मैं प्रार्थना करता हूँ कि जिन स्थानों पर मैंने रेलवे लाइन बनाने की अब फिर प्रार्थना की है, उसकी ओर ध्यान दिया जाये और जल्दी से जल्दी वहां पर रेल की लाइनें बिछाई जायें।

[श्री आर० एस० तिवारी]

ग्रन्त में इतना ही कहना चाहता हूँ कि जो मैंने सुझाव दिये हैं, कि टिकिट घर गाड़ी आने से डेढ़ दो घंटे पूर्व खुल जाया करें, वापसी टिकिट सारा साल जारी हुआ करें और मेरे इलाक़े में नई रेलवे लाइनें बिछाई जायें जिनका कि जिक्र मैंने अभी किया है, उन पर सहानुभूति-पूर्वक विचार किया जाये।

Pandit C. N. Malviya (Raisen): I want to suggest certain things in connection with the Demands under discussion. As regards the educational facilities, I want to appreciate the attempts of the Railway Ministry to give facilities for the education of the railway staff, and I think this is one of the advantages of the socialist pattern of society wherein the Government takes the responsibility of educating their staff and also the people in general. But still there are certain things which are needed and I think the Railway Ministry should look into the matter carefully. That is in regard to the conveniences of the staff who are always being transferred from one place to another. Naturally, they cannot take care of their children's education, and they are always worried about maintaining their houses. When they are transferred from one place to another very distant place, they have to transfer their households also, then again, their children have to be admitted in some other schools. It is, therefore, necessary that we should provide a hostel with facilities for lodging and boarding. Such hostels should be established at least in big places like Delhi, Jhansi, Indore, Ujjain, Itarsi, etc. As an experiment, some hostels may be opened in the Second Five Year Plan period and if the experiment proves successful, the number of such hostels may be increased. The charges in these hostels should be as moderate as the poor staff can bear. This will help the staff to keep their children in such hostels and the children could prosecute their studies without any disturbance.

As regards education, there are certain institutes at big stations and junctions, but they are not provided in many stations where there are passengers and also the railway staff are working. I propose that in all stations where there is heavy traffic and passengers move about, a library and a reading room should be provided, so that passengers waiting at the station may not have to waste their time, but take advantage of such libraries and reading rooms.

As regards medical facilities, there are railway hospitals, but not everywhere. Therefore, I propose that we should co-ordinate the medical facilities with the Health Ministry of every State. Where there are State hospitals, the Railway Ministry can provide a certain sum of money and have a doctor and some provision for medicines, so that it may not be an unnecessary and unbearable burden on the State. At the same time, it will help co-operative effort; and, we are seeking a co-operative society. We can co-operate and co-ordinate our activities, so that we can meet the needs of the people with minimum expenditure. If we take this measure, we can save the expenditure on buildings, lands and other things. We have to provide only for a doctor. The doctor can be recruited by the State and if we provide some money, some dispensary can be maintained for the railwaymen.

I feel like supporting, rather appreciating, the point made by my friend, Shri Nambiar, regarding corruption. I also want that this practice should be stopped. If we want to stop corruption, then we have to remove the cause of corruption. It is true that whenever railway staff go on leave, if they cannot get leave, they have to take recourse to submitting false medical certificates. They go to a doctor, pay a certain amount and get the certificate. They are not necessarily sick, but they cannot but take recourse to this sort of means. Therefore, we should take immediate steps to remove this cause. We should provide certain rules and facilities for taking leave in times of need, so that this sort of practice may not be prolonged any longer.

We have to pay compensation to the passengers, on account of accidents. I find from the Demands that accidents are increasing on the Central Railway, more than on any other Railway. That is due to the difficulties experienced by the Railway Ministry in renewing the tracks. They have not been able to maintain their railway lines in proper condition by changing the sleepers or renewing the rails, with the result that accidents occur. Of course, it is an indirect cause. We have to take into consideration all the causes responsible for increase in accidents and take immediate measures to remove the causes. Certain proposals have been made even by the Railway Ministry, but they have not been implemented. For example, we are not getting steel. Why should we

not take advantage of sleepers made of wood available in our forests? We should have railway forests where trees which can provide wood for sleepers grow and we should try to change the sleepers as soon as possible, without depending on steel. Our delegations go out and they get some experience from foreign countries as to how the foreign countries have been able to save their iron and steel by using wood. This is a proposal which should be seriously considered. I think this proposal has not been given that much of serious consideration which it ought to receive.

श्री विंगबर सिंह (जिला एटा पश्चिम व जिला मैनपुरी, पश्चिम व जिला मथुरा, पूर्व) : इस विषय पर मंत्री महोदय को जो धन्यवाद मिले हैं उनमें मैं अपना धन्यवाद भी शामिल करना चाहता हूँ। उस क्षेत्र की ओर से जिससे कि मैं चुन कर आया हूँ विशेष रूप से धन्यवाद देना चाहता हूँ क्योंकि उस क्षेत्र के लिये एक नई रेलवे लाइन निकाली जा रही है। इसका निर्माण स्वयं मंत्री जी ने वहाँ जा कर किया था। उस सम्बन्ध में इस वर्ष के लिये १० लाख रुपया रखा गया है। मैं निवेदन करना चाहता हूँ कि जितना कुल रुपया इस काम के लिये मंजूर हुआ है उसको देखते हुए यह इस वर्ष के लिये बहुत कम है। पिछली वर्ष जो रुपया बजट में मंजूर हुआ था वह खर्च नहीं हो पाया। हमको अन्देश है कि कहीं इस वर्ष भी ऐसा ही न हो। इसलिये मैं चाहता हूँ कि जो रुपया रखा गया है वह खर्च हो और यह कार्य जल्दी से जल्दी प्रारम्भ हो।

साथ ही साथ मैं यह निवेदन करना चाहता हूँ कि पिछले वर्ष एक किसान स्पेशल चलाकर किसानों को एक विशेष सुविधा दी गयी थी। लेकिन उसमें सबसे बड़ी दिक्कत यह थी कि किसानों को सरकार द्वारा यह प्रमाणित कराना पड़ता था कि वह किसान हैं। इस सम्बन्ध में मेरा निवेदन है कि किसानों को अपने को किसान प्रमाणित कराने के लिये यह सुविधा और दी जाये कि वे अपने गांव की पंचायत द्वारा या पटवारी द्वारा या एम० पी० या एम० एल० ए० द्वारा यह प्रमाणित करवा सकें वही प्रमाण मान्य हो। इसके अतिरिक्त किसान को इस सम्बन्ध में एक और दिक्कत होती है। उसके परिवार के लोग, उसके साथ काम करने वाले मजदूर, किसानों में काम करने वाले कार्यकर्ता भी उसके साथ होते हैं। मेरा

मंत्री महोदय से इसलिये यह निवेदन है कि इन लोगों को भी किसान की परिभाषा में रखा जाये ताकि ये भी किसान स्पेशल में जा सकें।

१ मैं एक किसान स्पेशल ले जाना चाहता था लेकिन उसमें एक यही असुविधा थी कि किस से उसके लिये बातचीत की जाये और कहाँ से स्वीकृति आदि ली जाये। मुझे ऐसा लगा कि जितनी सुविधा इस किसान स्पेशल से होगी उससे ज्यादा असुविधा उसकी स्वीकृति आदि लेने में होने की सम्भावना है। इसलिये मैं प्रार्थना करूँगा कि किसान की परिभाषा में किसान, के खेत पर काम करने वाले मजदूर किसानों में काम करने वाले कार्यकर्ता और किसान के परिवार वाले शामिल किये जायें।

दूसरी बात जो मैं निवेदन करना चाहता हूँ वह यह है (जो अपने अनुभव के आधार पर है) कि अलीगढ़ से वरेली के रास्ते में गाड़ी के डिब्बों में बहुत भीड़ रहती है। लोग प्यासे बैठे रह जाते हैं। इस डर से नीचे स्टेशन पर उतर कर नहीं जाते कि लौट कर आने में कहीं उनकी जगह न छिन जाय और मैंने स्वयं यह देखा है कि उनको पानी की सखत असुविधा का सामना करना पड़ता है। वे और उनके बच्चे प्यासे बैठे रहते हैं। कई कई घंटे उनको पानी नसीब नहीं होता। दो, एक को तो मैंने स्वयं लोगों से लेकर थोड़ा पानी दिया तब कहीं बेचारों की जान में जान आई। यह भी देखने में आया है कि रेलवे स्टेशनों पर जो आदमी पानी पिलाने के लिये रखे गये हैं वे बहुत कम हैं। उसके कारण थर्ड क्लास के लोगों को पानी की जितनी सुविधा मिलनी चाहिये, वह नहीं मिल पाती है। विशेषकर गर्मियों में तो पानी की समस्या और भी जटिल हो जाती है। पानी न मिलने के कारण मैंने छोटे छोटे बच्चों को बिलखते हुए देखा है लेकिन वे बेचारे मां, बाप भीड़ की वजह से नीचे उतर कर नहीं जा सकते क्योंकि उनको इस बात का डर बना रहता है कि अगर कहीं नीचे उतर कर गये तो फिर जगह नहीं मिलेगी। पानी पिलाने का प्रबन्ध बहुत ही असन्तोषजनक है और पानी पिलाने वाले स्टेशन पर दिखाई ही नहीं देते। एक आश होता भी है तो पता नहीं क्या बात है उनको बेलन कम मिलता है या जो भी कारण हो, इतने धीरे धीरे चलते हैं, कि स्टेशन पर गाड़ी आने और रवाना होने तक वे एक ही डिब्बे के मुसाफिरों को डिब्बे के आगे खड़े हो कर पानी पिला पाते हैं। दूसरे

[श्री दिगंबर सिंह]

डिब्बे तक पहुंच ही नहीं पाते और गाड़ी रवाना हो जाती है। मुझे खेद के साथ आपको बतलाना पड़ता है कि यह सब मैं अपने जाती अनुभव पर कर रहा हूं। मुझे स्वयं भी बावजूद कोशिश करने के एक बार चार, पांच घंटे तक पानी नहीं मिला। इसलिये इस बात की बहुत जरूरत है कि जहां आप मुसाफिरों के लिये और तरह तरह की सुविधायें प्रदान करने की कोशिश कर रहे हैं, वहां आप इसका अवश्य ध्यान रखें और पानी की समुचित व्यवस्था करें ताकि यात्रियों को पानी पर्याप्त मात्रा में मिल सके और उनको पानी की दिक्कत महसूस न हो। यह सच है कि पहले से यात्रियों की सुविधाओं में विस्तार हो गया है; मुख्य मुख्य स्टेशनों पर ठंडा पानी भी मिलता है और कहीं कहीं पर काफ़ी पानी मिलता है लेकिन मैं चाहता हूं कि उन छोटे छोटे स्टेशनों पर जहां कि ग्राम जनता के लोग सफ़र करते हैं और एक स्टेशन से दूसरे स्टेशन को जाते हैं, वहां विशेष रूप से यात्रियों को पानी पिलाने का समुचित प्रबन्ध होना चाहिये।

अन्त में मैं अधिक समय न लेते हुए आपकी जानकारी के लिए बतलाना चाहता हूं कि इस विभाग के सम्बन्ध में लोगों के क्या विचार हैं। मैं एक गाड़ी में आ रहा था। एक व्यक्ति जो मेरे पास बैठा था यह कह रहा था कि इतना छोटा मिनिस्टर, इतनी बड़ी लोकप्रियता। इतना बड़ा दिल और दिमाग किस प्रकार अपने इस छोटे से शरीर में रखता है। उन्होंने यह भी कहा सरकारी विभागों में अगर किसी विभाग ने सबसे अधिक सुधार किये हैं और लोगों की सुविधा पहुंचाई है तो वह यह रेलवे विभाग है। आज इस बात से नकार नहीं किया जा सकता कि रेलवे विभाग ने जनता को पहले की अपेक्षा काफी आराम और सहूलियत पहुंचाई है। अष्टाचार पहले की अपेक्षा भी बहुत कम हो गया है और करीब करीब नहीं के बराबर है। पहले रेलवे में इस कदर अष्टाचार फैला हुआ था कि लोग कम फासले का चार आने का टिकट खरिदते थे और दूर का सफ़र करते थे। टिकट के साल हाथ में अठनी या रुपया रखते थे और टिकट क्लेक्टर के हाथ में टिकट के साथ वह अठनी या रुपया दे कर बाहर निकल जाया करते थे। वह यह नहीं पूछते थे कि तुम्हारा यह टिकट कहां से कहा तक का है। अब इस तरह का अष्टाचार टिकट क्लेक्टरों से देखने में नहीं आता। रेलवे कर्मचारी यह समझने लगे हैं कि यह बुरी बात है। साथ ही

वे यथा संभव यह भी समझने लगे हैं कि यात्रियों कि अधिक से अधिक सुविधा पहुंचाना उनका कर्तव्य है और जहां तक संभव हो उनकी तकलीफों को दूर करे।

अन्त में मैं और अधिक न कह कर मैंने जो किसान स्पेशल की बात कही जो किसानों के विशेष फ़ायदे के लिये रखी जा रही है के सम्बन्ध में कह कर समाप्त करता हूं। जिसमें जनता के लोग और खास तौर से किसान और किसानों के साथ काम करने वाले मजदूरों को भाखड़ा नागल जैसे बड़े बड़े कामों को देखने की सुविधा दी गई है। ताकि उनको देख कर वे यह अनुभव कर सकें कि सरकार उनके वास्ते क्या कर रही है। मैं चाहता हूं कि उस स्पेशल की सुविधा से अधिक से अधिक ग्राम लोग लाभ उठा सकें ऊपर कही हुई सुविधा अवश्य प्रदान की जाय।

Mr. Chairman : The following are the selected Cut Motions relating to Demands Nos. 6, 7, 8, 9 and 10 which have been indicated by Members to be moved subject to their being otherwise admissible.

Demand No.	Cut Motion No.
6	90, (Economy) 91, 92, 93, 94, 95, 96, 97, 182, 183, 185, 189, 192, 193, 217, 219, 220, 221, 222, 316, 317.
8	105, (Economy) 107, 108, 342.
9	225, 319,
10	110, 111, 112, 114, 117, 118, 119, 120, 121, 124, 200, 322.

Setting up of uneconomical new stations on the Broad Gauge between Godhra and Kotah sections of Western Railway.

Shri U. M. Trivedi: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses —Operating Staff’ be reduced by Rs. 1,00,000.”

Lack of co-ordination between general administrations regarding connections at junctions such as Mathura, Bhopal, Agra etc.

Shri U. M. Trivedi: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses —Operating Staff’ be reduced by Rs. 100.”

Non-provision of a through train between Ahmedabad and Godhra.

Shri U. M. Trivedi: I beg to move:

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

Conditions of service of Assistant Station Masters and Station Masters on Western Railway.

Shri U. M. Trivedi: I beg to move:

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

Non-provision of running allowances to T.A.G.C.s on Western Railway.

Shri U. M. Trivedi: I beg to move:

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

Deterioration in punctuality of trains.

Shri U. M. Trivedi: I beg to move:

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

Deterioration of traffic in smalls on metre gauge sections of Western Railway particularly Khandwa-Ajmer section.

Shri U. M. Trivedi: I beg to move:

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

Inadequate leave reserves for operating staff.

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

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

Reclassification of pay scales of firemen, rolling stockmen, gang mates, etc. according to nature of work actually done.

Shri Nambiar: I beg to move:

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

Protection of existing pay of employees found medically unfit for certain categories but declared fit for other duties.

Shri Nambiar: I beg to move:

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

Confirmation of all temporary promotions on Southern Railway.

Shri Nambiar: I beg to move:

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

Block in promotions due to recruitment of new men.

Shri Nambiar: I beg to move:

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

Supply of foot-wear and uniforms to gangmen.

Shri Nambiar: I beg to move:

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

Grant of Communal holidays to open-line staff.

Shri Nambiar: I beg to move:

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

Shortage of coal Khalasies in all loco-sheds on ex-S.I. Railway.

Shri Nambiar: I beg to move:

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

Transfer of gangmen willing to be absorbed as unskilled labour in workshops and loco-sheds.

Shri Nambiar: I beg to move:

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

Need to raise the lowest level of pay of clerks to Rs. 80-220 from the present scale of Rs. 55-130.

Shri Nambiar: I beg to move:

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

Abolition of casual labour system of recruitment.

Shri Nambiar: I beg to move:

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

Restoration of food concession to the catering staff of railway refreshment rooms.

Shri Nambiar: I beg to move:

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

Gate-men at level crossings on Central Railway.

Shri Kamath: I beg to move:

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

Failure to provide uniforms to conductor guards on Central Railway.

Shri Kamath: I beg to move:

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

Deterioration in the speed of goods trains.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 1,00,000."

Corruption on Western Railway in handling public goods.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100."

Non-supply of proper uniforms to T.A.G.C.s on Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100."

Disparity in the expenses for handling etc., of goods and compensation for goods lost or damaged between two railways—Central Railway and Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100."

Introduction of diesel coaches between Ongole and Gudur on Southern Railway.

Shri B. Ramachandra Reddi: I beg to move:

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

Continuance of management of Vishakhapatnam port under Railway Ministry.

Shri K. K. Basu: I beg to move:

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

Expenses on health and welfare services of South Eastern Railway.

Shri U. M. Trivedi: I beg to move:

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

Provision for education of children of Railway employees on the Western Railway.

Shri U. M. Trivedi: I beg to move:

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

Need for immediate opening of maternity wards in Railway Hospital, Golden Rock.

Shri Nambiar: I beg to move:

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

Shortage of doctors and medical staff in Railway hospitals.

Shri Nambiar: I beg to move:

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

Insufficient medicines to Railway hospitals and dispensaries.

Shri Nambiar: I beg to move:

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

Provision of a dispensary at Olavakot-Southern Railway—for Railwaymen.

Shri Nambiar: I beg to move:

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

Establishment of Workmen's Advisory Committees for each Railway hospital and dispensary.

Shri Nambiar: I beg to move:

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

Appointment of lady doctors in each Railway hospital.

Shri Nambiar: I beg to move:

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

Separation of administration of cleaning, sweeping, etc., of entire Railway colony, Golden Rock—Southern Railway—from medical establishment for the sake of better medical attention.

Shri Nambiar: I beg to move:

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

Grant of one year's leave with full pay to T.B. Patients among Railwaymen for treatment.

Shri Nambiar: I beg to move:

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

Failure to Provide quarters to staff at Adoni, Nagarur, Molagavalli, Aspari, Nancherla, Bantanahal, Berinahal, Ulinakonda, Betham Cheria, Dhone, Maddikera, Tuggali, Pendekal, and Malyala stations of Southern Railway.

Shri Gadilingana Gowd: I beg to move:

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

Administration and functioning of Railway Schools.

Shri Barrow: I beg to move:

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

Mr. Chairman: All these cut motions are before the House.

Shri T. B. Vittal Rao: I am glad to say a few words on this Demand especially when our Chairman of the Assurances Committee is by my side. A few days ago, we were sitting in the Committee on Assurances. The question of manufacturing our signalling equipment, block instruments, came up there. A few years ago, in 1953, a question was raised by me in this House whether the Railways contemplated the establishment of workshops for the manufacture of block instruments. The reply given was that the matter is under consideration. Eventually, the matter was taken up by the Assurances Committee and it was stated that they could not indicate when this factory is going to be set up. Then our Chairman asked me whe-

[Shri T. B. Vittal Rao]

ther I have forgotten that question altogether. We are badly in need of these instruments to increase operational efficiency in the working of railways and we are not in a position to manufacture them. We depend largely on imports. I should strongly urge upon the Railway Board to see that workshops are set up to manufacture these block instruments.

Shri L. B. Shastri: We are already doing that. I want to inform the hon. Member that we have taken up the work of manufacturing of signalling equipment in our own workshops in the Central Railway and other Railways.

Shri T. B. Vittal Rao: Thank you very much.

I go to the next item: transshipment arrangement at break of gauge stations. Unless and until we arrange for mechanised transshipment of certain bulk items or at least for coal, I am afraid we cannot move the goods which we can move. In all break of gauge stations, there is this bottle-neck. We are doing the work by manual labour. Unless there is mechanised transshipment, it will take time. We have to progress in this direction. This point was also urged by the Federation of Indian Chambers of Commerce and Industry when they submitted a memorandum two years ago. I submit that at least for some of the bulk items and coal there should be mechanical transshipment. Then only we can increase operational efficiency and move more goods.

Shri L. B. Shastri: There will be further unemployment.

Shri T. B. Vittal Rao: We will absorb them in the mineral industry.

Shri Nambiar: Unemployment is not a problem.

Shri T. B. Vittal Rao: Then, I come to an important point about schools. The Railway Board and the railway administration are thinking of converting a godown in my place into a school. There is a provision made also. The godown is not fit to be converted into a school. The site also is not good.

Shri Alagesan: Where ?

Shri T. B. Vittal Rao: Lallaguda. I am coming to that. That school building should be constructed in a better site. A nice building should come up. The school should not be located in this godown. It is not properly ventilated. After all, a godown is a godown.

Mr. Chairman: The hon. Member can continue on Monday. Now we shall have to take up Private Members' Bills.

3. P. M.

NATIONAL DEVELOPMENT (PEOPLES' PARTICIPATION) BILL *

श्री एम० एल० द्विवेदी (जिला हमीरपर) :
मैं प्रस्ताव करता हूँ कि राष्ट्रीय विकास कार्यक्रम में जनता द्वारा भाग लिये जाने का उपबन्ध करने वाले बिल को पेश करने की अनुमति दी जाय ।

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to provide for peoples' participation in the national development programmes."

The motion was adopted.

श्री एम० एल० द्विवेदी: मैं बिल को प्रस्तुत करता हूँ ।

NATIONAL AND FESTIVAL PAID HOLIDAY BILL *

Shri Nambiar (Mayuram): I beg to move for leave to introduce a Bill to introduce a uniform system of national and festival paid holidays for all industrial workers.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to introduce a uniform system of national and festival paid holidays for all industrial workers."

The motion was adopted.

Shri Nambiar: I introduce the Bill.

SHRI KASHI VISWANATH MANDIR BILL

Mr. Chairman: The House will now resume further discussion of the motion moved by Shri Raghunath Singh on the 24th February, 1956, that the Bill to provide for the better administration and governance and for the preservation of the Shri Kashi Viswanath Mandir, known as the golden temple of Banaras, be taken into consideration.

We have already had discussion for 35 minutes out of the 1½ hours allotted for the discussion of the Bill, and 55 minutes are still available. Shri D. C. Sharma was on his feet. He may continue his speech.