

THE

Dated 25.11.2014

## PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

### OFFICIAL REPORT

987

988

#### HOUSE OF THE PEOPLE

Thursday, 26th February, 1953

*The House met at Two of the Clock*

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

#### QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

#### LEAVE OF ABSENCE

**Mr. Deputy-Speaker:** I have to inform the hon. Members that I have received a letter from Shri Murlī Manohar that due to his engagement before the Election Tribunal, Allahabad, in connection with his Election Petition case and due to certain domestic worries he could not join the present session of the House of the People from the 11th February, 1953. He is further unable to join this session till the end of this month. He therefore requests that his absence from the House for the period from the 11th February to the 28th, may be condoned.

The Member has been continuously absent since the 2nd August, 1952.

Is it the pleasure of the House that permission be granted to Shri Murlī Manohar for remaining absent from all the meetings of the House during this session up to the 28th February, 1953?

Leave was granted.

#### RAILWAY BUDGET — GENERAL DISCUSSION

**Mr. Deputy-Speaker:** The hon. Minister for Railways will now reply to the general debate and after he finishes his reply, Demands for Grants will be taken up.

**The Minister of Railways and Transport (Shri L. B. Shastri):** I must thank hon. Members for their very useful  
496 P.S.D.

contribution during the last three days' debate. The criticisms, if I may be permitted to say, so, were only occasionally off the mark. But, on the whole, they were generally restrained and constructive. Except for one or two hon. Members, others said some good things and good words regarding the railways, which should and will encourage us to put in more hard work. I am sincerely thankful for those remarks and we shall try to live up to them. It is not possible for me to cover all the points raised by hon. Members during the three days' discussion for sheer want of time. But I can assure hon. Members that all of them would be considered by me and the Railway Board and we will communicate to each Member who has raised them our own views in the matter. The Deputy Minister has ably replied to certain criticisms, which I need not repeat. I may, however, take up a few other important points raised by hon. Members.

I am glad that only one or two Members have some doubts about the figures of passenger earnings budgeted for 1953-54. I have every hope that we will be able to keep up to that level. In regard to goods traffic, some hon. Members of the Opposition are of the opinion that it should go up much further than my own expectations. I shall be happy if it would be so. But, it does clearly indicate that the estimates given by me cannot be dubbed as inflated. I personally think that they are fairly reasonable and should be reached. It has been frequently said from both sides that the fall in income is due to increased fare and freight rates. One, I think, cannot be categorical in such matters. I would like to point out one fact which is rather important. I shall give the House actual distribution of passengers and passenger earnings over specified distances of travel. Here are the figures for the number of passengers carried and earnings therefrom on Class I Railways from third class passengers during the year 1951-52. In the year 1951-52, from 1—50 miles,

[Shri L. B. Shastri]

the number of passengers carried were 75,58,61,446. I shall tell the House the earnings. The income from them was 35 crores of rupees. If I do not quote the other figures, hon. Members may not be clearly able to follow what the difference is between the passenger earnings of 1—50 miles and 51—150 miles. Therefore, I shall quote the other figures too. As I said, from 1—50 miles, the total number of passengers carried is over 75 crores. From 51—150 miles, it is over nine crores. From 151—300 miles, it is 2,36,00,000, and over 300 miles it is 1,12,00,000. The passenger earnings are like this, 1—50 miles, it is Rs. 35 crores, 51—150 miles, it is over Rs. 21 crores and 151—300 miles, it is Rs. 13 crores and over 300 miles, it is Rs. 14 crores. Now, the House can see that the largest number of passengers and therefore, passenger earnings are in the first zone of 1—50 miles. Thus, the increase made in the fares in 1951 by a pie in the case of third class passengers will be a maximum of only four annas and two pies per passenger in this zone. The view expressed that the increase in fares has borne heavily on passengers cannot, therefore, be wholly accepted, seeing that on the bulk of the passengers on Indian Railways carried, the increase is of a modest amount. It will be admitted that the increased charge of four annas two pies per ticket cannot be considered a heavy burden. So, the argument of high fare does not have much force. The reasons for the fall in our income, as I have said elsewhere, would be thoroughly gone into. Besides, the concessions we propose to give would give some indication of the trend of traffic. If we find them helpful, certainly we will extend them further and introduce other concessions also.

One hon. Member from the Opposition raised the question of short distance and terminal charges. The levy of short distance charge is justified by the high cost of working the short distance traffic, involving a high incidence of wagon occupation in relation to the services actually performed. It was, however, made clear to the Railways last year that they have full powers to forego the short distance charge either partly or even fully if circumstances in a particular case so justified in the case of regular and appreciable traffic moving in wagonloads. In accordance with these instructions, Railways have already quoted special rates foregoing the short distance charge in several cases. For instance, on the Western Railway, they have done so for limestone, clay, gypsum etc.

So far as terminal charges are concerned, these have been standardised on an all India basis in view of the impossibility of relating such charges at a particular station to the cost of their provision. There can be, therefore, no question of reasonableness or otherwise of the terminal charges at a particular station. That the present rates structure has not hampered trade and industry in the country may be seen from the general index of industrial production as also the freight traffic of Railways, which have recorded a continuous increase since 1947. Minor adjustments necessary to stimulate traffic are always considered in the light of relevant factors, and this process will continue in the future as well.

I may also inform the hon. Members that there is a Rates Tribunal which considers all complaints about unreasonable and preferential freight rates and the like. This Tribunal has already heard a number of cases, and on the basis of the decisions of the Tribunal freight rates have been substantially reduced for commodities in a few cases.

An hon. Member from the Opposition suggested that under the present Convention, the Railways are paying an exorbitant amount to general revenues, and if they paid only income-tax like a private concern, the payment would be less. This argument is not correct. Moreover in addition to payment of income-tax, the general taxpayers who are the sole shareholders in the railway undertaking would also expect some dividend. Anyhow, I think that this matter is not a live issue just at present and we need not consider it further.

Much has been said about the comments of the Public Accounts Committee. One of the hon. Members said that as pointed out in that Committee's Report, the financial administration of the Railways is very bad. It is true that the Report of the Public Accounts Committee mentions a few instances of defective budgeting, and the Committee have advised the Railway Board to draw the attention of the Railway Administrations to the observance of financial checks and safeguards, and the application of rigid financial control. As desired by the Committee, necessary steps to improve the financial and budgetary control will be taken.

At the same time, I would like to refer hon. Members to paragraph seven at page five of the Public Accounts Committee Report on the

Accounts of 1949-50 in which the Committee have noted that the improvement in estimating under the various heads taken as a whole which was noticed in the year 1950-51 has been maintained during the year 1951-52 and that the tendency for over-estimating has become less marked. I may, perhaps, quote the following figures for the information of the House. In 1950-51, the actual gross traffic receipts were Rs. 263.01 crores against the revised estimate of Rs. 263.40 crores, or a variation of 0.15 per cent. only. Under ordinary working expenses, the actuals were Rs. 180.23 crores against the revised estimate of Rs. 180.31 crores, or a variation of 0.04 per cent. only. The results in 1951-52 were as follows. The actual gross traffic receipts in 1951-52 were Rs. 290.82 crores against the revised estimate figure of Rs. 288.06 crores, or a variation of 0.96 per cent. only. Under ordinary working expenses, the actuals were Rs. 194.04 crores against the revised estimate of Rs. 195.72 crores, or a variation of 0.86 per cent. only. I am sure the House will agree that the overall budgetary control can be considered as satisfactory.

A number of hon. Members have referred to the Public Accounts Committee's Report on the agreement with Schelieren, a Swiss firm, for the manufacture of all-metal light weight coaching stock in India. They seemed to think that there has been embezzlement and fraud in connection with this agreement. It is painful to me that in a matter of this kind affecting a foreign firm the hon. Members should have made statements without carefully studying the papers and ascertaining the full facts. The conclusions of the Public Accounts Committee are recorded on page 19 of their Report. They have no doubt pointed out a number of technical defects—serious defects, I should say—in the drafting of the agreement, but there is no mention—not even a remote suggestion—anywhere that there has been a financial loss, not to speak of fraud or embezzlement, in this deal. I must make it quite clear that any talk of fraud or embezzlement is wrong and wholly misleading. The technical defects in the agreement, of course, should not have been there. I admit that. I have told the House before and I wish to repeat it once again that I am taking necessary steps for the rectification of these defects as early as possible.

Something was said regarding the recommendations of the Railway Stores Enquiry Committee. The House is aware that the Railway Board undertook an extensive enquiry into and

examination of all items of stock and also such items as were not required on individual Railways. No fresh purchases of such items were to be made until the surpluses on any Railway were fully utilised. A stricter scrutiny of future indenting has also been prescribed, and I shall give the House certain figures which will show that this procedure has resulted in a reduction of about Rs. 15 crores in the total value of purchases made by Railways as follows. In 1951-52, the total value of purchases made was Rs. 97.65 crores. The revised estimates for 1952-53 was Rs. 82.74 crores while the budget estimates for 1953-54 is Rs. 85.48 crores. The reduction would have been much more but for the fact that the other recommendations of this Committee for transfer of the procurement work of specialised railway stores from the Ministry of Works, Housing and Supply to the Railways has not yet been implemented. This question is being pursued.

I will not say much about the wagon position. I concede that the wagon position is not easy. But, what we propose to do in regard to adding to our stock of wagons and to increasing line capacity especially in the South beyond Waltair and Bezwada, on the Sabarmati Section, and in the colliery areas, will, I am sure, facilitate the removal of bottlenecks in these places, and bring about considerable improvement in the present position.

Some Members from the Opposition said something about the exhibition. Well, hon. Members must have noted what I said in my speech that the exhibition has been arranged not with a view to providing entertainment, but to focus attention of the manufacturers, the trade and industry and the railwaymen on the supreme importance of curtailing imports from outside and producing them in the country to the maximum extent possible. I hope that the object in holding the exhibition will be amply fulfilled.

Dr. Syama Prasad Mookerjee said yesterday that we should not squander any money on the exhibition. I entirely agree with him and I have, in fact, asked the Railway Board to so manage the exhibition that it may pay for itself and they are trying their best to do so.

Criticism has also been made about the cost of indigenous products, as compared with the cost of corresponding imported products. I am glad to inform the House that the cost of wagons and the passenger coaches which we are constructing in India are much cheaper than the imported stock. In particular, the cost of coaches is very

[Shri L. B. Shastri]

much cheaper than those obtained from Europe. I am fully confident that ultimately the locomotives also will be produced in India cheaper than the imported locomotives. But I must say that we will have to wait till production is fully established and a few hundreds of engines have been completed.

Prof. Mukerjee said yesterday that the Chittaranjan Loco Works is dominated by foreigners. I may give the figures and the House will judge for itself whether the statement that he made was correct or grossly incorrect. In Chittaranjan today there are about five thousand workers, artisans, skilled and semi-skilled workmen and there are about 46 Class I and Class II officers. They are all Indians. There are only twelve foreign technicians now working in Chittaranjan. These technicians have come to India under the Colombo Plan or under Technical Agreement. One of these foreign technicians is a German and the rest are from the United Kingdom. Well, these technicians have come for short periods only and will be replaced I am sure by Indians within a few years.

**An Hon. Member:** What is the period?

**Another Hon. Member:** It will take twenty years!

**Shri L. B. Shastri:** Twenty years?— I do not know whether you will be here or I shall be here! You have no faith in yourself and in your country and countrymen.

I shall also say a few words regarding imports from abroad. Prof. Mukerjee stated that the value of imports has increased in 1951-52. Well, I may inform the House that this was mainly due to the larger orders for rolling stock which we had to place in order to overtake the arrears of the past years. It is not possible to give countrywise break-up, as the information is not available with us. But I may tell the House that the purchases are made by the Director-General in London who places these orders on behalf of the Railways. However, on a rough and ready basis 50 per cent. of the stock imported from abroad recently have come from the United Kingdom and the rest from other foreign countries. Prof. Mukerjee was under the impression that almost all the stock has been imported from the United Kingdom, but that is not so. From 1952, I may inform him further, that imports from the United Kingdom have considerably decreased as other

countries in Europe have come forward to meet our requirements at competitive prices.

I may say a few words about the construction of new lines. That is rather a delicate matter, but many hon. Members have asked for the construction of new lines in their States. I am sure they will appreciate that on account of the limited resources it will not be possible for the Government to accede to every request. At present we have to provide additional carrying capacity, as early as possible, to cater for the higher priority projects of the Five Year Plan. Keeping all these facts in view, the whole programme for the construction of new lines was recently discussed in a meeting of the Central Board of Transport held here in January, 1953. Representatives of State Governments and Ministers were present in that meeting. Having regard to the most urgent needs from a national angle and funds available, they permitted me to include the five new lines indicated in my speech and also the surveys for seven new projects. I regret it is not possible for me to go beyond this for the present.

Hon. Members have especially made a reference to the restoration of certain dismantled lines. The case of all dismantled lines was also discussed by the Central Board of Transport, not in the last meeting, but in the year 1950 and it was then decided that out of the 25 dismantled lines which had not been restored till then, twelve lines should be restored. As hon. Members have seen from my speech, out of these twelve lines four have already been completed and seven are in hand and work on the twelfth the last one will be commenced during the next year. The Central Board of Transport also decided that the construction of only eight more dismantled lines should be reviewed after the work on the first twelve lines has been completed. Morappur-Hosur, Tiruppattur-Krishnagiri, Akbarpur-Tanda and Madhogani-Auhadpur lines come under the second category. Their case for restoration will be put up before the Central Board of Transport when the work on the lines already in hand has been completed.

**Shri B. S. Murthy (Eluru):** What about the Kakinada-Kotepalli line?

**Shri L. B. Shastri:** You will have to wait, it seems.

**An Hon. Member:** Till next year.

**Shri L. B. Shastri:** Not next year; it may perhaps be included in the second Five Year Plan.

I am sorry, but I should refer to a point which was raised by Dr. Krishnaswami. He asked why the doubling of certain tracks is proposed to be taken in U.P. and not in the South. (An Hon. Member: The reason is obvious.) In the works programme for 1953-54 no new items for the doubling of any line in U.P. have been provided. Well, I have tried to be as fair as possible. Perhaps the hon. Member, Dr. Krishnaswami is referring to the doubling of the line between Kanpur and Ekdil. It has already been completed—I may inform him it has not been done during my time—it has been completed and opened. Of course, a provision of rupees three lakhs has been made in the next year's budget for minor adjustments. He also stated that the South was being neglected. Well, if I may be permitted to say so, this complaint is not at all justified. Out of a total sum of Rs. 36.83 crores provided for all the Railways during 1953-54, the amount to be spent on the Southern Railway will be Rs. 5.97 crores, which is nearly one-sixth of the total amount.

**Shri Frank Anthony** (Nominated—Anglo-Indians): It is the most backward railway!

**Shri L. B. Shastri:** Backward railway? The Southern Railway? As Mr. Thomas himself mentioned yesterday or the day before, only recently the construction of the Quilon-Ernakulam line, costing about rupees six crores, has been taken in hand. The Arantangi-Karaikudi line was constructed and opened last year. The restoration of two dismantled lines, that is the Madura-Bodinayakanur line and the Shoranur-Nilambur line, totalling a cost of about rupees one crore, is in hand and is expected to be completed during 1953-54.

Well, the Central Board of Transport did not agree to the restoration of the remaining five lines, either because they were narrow gauge and the restoration to this gauge was not according to the present policy or they were lines of short length which were being well served by road. But I may tell the House that even in regard to the restoration of these lines,—I personally am,—considering over it, and I have not been able to arrive at any final decision.

Mr. Narasimhan would perhaps like me to say something about the Morappur-Hosur line, because it was not only mentioned by him but somehow perhaps he so managed that Dr. Syama Prasad Mookerjee also referred to the

restoration of that line. But the Central Board of Transport decided in their meeting held in August, 1950 that the line should not be restored as narrow gauge, but that its alignment should not be abandoned. They wanted the cost of restoring it as a metre gauge line and extending it from Hosur to Bangalore to be worked out. The cost of this restoration and extension will be about Rs. 1.7 crores. The case was put up to the Central Board of Transport for consideration at their July, 1951 meeting, when it was decided that the assets of the Morappur-Hosur narrow gauge line should be retained and consideration of the question of ordering traffic and engineering surveys for the metre gauge link between Bangalore and Salem postponed. So it has only been postponed. I think he should not feel that the whole thing is hopeless. Probably he may get this line when further engineering surveys have been carried out.

**An Hon. Member:** Any new lines in Rayalaseema?

**Shri L. B. Shastri:** I may mention one thing about Assam, especially as I had forgotten to mention it in my speech, that the work on the conversion of the Tezpur-Batipara narrow gauge line into metre-gauge will also be taken in hand next year. This conversion will give improved travelling facilities to passengers, to which they have been looking forward for a long time.

Well, I need not mention about the work of the Mokameh bridge. We are keen that the work should be completed as quickly as possible. But there are certain practical limitations, preparation of plans, estimates, calling for tenders, arrangements for materials, etc. Within these limitations we will try to do our best and the work, I am sure, will gain momentum very soon.

Mr. Azad referred to the Bhagalpur-Mandar line restoration and said that nothing is being done about it. It seems he is not fully acquainted with the position existing in his own constituency.

**Shri Bhagwat Jha** (Purnea cum Santal Parganas): I know you have given money for it. But when will the work be completed?

**Shri L. B. Shastri:** It is expected that the work will be completed by the end of 1953-54.

**Shri Bhagwat Jha:** What about Santal Parganas?

**Shri L. B. Shastri:** You cannot have both, this as well as Santal Parganas.

[Shri L. B. Shastri]

I may say a few words about the staff. Some points were raised by Dr. Lanka Sundaram. He complained of a large number of staff being temporary for many years and that they are working in the Railway Board itself. He was presumably referring to Class III staff only, and I shall give him the figures. Here they are. Against 114 permanent posts of Assistants there are 101 confirmed staff. There are only 13 vacancies, and confirmations against these would be ordered as soon as the proposals for the reorganisation of the office have been finalised. Against 136 permanent posts of routine clerks, there are 129 confirmed men. And against 24 permanent posts of Stenographers there are 24 permanent men. There are in addition, eleven posts of Assistants-in-charge created in 1951, against which no confirmations have been made since these posts will be abolished when the office is reorganised. Six permanent posts of Stenotypists created in 1951 are also vacant. The confirmation of staff against these is already in hand. Barring certain other miscellaneous posts there are, it is true, in the Railway Board's office 207 temporary posts. These have been created for sections which are themselves temporary: for instance the Exhibition Branch, the Partition Branch, the special sections dealing with the Adjudicator's Award and the C.P.C. scales, and such like, as also temporary additions which have to be made for certain periods in the year, in sections like the Budget Branch. It is not possible to confirm the staff against these posts. It is correct that some of these branches have continued for a few years, say five or six years but they are not likely to be required permanently but I may tell him that the staff who are working against the temporary posts will get their chances for promotion in the permanent posts in their turn. A certain number of these temporary posts like stenographers who are attached to particular officers will be converted into permanent posts when the officers' posts are also made permanent.

Dr. Lanka Sundaram also referred to the fact that carpenters and book binders are also in the grade of Rs. 55—130 and said that it was unjust that clerks should also be in the same grade. I was a bit surprised to hear this coming from him.

Dr. Lanka Sundaram (Visakhapatnam): Yes, yes.

Shri L. B. Shastri: I would only quote two sentences from the report of the Central Pay Commission.

"In the classification scheme that we have recommended, it is our intention that Class III should comprise not merely people with literary qualifications but also skilled artisans, no difference being made between training in letters and training in crafts. In the modern world there is no justification for regarding the skilled worker as belonging to an inferior category when compared with a clerk."

In fact, it was on the strength of this announcement that the All-India Railwaymen's Federation demanded that skilled staff should be given the revised Rs. 55—130 grade and this was accorded.

Dr. Lanka Sundaram complained that no provision had been made for what you call the upgrading of Class III staff into Class II staff and Class IV staff into Class III staff and in particular, he was referring to Ministerial staff. Well, I am afraid he has not understood the position quite correctly. On the Railways, Class II Service which has a total number of about 700 posts, both temporary and permanent, is filled only by promotion from Class III and, therefore, the opportunities of advancement for Class III staff into Class II are extremely good. In respect of promotions from Class IV to Class III, there ordinarily does not exist a specified channel for such promotion excepting in a few categories but it has now been provided that where the staff with the minimum educational qualifications which would entitle them for recruitment to Class III have actually joined in Class IV, their cases may be specially considered after they have put in five years' service in Class IV. The chief difficulty in providing for the regular channel of promotion from Class IV to Class III is the distinct difference in educational qualifications. For Class III posts other than skilled artisan posts, the minimum educational qualification is generally Matriculation whereas for Class IV posts, it is only recently that even literacy has been insisted upon.

As regards the question of the non-recognition of the Ministerial Staff Association, I will not say much except that the policy of the Railway Ministry on this matter has been explained on more than one occasion. It is not proposed to recognise sectional unions of non-gazetted staff. In fact, I have constantly urged the two big Federations which now exist to combine into one. Any opposite tendency, I personally feel, is not to be encouraged.

A reference was made to the deplorable conditions of the staff living in wagon bodies in Sealdah area. I can only say that I am most alive to this question and construction of 232 quarters is going to start very soon. I have also decided to give them priority over others and even to build more than that in the current year. My difficulty is as they are shifted to new quarters, wagons are occupied by others who live in rented houses. So, this process goes on but still I shall do my best to see that all those who are living in wagon quarters are shifted to new quarters as soon as possible and others are not allowed to occupy the wagon quarters.

I will not say much about re-grouping. I need not refer to what I said in the other House as hon. Members must have seen it in the papers but there is only one point on which I would like to say a few words. Dr. Meghnad Saha referred to a report in some papers to the effect that the Railways had suffered a loss of Rs. 25 crores as a result of re-grouping and that the Railway Administration has not contradicted this report. I may say this is not correct. This report was contradicted as being entirely baseless as soon as it appeared in the papers. Moreover, there is hardly any need to refer to that report now when it is clear from the budget presented to the House that there is no such loss.

Dr. S. P. Mookerjee also quoted certain figures. As he is not here, I will not present them to the House.

**An Hon. Member:** Why not? Let the House know.

**Shri L. B. Shastri:** It will take a long time and I would not like to.....

**Dr. Lanka Sundaram:** On a point of order, Sir. I want to know whether the Minister is replying to a Member only or to the House?

**Shri L. B. Shastri:** If the hon. Member so desires, I can place these figures on the Table of the House.

Something was said about catering and there is a general complaint in regard to the food that is supplied in the refreshment rooms or in the dining cars. I shall certainly try to remove such difficulties as have been pointed out. I would submit to hon. Members that this is a matter eminently fitted for being referred to the National Railway Users Committee or the Zonal Users Railways Committee which are going to be set up very shortly. I have no doubt the Council's advice would be of great use to us.

A Member from the South referred to the fact that coffee is not being served in non-vegetarian stalls on the Southern Railway. Well, I may give him the happy news that instructions have recently been issued to that effect and coffee will now be supplied in the non-vegetarian stalls.

I would like to say a few words about the passenger amenities and something about corruption but if you will permit me, I would like to say a few words in Hindi on those few points.

**Some Hon. Members:** Why?

**Shri Punnoose (Alleppey):** Is it the implication that corruption.....

**Mr. Deputy-Speaker:** The Minister is not giving way. He can speak in any language he likes.

**Shri Chattopadhyaya (Vijayavada):** On a point of submission, Sir .....

**Some Hon. Members:** No submission.

**Mr. Deputy-Speaker:** Order, order.

श्री एल० बी० शास्त्री : मेरे पास ज्यादा समय नहीं है। इस लिए खत्म करने से पहले मैं दस मिनट में कुछ बातें ऐंमेनिटीज (amenities) और कारप्शन (corruption) के बारे में कहूंगा।

पहली बात यह है कि जहां तक ऐंमेनिटीज का सवाल है.....

**Shri B. S. Murthy:** On a point of order, Sir, is a Member entitled to begin in one language and then pass on to another?

**Some Hon. Members:** Yes.

**Mr. Deputy-Speaker:** There is no point of order in this. He can speak in both the languages here as he chooses.

**Shri Veeraswamy (Mayuram—Reserved—Sch. Castes):** Will you please ask him to later translate into English what he is now saying in Hindi?

**Shri L. B. Shastri:** Had I known Tamil, I would have spoken in Tamil also along with Hindi.

मैं सिर्फ यह कहना चाहता हूँ कि जहां तक कि बहुत सी सुविधाओं की चर्चा की गई है, पानी की प्लेटफार्म (Platforms) की

[ श्री एल० बी० शास्त्री ]

और वेटिंग हॉल्स (waiting halls) की, और दूसरी बहुत सी बातें भी कही गई हैं, मैं उनमें हाउस (House) का ज्यादा वक्त नहीं लूंगा। मैं सिर्फ यह कहना चाहता हूँ कि रीजनल कमेटीज़ (Regional Committees), जोनल कमेटीज़ (Zonal Committees) और नेशनल यूजर्स कमेटीज़ (National Users Committees) के सामने यह सारी बातें आयेंगी। अभी तक एक पैसिजर्स ऐमिनिटीज़ कमेटी (Passengers Amenities Committee) भी रही है। अगर यह कमेटियाँ फिर बना दी गयीं तो उन्हीं के सामने यह बातें रखी जायेंगी और जैसी राय इन कमेटीज़ की होगी उसी के मुताबिक यह तीन करोड़ रुपया जो कि ऐमिनिटीज़ के लिए है खर्च किया जायगा। इस लिए मैं यहाँ और ज्यादा कहने की जरूरत नहीं समझता। हम सब उसकी जरूरत को महसूस करते हैं। हमें यह आशा है कि यह कमेटियाँ अगले महीने तक बन जायेंगी। वह इन बातों पर अच्छी तरह से विचार करेंगी और मुझे आशा है कि काफी सुविधाजनक और सहूलियत का इन्तिज़ाम हो सकेगा।

कुछ बातें ट्रेन्स (trains) के कनेक्शन (connection) के बारे में कही गयी हैं कि गाड़ियाँ ठीक समय पर नहीं पहुँचती और दस मिनट पहले दूसरी गाड़ी निकल जाती है। यह सब बातें भी उन्हीं कमेटियों के सामने आयेंगी और वह इन पर धौर करेंगी।

पानी के सिलसिले में कुछ इन्तिज़ाम खास तौर पर करने की कोशिश की गयी है। करीब ५१, ५२ स्टेशनों पर कूलर (cooler) लगाये गये हैं जिनसे ठंडा पानी मिल सकता है। इसके अलावा कुछ स्टेशनों पर बीस बीस आदमियों को रखा गया है जो इन गरमियों के दिनों के अन्दर पानी देंगे और यह कोशिश की

जा रही है कि एक एक ट्रेन पर कम से कम आठ दस आदमी तक रहें। यह तो इन्तिज़ाम इस वक्ता के लिए किया गया है। लेकिन फिर भी पैसिजर्स ऐमिनिटीज़ कमेटी और यूजर्स कमेटी जिस तरह से उस इन्तिज़ाम को नये सिरे से बदलना चाहेंगे बदल सकेंगी। हमें उसमें कोई इन्कार न होगा।

इसके बाद मैं थोड़ा सा करप्शन के बारे में कहना चाहता हूँ। जितना मैं इसके बारे में कहना चाहता था वह मैं पहले ही कह चुका हूँ और मेरा इरादा है कि उस कमेटी की सिफारिश से जो बनने जा रही है हम सब फायदा उठावें और रेलवे भी फायदा उठावे। एक बात मैं जरूर यह महसूस करता हूँ कि यह करप्शन का मसला यानी इस रिश्तखोरी या करप्शन को कम करने या बन्द करने का मसला, बहुत आसान बात नहीं है। जितना इसको आसान समझा जाता है उतना आसान यह नहीं है। यह कहा जाता है कि अगर सख्त ऐक्शन लिया जाय तो उससे यह रुकेगा। मैं मानता हूँ कि सख्त ऐक्शन से यह कुछ कम हो सकता है। लेकिन कड़ा ऐक्शन ही इसको बन्द कर दे या खत्म कर दे ऐसा मैं नहीं समझता कड़ा ऐक्शन एक साधन है जो कि इसको रोकता है लेकिन यह उसको खत्म कर दे ऐसा मैं नहीं मानता। मुझे पिछले कुछ सालों में एडमिनिस्ट्रेशन (administration) का तजुर्बा हुआ है। और मैं अपने तजुर्बे से कह सकता हूँ कि एक जगह पर काफी सख्त कार्रवाई की गयी और उसके १५ ही दिन के अन्दर एक दूसरी जगह एक अहलकार ने वैसी ही कार्रवाई की। मिसाल के लिए दो पुलिस सबइन्स्पेक्टर कुछ कार्रवाई करने के लिए बरखास्त किये गये। लेकिन उसके दस बारह दिन के अन्दर वहाँ से ६, ७ मील के फासले पर दूसरे थाने में दूसरे थानेदार ने



बैसी ही कार्रवाही की यह जानते हुए कि अभी दस दिन पहले दो आदमी बरखास्त हुए हैं। उन लोगों पर तीन दिन के अन्दर कार्रवाई की गयी थी और उनको बरखास्त किया गया था। तो केवल सख्त कार्रवाई करने से ही यह मसला हल हो जायगा यह मेरी समझ में नहीं आता। इस लिए मैं समझता हूँ कि इस मसले पर काफी गौर करके तब अमल करने की जरूरत है। मैं हाउस को एक बात बतलाना चाहता हूँ कि कल यहाँ कुछ चर्चा हुई थी कि रेलवे के सभी आफिसर्स (officers) या आम तौर पर आफिसरान साफ नहीं हैं। हमारे रेलवे के आफिसर्स ने आज मुझे से बड़ी तकलीफ से और बड़े रंज से कहा कि जब ऐसी हालत है तो हमें नौकरी करने की जरूरत ही क्या है, जब कि हम में से हर एक आदमी पर शक किया जाता है और शूबहा किया जाता है। मैंने उनको समझाया कि जो भी बोलने वाले थे उनकी यह मंशा नहीं थी कि कोई भी आदमी इनमें से ईमानदार नहीं है। बल्कि ज्यादातर लोगों के कहने की मंशा यह थी कि रिश्वत चलती है, लेकिन उनमें अच्छे लोग भी हैं और खराब लोग भी हैं। फिर भी हमारे रेलवे के अफसरों पर इस बात का काफी असर हुआ। मैं ऐसा समझता हूँ कि जो खराबियाँ हैं वह कही जायंगी और रेलवे के काम करने वालों को उनको सुनने के लिए भी तैयार होना चाहिए और इससे भी रेलवे के काम करने वाले इन्कार नहीं कर सकते कि उनमें कमजोरियाँ हैं, खराबियाँ हैं और उन्हें उनको दूर करना चाहिए। मगर यह बात जरूर है कि हर आदमी पर शक करने से भी काम चलना करीब करीब नामुमकिन बात है। कुछ हालात मुझे खुद मालूम हैं। मैं अभी अपने जनरल मैनेजर्स में से सब की तो नहीं जान पाया हूँ लेकिन मैं बहुत इत्मीनान के साथ कह सकता हूँ कि जिनको मैं जान सका हूँ उन पर शक करना एक ईमानदार आदमी

का अपने साथ अन्वय करना होगा। इस लिए मैं यह निवेदन करना चाहता हूँ कि इन्को रोकने की हम जल्दी से जल्दी कोशिश करें लेकिन इस बात को महसूस करके करें कि यह बोमारी काफी हद तक है एक जगह नहीं बल्कि चारों तरफ फैली हुई है और इन्को दूर करने के लिए हमें सारे समाज के स्तर को उठाना होगा। मुझे एक बात याद है जो कि श्री जै प्रकाश नारायण जी ने कही थी और वह बात मुझे बहुत पसन्द आयी उन्होंने कहा कि हम रिकंस्ट्रक्शन आफ सोसाइटी (reconstruction of society) की चर्चा करते हैं लेकिन हम रिकंस्ट्रक्शन आफ इंडिविजुअल (reconstruction of individual) की बात नहीं करते हैं। अगर हम व्यक्ति के सवाल को भी सोचें तो उसके साथ साथ समाज का रिकंस्ट्रक्शन ठीक बनता है। मैं जै प्रकाश नारायण जी की इस बात की बहुत कद्र करता हूँ। मैं समझता हूँ कि हम में से हर एक को इस रिश्वत के सवाल पर एक बड़े दायरे में गौर करना चाहिए और उसके हल करने का रास्ता निकालना चाहिए। मैं कुछ और ज्यादा कहना नहीं चाहता।

4 P. M.

मेरा इरादा नहीं था कि कुछ कहूँ मगर मिस्टर एंथनी साहब बँठे हुए हैं और वह हिन्दी अच्छी तरह समझते हैं इसलिए दो चार जुमले उनके बारे में भी कहूँगा। एंथनी साहब ने बहुत खूबगी और बहुत नाराजगी पहले दिन की स्पीच में दिखायी। काफी कड़वेपन के साथ वह बोले। मैं वह कड़ुआपन अपने में लाने में मजबूर हूँ और मेरे पास वैसा स्वभाव भी नहीं है। लेकिन मैं उनसे यह कहना चाहता हूँ कि उनकी जो शिकायतें हैं वे शिकायतें उन को खूल कर करनी चाहियें। हम से बात करनी चाहिये या रेलवे के लोगों को बात करनी चाहिये।

[श्री एल० बी० शास्त्री]

मेरे पास उनके हर तरह के खत आते हैं। वह बहुत तेज हैं, लायक आदमी हैं, जल्दी जल्दी खत लिखते हैं, और एक दो पेज के नहीं, चार चार पेज के खत लिखते हैं और एक दिन में एक दो खत नहीं कई खत लिखते हैं। कल मैंने अपनी डाक देखी तो मुझे तीन खत उनके मिले। मुझे खुशी है कि उनकी नाराजगी उन खतों में नहीं थी। मैं उन से निवेदन करूंगा कि कोई हार्ड केसेज हों, जहां पर अन्याय हुआ हो, ठीक बरतावा नहीं हुआ हो, बेइन्साफी हुई हो, वहां आप का हक है कि आप उनको हमारे ध्यान में, नोटिस में, लावें, लेकिन किसी हद तक ही यह होना चाहिये। आखिर आपने भी दुनिया देखी है। ऐडमिनिस्ट्रेशन की किसी हद तक ठीक से चलने देने के लिये यह जरूरी है कि पार्लियामेंट के मेम्बर एक हद तक ही दखल दें, रोजाना ऐडमिनिस्ट्रेशन में अगर उस से ज्यादा दखल देंगे तो फिर ऐडमिनिस्ट्रेशन का काम चलना मुश्किल हो जायगा। फिर भी बावजूद इसके मैंने एन्थानी साहब को लिखा है कि आप मेहरबानी कर के तयारी न लाइये और हमारे रेलवे बोर्ड के जो मेम्बर हैं उन से बात करिये। उन्होंने कुछ चीजें मुझको लिख कर भेजीं, वह नहीं हो सकीं और वह केसेज आज के नहीं, चार चार वर्ष के केसेज हैं जिन के बारे में सन्थानम साहब के आर्डर मौजूद हैं, गोपालस्वामी आयंगर साहब के आर्डर मौजूद हैं, उनके खिलाफ अब चार पांच वर्ष के पुराने केसेज को पलटना कहां तक सम्भव है। फिर मैंने उनको देखा और देखने के बावजूद कुछ नहीं कर सका। कुछ केसेज और आये। मैंने दो तीन चार केसेज में कुछ कोशिश की और चाहा कि कुछ करूं क्योंकि एन्थोनी साहब की तरफ से वह केसेज आये थे, महज इस स्थाल से, और कुछ उनकी तबीयत की बात हो सकी। मुझे रेलवे बोर्ड के मेम्बर ने कहा कि आप ही इस पर दस्तखत

कर दीजिये, क्योंकि यह खत आपके पास आया है और आपका आर्डर है, इसलिये आपकी तरफ से यह जवाब जाय। लेकिन मैंने कहा कि नहीं, यह नहीं कि बुराई तो सारी रेलवे बोर्ड के मत्थे जाय और भलाई नहीं, इन्कार का खत तो उनकी तरफ से भेजा जाय और हां का खत नहीं, इसलिये इस खत को भी आप ही भेजिये यह मैंने कहा।

मैं बतलाना चाहता हूं कि ऐसी चीजों को हम काफ़ी गौर से देखते हैं और कोशिश करते हैं कि जहां तक आपकी बात को पूरा कर सकें, करें। लेकिन अगर आपको इतमिनान नहीं होता तो मैंने आपको खत लिखा था कि आप तयारी न लाइये और आप बात करिये। मगर आप यदि अफसरों को बिल्कुल नीची नज़र से देखें और सोचें कि हम और आप किसी दूसरी दुनिया में हैं, तो आखिर अफसरों को भी उसका एक धक्का लगता है। लिहाज़ मुनासिब बात यह है कि आपको दिक्कतें हैं, कठिनाइयां हैं, तो आप का हम स्वागत करते हैं, आप बातचीत करिये। लेकिन महज आप यह समझें कि हाउस में आप एक कड़वा व्याख्यान दे कर सारे ऐडमिनिस्ट्रेशन को खराब कह दें और कुछ मुझे दबा दें, तो मैं कहना चाहता हूं, कि मैं मजबूर हूं, मुलायम जरूर हूं, लेकिन मैं इस तरह से दबना पसन्द नहीं करता। मैं ज्यादा तो नहीं कहूंगा, लेकिन आपने एक बात ह्यूमन टच (human touch) की कही।

**Mr. Deputy-Speaker:** Other non-Members wanted to have the benefit of this reply to Mr. An'hony.

**Shri L. B. Shastri:** I will not take more time of the House.

**Mr. Deputy-Speaker:** No, no. I am informing the hon. Minister that other hon. Members want to have the advantage of the reply which was given to Mr. Anthony.

**Shri L. B. Shastri:** I realise that. I will finish in a couple of minutes. One more point.

**Dr. Lanka Sundaram:** Distribute your favours all over.

**श्री एल० बी० शास्त्री :** ऐन्थानी साहब ने यह कहा कि साहब ह्यूमन टच की कमी है। खैर, मैं किसी से कोई मुकाबला करने की बात नहीं करता, और मैं गोपालरामजी आयंगर जी के पास तो किसी भी चीज में कहीं नहीं पहुंच सकता, उनकी लियाकत, कब-लियत, उनका काम करने का तरीका किसी भी बात में। मुझ में बहुत कमियां हैं और उन कमियों को मैं अपने से छिपाने की कोशिश नहीं करता। लेकिन एक बात के बारे में मैं जरूर कहना चाहता हूँ, और वह यह है कि मुझ में "ह्यूमन टच" की कमी नहीं है। और आप गुस्ताखी न समझें तो मैं यह कहने के लिये तैयार हूँ कि वह "ह्यूमन टच" मुझ में कम से कम ऐन्थानी साहब से जरूर ज्यादा है। अगर आप इसका कुछ सबूत देखना चाहें तो मेहरबानी कर के सुबह आप कभी मेरे घर पर तशरीफ लाइये। मैं खुद कुछ परेशान हो रहा हूँ, काम मेरे हाथ से बाहर होता जाता है क्योंकि हर तरह के लोग फिटर्स (fitters), प्वाइंट्समैन (pointsmen), चपरासी मेरे पास आते हैं। हर क्रिस्म के आदमी आते हैं कि कोई सस्पेंड (suspend) हो गया, कोई निकाला गया, किसी को प्राविडेंट फंड नहीं मिलता, किसी को छुट्टी नहीं मिलती। मैं उनकी सब बातें सुनता हूँ और जो कुछ कर सकता हूँ करने की कोशिश करता हूँ। कभी कभी मेरे अहसरान बुरा भी मानते हैं कि यह तो सीधे प्वाइंट्समैन से बातें करते हैं। लेकिन मैं समझता हूँ कि कोई ऐसा केस ले कर आता है तो मुझे देखना चाहिये। किन्तु करीब करीब यह नामुमकिन है कि मैं हर एक का केस देखूँ और कुछ कर सकूँ।

इसलिये आप को यह भी अन्देशा नहीं होना चाहिये कि मुझ में सहानुभूति की कमी

है। अगर आप एक कदम भी आगे बढ़ें तो मैं दस कदम बढ़ने के लिये तैयार हूँ। लेकिन मेरी दरखास्त यह है कि आपका तरीका, बदलना चाहिये। एक मिल जुल कर काम करने का रास्ता होना चाहिये, वह आप अस्तित्कार करें।

आखिर में मैं हाउस का और आपका बहुत अनुगृहीत हूँ कि आपने मुझे मौका दिया और हाउस ने बड़ी शान्ति के साथ मुझे सुना।

**Shri Nanadas:** (Ongole—Reserved—Sch. Castes): What about the representation of Scheduled Castes and Tribes in Class I, II and III Railway Service?

**Mr. Deputy-Speaker:** Order, order. No questions. There are a number of opportunities.

**सेठ अचल सिंह :** लक्षों रुपयों का माछ जो माल गाड़ियों से चोरी हो जाता है, उसका आपने क्या उपाय किया ?

**Mr. Deputy-Speaker:** The general discussion is over.

#### RAILWAY BUDGET—DEMANDS FOR GRANTS

**Mr. Deputy-Speaker:** The House will now discuss the Demands for Grants in respect of Railways. As regards the time-limit for speeches the usual practice has been to fix a limit of 15 minutes for all speakers including movers of cut motions and 20 minutes for the Minister replying.

In any case, I would urge hon. Members—these are all individual cases—to state their points, and then try to confine themselves to a period of ten minutes in which case a large number of Members can have an opportunity of ventilating their grievances on any particular Cut Motion or a particular Demand.

**Shri Frank Anthony** (Nominated—Anglo-Indians): Since we have abandoned the practice of trying to catch your eye, is any formula being adhered to with regard to the division of time as between the Congress and other groups?

**Mr. Deputy-Speaker:** I invited the leaders of various groups. I talked to them. I told them that they may sit along with the Minister for Parliamentary Affairs or the Congress group or the Whips, and then try and tell me what Demands they would like to prefer for discussion on a particular day.

[Mr. Deputy-Speaker]

and the time they would like to spend upon that. I am sorry to note that they have been handed over to me only at three O'Clock today. Had they been given to me earlier, I would have been able to fix the entire time, but I have got a general scheme here as to what time I ought to give to the various groups and speakers. Already, I have got a list of speakers handed over to me. I will try to so regulate as to give an opportunity for expressing all the viewpoints that may be raised in this House.

**Shri Frank Anthony:** I have again a submission to make. On the General Budget, I think you observed the ratio of 60 : 40 and we did not object because we thought it was fairly fair in view of the strength of the Congress party. With regard to cut motions, since the Congress Party Members do not wish to move any cut motions, I submit it is a stultification of the whole purpose. The convention has been, Sir, to give time to those who wish to move cut motions so that attention can be directed to these cut motions. (*Interruption*)

**Mr. Deputy-Speaker:** The point has been made. I will reply to him. These are matters which I would certainly consider, but the time of the House need not be taken up with them. I would have welcomed hon. Members to have come and told me what are the important cut motions they would like to take up. Anyhow, I will so regulate as to give opportunities to all sections. The person who moves a cut motion need not go on talking about that. Other persons will have to reply. Others have similar arguments to make or points to place before the House. I will have all these before me, and not strictly restrict myself to this or that party.

**Shri B. Das (Jajpur-Keonjhar):** May I submit that you may kindly also ascertain the viewpoints of the Congress Members? We are not speaking. We do not want to add to the troubles.

**Mr. Deputy-Speaker:** As a matter of fact, the list was given to me yesterday. A number of hon. Members have not even made their maiden speeches. They are sitting really as shy as a maiden—not that they are shy actually, but I am sorry I have not been able to call upon them all. I know every hon. Member is an orator, and can speak with authority and courage. But unfortunately there has not been any arrangement. Whenever any arrangement is made, immediately

there is an objection, but anyhow I have made up my mind to give opportunity to every hon. Member of this House to speak before he goes out after this session. Every one shall have at least one opportunity to place his viewpoints.

The House will now take up the consideration of Demands Nos. 1 and 4—the former relating to 'Railway Board', and the latter relating to 'Ordinary Working Expenses—Administration'.

#### DEMAND NO. 1—RAILWAY BOARD

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

"That a sum not exceeding Rs. 34,61,000 be granted to the President, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Railway Board'."

#### DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION.

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

"That a sum not exceeding Rs. 26,73,31,000 be granted to the President, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Administration'."

**Shri Frank Anthony:** I would suggest that Demand No. 6 also might be taken up, because there are only two cut motions under that, and that Demand also relates to administration.

**Mr. Deputy-Speaker:** I shall first place before the House, those cut motions which have been handed over to me, and selected by the various groups.

**Shri Nambiar (Mayuram):** All the cut motions under these Demands may be taken as deemed to have been moved and we will concentrate on certain cut motions for the purpose of the hon. Minister's reply.

**Mr. Deputy-Speaker:** Then there is no purpose. I have received notices from the hon. Member's party, giving a list of agreed cut motions, by the Communist Group, and from Dr. Lanka Sundaram cut motions Nos. 19 and 25.

**Shri Nambiar:** The understanding reached was that those cut motions were given for giving an opportunity to the hon. Minister, to concentrate his reply, and to channelise the discussion but all the cut motions under that Demand may be deemed to have been moved.

**Mr. Deputy-Speaker:** Then, what is the object? That was not what I thought. If all the cut motions that have been tabled are to be treated as moved, then with respect to every one of them, I will have to see whether it is in order or not. I have no objection, but what is the object, I am not able to follow.

**Shri Jhunjhunwala (Bhagalpur Central):** There are specific grievances of particular constituencies and particular places. They could not be brought under the general discussion. So, for a minute or so, hon. Members may be given an opportunity for that purpose.

**Mr. Deputy-Speaker:** I shall come to that later. I am only asking the hon. Members now to give the numbers of the cut motions they want to move.

**Shri Damodara Menon (Kozhikode):** The Praja-Socialist Party also has given a list.

**Mr. Deputy-Speaker:** I shall come to them also.

**Shri H. N. Mukerjee (Calcutta North-East):** When we had a discussion yesterday, the idea was that we should take all the cut motions as having been moved, because these cut motions refer to different problems in regard to Railway Administration. If they are taken to have been moved, then they become matters of record, and they will continue thereby to draw the attention of the Railway Ministry. But here owing to the limited duration of the debate we could only discuss certain matters, and for the tangibility of the discussion, we agreed that we shall concentrate on particular cut motions, so that the hon. Minister might be in a position to reply to them fairly and squarely.

**Pandit Thakur Das Bhargava (Gurgaon):** May I suggest a course, Sir? Two or three years ago, it was so arranged that many hon. Members or the House were allowed to speak for five minutes only, and they ventilated their local grievances. But at present, many of the Congress Members have not given cut motions, and so they will not move any cut motions. But I hope it will not be taken that they will not be allowed to have their say in respect

of specific grievances, which their constituencies experience. I would under the circumstances respectfully submit for your consideration the question whether it would not be possible to have a day or two to have certain timings fixed, for the ventilation of local grievances, whether they are contained in these cut motions or not.

**Mr. Deputy-Speaker:** Whoever wants to speak under these Demands can speak on the 'Railway Board', 'Ordinary Working Expenses—Administration'. Hon. Members can speak under the one Demand or the other.

Now I shall follow this course. If the desire is that all the cut motions that have been tabled are to be taken as moved, I shall look into all of them, and just vet them and find out whether they are in order. But I shall allow those cut motions which have been agreed upon now, being taken as having been moved. Meanwhile, I shall go through the others and see whether the others are in order, and if in order, I shall take them also as having been moved.

I shall first take up the cut motions, notices of which have been given to me as agreed party motions.

The cut motions given by the Communist Party and Dr. Lanka Sundaram are: Nos. 1, 66, 67, 126, 129, 131, 134, 234, and 241; and 19 and 25.

The cut motions given by the Praja-Socialist Party are: Nos. 3, 10, 11, 229, 230, 231, 235, 250 and 252.

I do not know whether they overlap. I did not have sufficient time to find out whether there is any overlapping. If there is any overlapping, then only one cut motion relating to a particular matter will be taken to have been moved.

**The Deputy Minister of Railways and Transport (Shri Alagesan):** They do not overlap.

**Mr. Deputy-Speaker:** That is all right.

These are the only cut motions that have been supplied to me so far.

**Shri Frank Anthony:** Cut motion No. 37, under Demand No. 6 also. That relates to 'Ordinary Working Expenses—Operating Staff', which also comes under administration.

**Dr. Jaiavir (Bharatpur-Sawai-Madhapur—Reserved—Sch. Castes):**

[Dr. Jatav-vir]

Cut motions Nos. 71, 72 and 73 under Demand No. 1 also, Sir:

**Mr. Deputy-Speaker:** Very well, I am coming to the hon. Member.

**Shri Nambiar:** Cut motions Nos. 5 and 122 also, standing in the names of Mr. N. Sreekantan Nair and Shri B. C. Das.

**Mr. Deputy-Speaker:** All right. Any other hon. Members who want to move any cut motions relating to Demand No. 1.

**Dr. Jatav-vir:** Cut motions Nos. 71, 72 and 73.

**Mr. Deputy-Speaker:** Are they on Demand No. 1? Hon. Members do not follow what is going on in the House. I wanted to know whether they are on Demand No. 1

**Dr. Jatav-vir:** Yes, they are on Demand No. 1. and in List No. 2.

**Mr. Deputy-Speaker:** All right. Nos. 71, 72 and 73.

**Shri M. R. Krishna** (Karimnagar—Reserved—Sch. Castes): Cut motions Nos. 294 and 353 in the name of Shri P. N. Rajabhoj.

**Mr. Deputy-Speaker:** I would not allow any hon. Member to move on behalf of any other hon. Member.

**Shri M. R. Krishna:** He has given me the authorisation letter.

**Mr. Deputy-Speaker:** No, no authority can be recognised.

**Shri Veeraswamy** (Mayuram—Reserved—Sch. Castes): Cut motion No. 120 in List No. 3.

**Mr. Deputy-Speaker:** All right.

#### *Non-confirmation of Railway Board Staff*

**Dr. Lanka Sundaram** (Visakhapatnam): I beg to move:

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

(i) *Confirmation of temporary employees of more than one year's service.*

(ii) *Serious short supply of wagons*

**Sari Vittal Rao** (Khammam): I beg to move:

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

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

(i) *Railway Scholarship Fund for Scheduled Caste and Scheduled Tribe students.*

(ii) *Training facilities to the prospective Scheduled Caste and Scheduled Tribe employees in Railway Services.*

(iii) *Inadequate representation of the Scheduled Castes and Tribes in the Railway Services.*

**Shri Nanadas** (Ongole—Reserved—Sch. Castes): I beg to move:

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

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

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

(i) *Recognition of Trade Unions.*

(ii) *Southern Railway Labour Union.*

(iii) *Proper financial control; Condition of third class travel; and living condition of railwaymen.*

**Shri Nambiar:** I beg to move:

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

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

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

#### *Work of the Railway Board*

**Shri M. S. Gurupadaswamy** (Mysore): I beg to move:

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

(i) *Economy.*

(ii) *Overlooking of seniority of running staff by grafting outsiders.*

**Shri K. Subrahmanyam** (Vizianagaram): I beg to move:

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

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

*Refusal of Supplies.*

**Shri Vallatharas (Pudukkottai):** I beg to move:

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

(i) *Reduction of pay of high-paid officials.*

(ii) *Abolition of category of 'Class II Officers'.*

**Shri Kelappan (Proonnani):** I beg to move:

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

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

*Policy of administration of Railways.*

**Shri Vallatharas:** I beg to move:

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

*Failure to administer proper financial control leading to wastages etc.*

**Shri Damodara Menon:** I beg to move:

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

*Policy of retrenchment in the Officers cadre*

**Shri B. S. Murthy (Eluru):** I beg to move:

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

(i) *Inadequate representation of the Scheduled Castes and Scheduled Tribes in Railway Services.*

(ii) *Distribution of cultivable railway waste lands.*

(iii) *Railway contracts to the Scheduled Castes.*

**Dr. Jatav-vir:** I beg to move:

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

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

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

*Attitude of Railway Administration towards South India*

**Shri N. Sreekantan Nair (Quilon cum Mavelikkara):** I beg to move:

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

*Grant of compensatory house-rent allowance to Railway employees*

**Shri B. C. Das (Ganjam South):** I beg to move:

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

*Representation of Scheduled Castes in Railways*

**Shri Veeraswamy:** I beg to move:

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

(i) *Wrong Calculation of fares.*

(ii) *High fares on Metre-Gauge lines.*

**Shri P. Subba Rao (Nowrangpur):** I beg to move:

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

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

*Economy of pay of officers*

**Shri Sivamurthi Swami (Kushtagi):** I beg to move:

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

(i) *Non-recognition of All India Ministerial Staff Association.*

(ii) *Non-recognition of All India Railway Inspectors' Association.*

**Dr. Lanka Sundaram:** I beg to move:

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

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

[Dr. Lanka Sundaram]

(i) *Reinstatement of discharged or suspended workers.*

(ii) *Indiscriminate transfer of staff.*

**Shri Namblar:** I beg to move:

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

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

*Two Scheduled Caste members on Railway Service Commissions.*

**Shri Nanadas:** I beg to move:

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

*Labour Policy*

**Shri Namblar:** I beg to move:

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

*Efficiency*

**Shri M. S. Gurupadaswamy:** I beg to move:

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

*Increase of basic pay for Station-masters etc.*

**Shri Damodara Menon:** I beg to move:

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

(i) *Victimisation of workers under Carriage Foreman, Howrah.*

(ii) *Future set-up of Railway Clearing Accounts Office.*

**Shri Ramji Verma** (Deoria Distt.—East): I beg to move:

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

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

(i) *Refusal of Supplies.*

(ii) *Economy of expenses in Administration.*

**Shri Vallatharas:** I beg to move:

(i) "That the demand under the head 'Ordinary Working Expenses

—Administration' be reduced to Re. 1".

(ii) "That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 2,000."

(i) *Efficency*

(ii) *Corruption in Administration.*

(iii) *Bad conditions of newly built railway quarters in N. E. Railway.*

**Shri R. N. Singh** (Ghaziपुर Distt.—East cum Ballia Distt.—South West): I beg to move:

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

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

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

(i) *Indian Railway Conference Association.*

(ii) *Recovery of arrears of salary etc. by Railway employees.*

(iii) *Corruption in Railway Administration.*

**Shri Vallatharas:** I beg to move:

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

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

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

(i) *Pay structure of Station-masters and Assistant Station-masters*

(ii) *Discrimination regarding rent-free quarters of S. M. and A. S. M. in Southern Railway.*

**Shri N. R. M. Swamy** (Wandiwash): I beg to move:

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

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



*Fall in income from Railways*

**Shri Sashagiri Rao (Nandyal):** I beg to move:

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

*Inability to prevent beggars in running trains*

**Shri P. Subba Rao:** I beg to move:

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

*Corruption in the Administration*

**Shri Sivamurthi Swami:** I beg to move:

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

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

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

"That a sum not exceeding Rs. 42,33,81,000 be granted to the President, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Operating Staff.'"

*Disabilities of Railway Staff*

**Shri Frank Anthony:** I beg to move:

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

**Mr. Deputy-Speaker:** Now, these are the only demands—Nos. 1, 4 and 6—and the cut motions which have been moved to them. Discussion on these will now take place.

**Shri Nambiar:** In the meanwhile, you will be pleased to see the ones which are not admitted and then...

**Mr. Deputy-Speaker:** Certainly, I will go through them. Now, whoever speaks can refer to all the Demands.

**Dr. Lanka Sundaram:** May I make a submission. Sir? If you take Demands Nos. 1, 4 and 6 together, and call according to the speakers' eye, that will be a better method.

**Mr. Deputy-Speaker:** Yes, yes. Shri Vittal Rao.

496 P.S.D.

**Shri Vittal Rao:** I have heard with interest the reply given by the hon. Minister to the general discussion on the Railway Budget. Of course, I was not at all surprised because....

**Mr. Deputy-Speaker:** This is not a general discussion. Hon. Members will confine themselves to the three Demands.

**Shri Vittal Rao:** Why do you anticipate so soon, Sir? I am straightaway coming to the subject.

**Mr. Deputy-Speaker:** That is what is expected.

**Shri Vittal Rao:** I will take up now confirmation of the temporary staff. Last year I raised this point and the hon. the Minister replied that the temporary staff would be confirmed at the rate of 5000 per month and that at the time it would exceed 50,000. But during this one year, what do we find, Sir? Again some 93,000 are there, though a few have been confirmed. I wanted to pursue this matter and then I put a question last session to get the figure as to how many have been confirmed every month. I was told in the month of April it was about 4,000 and odd and in the month of May it was about 2,700. Then the Deputy Minister replying to the question said that what the Minister had given is an average for the whole year and it will be kept up. But today, what happens after one year? The Deputy Minister, while replying day before yesterday said that due to the Seniority Committee these confirmations have been held up. Whatever be the decisions of the Seniority Committees of the Railway Board and the various railway administrations, confirmation should not be delayed any longer. We have been developing our railways and every year we have been adding to our railways and the staff have naturally to increase. On that basis you can easily confirm them.

Another system has crept in; that is, recruiting casual labourers. These casual labourers are entertained in the loco sheds of every railway. This is only just to deny them a living wage because if they are appointed as regular railway employees, either temporary or permanent, they will have to be paid at the rate of the Central Pay Commission's recommendation. In order to avoid that, they appoint them as casual labourers and they carry out the duties that are expected of regular railwaymen. So, this practice should also be put an end to.

Another thing, regarding adjudicator's award. This question goes back to some six years. There was a persis-

[Shri Vittal Rao]

tent demand from the various labour unions that the hours of work should be reduced. What do we find? Even now, we have the assurance that the adjudicator's award will be implemented by the railways by 31st March, '53. I have got personal experience of how that work is going on in the ex-N.S. Railway sector. I am sure it will not be implemented by 31st March, '53 in that particular railway, because I have been in touch with the workers there. When I referred this matter to the Minister of Railways I got a very very unsatisfactory reply from the Railway Board that they are implementing this to the ex-State railway as an *ex-gratia* measure. I would only recall to them the agreements that had been reached between the Employees' Union and the railway administration. There was a clear understanding that whatever was implemented in the Indian Government Railways will be implemented on the N. S. railway. This was the clear agreement that we had with the General Manager in those days. But, now to say that it is *ex-gratia* is most uncharitable and most unsatisfactory and I think such words should not be used in correspondence. The workers do not get anything by way of charity; it is their right. According to certain principles the demand is made and when they make that demand it is our duty to concede them. It was an accepted principle and there has been a delay of six years.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

Now, coming to the question of the recognition of the Unions. The hon. Minister said that it is better that the two Federations come together. It is very good; we also wish that and we will try for that. I would ask the Railway Ministry what happened three years ago when the INTUC was recognised. There was a regular protest from the All India Railwaymen's Federation that it was unjust to recognise this Federation and that they alone represented the railway workers. In spite of their protest you recognised the Indian National Railway Workers Federation. In those days A. I. R. F. were fighting for the workers to the last. They could stand courageously and fight irrespective of your ordinances and other rules. So that was why you recognised the I.N.R.W.F. When the South Indian Railway Union having as many as 20,000 workers as members applied for recognition you asked them to merge themselves with the other Union. You use force and compulsion. You told

them that unless they merge you will not accord recognition. This is how you have been doing things. You have been revising your rules every time. First you said only the All India Railwaymen's Federation will be recognised; now you say the other will be recognised.

**The Minister of Revenue and Expenditure (Shri Tyagi):** Was it not in the British days that it was recognised?

**Shri Vittal Rao:** It was not given gratis by the Britishers but we wrenched it out of unwilling hands.

**Shri Nambiar:** Yes, even from British Rulers.

**Shri Vittal Rao:** So this is what has happened. This Indian National Railway Workers' Federation has been recognised in spite of the protest of the All India Railwaymen's Federation. You have built it unnecessarily as a rival organisation to the All India Railwaymen's Federation. We also want that the two should be united.

You said that if any railway union has got ten per cent. of members of that sector they will be accorded recognition. Now, you have refused that also. This policy is not going to pay.

Then I come to the N. S. Railway pre-1936 staff. They have made several representations to the Minister, to the Railway Board and others. They have got a series of grievances. They had certain set of rules governing their service conditions when they were in the old State railway and they were allowed to go up to 60 years and not to retire at 55. Only those who were appointed after 1st October, 1936 had this 55 years age restriction. This may be considered and they may be allowed the normal chances of promotion like all other staff. There is no use changing their service conditions. The assurances that were given at the time of integration by the then Minister of Railways was that their service conditions will not be interfered with.

I am glad that a sum of Rs. 22 lakhs have been provided for in the Budget year for making an investment on the Road Transport services of Hyderabad. Last year also you made a provision of 16 lakhs but it was not invested. I do not know whether this year too the same thing will happen. I would strongly urge on the Minister that the money be invested. It is one of the best State-owned road transport services in India. It is even claimed that it is one of the best in the whole of the East. There is a depreciation fund of one crore and twelve lakhs of rupees in that service and their

capital is only Rs. 2.4 crores. So, I would strongly urge that this investment be made and it be helped in having an automobile industry. Now-a-days we are not getting spares. Spares worth Rs. 20 lakhs, have been indentated for from England and America and the indent was placed through the Supply Department of the Government of India in the year 1951. Two years have passed and they were able to get only two lakhs worth of material. So, these indents may be cancelled and this money, the Depreciation fund and all these may be utilised to build up an automobile industry. If not the automobile industry, at least an industry for producing spares so that all the State-owned motor services may be benefited.

I want to say a word about how the Committees appointed by the Railway Ministry function. A Committee is appointed. It takes one or two years to submit its report. Then its report is examined. Then action is taken. All this takes a number of years. This kind of halting and lethargic way of doing things should be given up. A Fuel Enquiry Committee to consider the conservation of metallurgical coal was appointed in 1951. It gave its report in April, 1952. It was an interim report. The Railway Ministry got the final report sometime in the beginning of this year, and their experts are examining it. Meanwhile, no action is being taken. This kind of halting way of doing things should be put an end to.

**Mr. Chairman:** The hon. Member's time is over.

**Dr. Lanka Sundaram:** May I submit that the Deputy-Speaker had stated that each Member would get fifteen minutes. I noted the time when my hon. friend began, and he has taken only ten minutes.

**Mr. Chairman:** So far as cut motions are concerned, there are very many hon. Members who are desirous of taking part. Therefore, I would propose that ordinarily only ten minutes should be taken, and in special cases fifteen minutes may be taken. Otherwise, the difficulty will be that many people will not get the chance to speak. But if the House desires that each Member should have fifteen minutes, I have no objection.

**Dr. Lanka Sundaram:** With due respect to the Chair, may I point out that the Deputy-Speaker had said—and it is on record—that each Member would get fifteen minutes and the Minister will get twenty minutes to reply to each cut motion. That is the arrangement he announced.

**Mr. Chairman:** As I said, if the House thinks that each Member should have fifteen minutes, then it has to consider that many people will not be able to get a chance.

**Dr. Ram Subhag Singh (Shahabad South):** What about those who have not moved cut motions?

**Mr. Chairman:** I asked the Deputy-Speaker and he told me that ordinarily ten minutes and in special cases fifteen minutes may be allowed. If the House now desires that the time should be fifteen minutes in all cases, I have no objection.

**Several Hon. Members:** No, Sir. Ten minutes will do.

**Shri Tyagi:** If hon. Members proceed at the mail speed of my hon. friend who is just now on his legs, they would not need more than ten minutes.

**Mr. Chairman:** We shall have it as ten minutes ordinarily and fifteen minutes in special cases.

**Dr. Lanka Sundaram:** We leave it to your discretion.

**Shri Vittal Rao:** Can I have another five minutes, Sir?

**Mr. Chairman:** No. He has already taken about fourteen minutes and I would give him one more minute.

**Shri Vallatharas:** On a point of order, Sir. There was a ruling given by the Deputy-Speaker, which the House agreed to, that every Member would be given fifteen minutes and the Minister twenty minutes. Now, if the Deputy-Speaker told you that ten minutes would be enough, it is a grossly inconsistent statement. He should have told us. Anyhow, I leave this to your decision.

**Mr. Chairman:** I am to be guided by the House. It is a matter for the House to consider. If it desires that fifteen minutes should be allowed, I have no objection. At the same time, the House will realise that if we increase the time-limit, many people will not be able to speak. So, in the interests of those Members who wish to speak, I said that I would allow ten minutes ordinarily and fifteen minutes in exceptional cases. This would give more opportunities to new Members.

**An Hon. Member:** Already five minutes have been spent in this discussion.

**Shri Vittal Rao:** Now, I wish to say a word about the Development Fund. According to the Convention resolution it is to be used only for amenities for

[Shri Vittal Rao]

passengers and for labour welfare. It can also be used for railway projects which are necessary but are unremunerative. Will the hon. Minister kindly explain how an amount of Rs. 1'89 crores has been spent for the purchase of the Barsi Light Railway? Is it an unremunerative line? No. This amount should have been met from the capital account and spent for development purposes.

Another thing is about the technical staff in the Railways. We have so many of them who have done good work and who are technically qualified. They can be utilised for manufacturing wagons and several other expansion schemes. Indents for 7000 wagons have been placed with Messrs. Bird & Co. and Jessop & Co. These wagons are given the name of indigenous manufacture, but let me tell you that although these firms may be in India we do not know how many parts they actually fabricate here and how many they get from outside. I suggest that these parts can be manufactured in our workshops by expanding them in every way. Our technical staff can easily do it. During war-time they have done good work, and manufactured many items which we used to get from outside.

Now, a word about the stores purchase policy. Even the Minister in his reply has not said that any formula has been evolved regarding the stocks that can be held at a given time. In peace time, the convention was that the stock balances should not exceed 40 per cent. of the issues during a year. We have had the Shroff Committee and so many other Committees, but no formula has been evolved yet. Now the hon. Minister says that a catalogue of standard items is being prepared. Well and good, but some formula should be evolved, so that there is prudent stocking and nothing unnecessary is held over.

Finally, it has been repeatedly said in this House that the Railways should be looked upon as a commercial enterprise. If our Railways are efficient, it will help the growth and development of industry. So, this idea of commercialisation should be given up.

**Mr. Chairman:** The hon. Member is going into points of general discussion.

**Shri Vittal Rao:** I am concluding, Sir. If Railways are developed, it will enable greater contacts between the people in the country to be established and thus help in developing our culture and civilisation. Therefore, Railways should not be looked upon as a commercial enterprise but as an institution for developing our culture and civilisation.

**डा० राम सुभग सिंह:** (शाहबाद दक्षिण): सभापति महोदय, मुझे छोटी लाइनों के बारे में कुछ कहना है, क्योंकि छोटी लाइनें मेरे निर्वाचन क्षेत्र से हो कर जाती हैं।

छोटी लाइनों के बारे में यहां पर बहुत कम कहा गया है। ये लाइनें काफी महत्व की हैं और जहां पर बस से इनका कम्पीटीशन (competition) नहीं है वहां पर जनता की इनके द्वारा ज्यादा सेवा होती है और बस के मुकाबले में इनका किराया कम पड़ता है और ये आरामदेह भी हैं। लेकिन जो बड़ी लाइनें हैं उनकी अपेक्षा इनका किराया बहुत ज्यादा है और जितनी सुविधाएं उन में मिलती हैं उतनी सुविधाएं इन लाइनों में नहीं मिलती यह जनता के लिये बड़ी दुःखद चीज है।

हमारे निर्वाचन क्षेत्र में एक छोटी लाइन आरा से सहसराम जाती है। वह एक ऐसे इलाके में जाती है जहां उद्योग धन्धे बहुत ज्यादा हैं और खास कर के खेती के बारे में भी वह क्षेत्र बहुत महत्व का है। वहां पर आबादी भी बड़ी घनी है और इस कारण उस रेलवे लाइन पर बराबर ज्यादा से ज्यादा भीड़ रहती है। वहां इतनी ज्यादा भीड़ रहती है कि कभी कभी भीड़ के कारण मुसाफिरों को पायदान पर खड़े हो कर चलना पड़ता है और इस से कई दुर्घटनाएं होती हैं और बहुत से आदमियों की मृत्यु हो जाती है।

इस के साथ साथ उस लाइन पर आराम का बड़ा अभाव है। पीने का पानी वेटिंगरूम (waiting room) तथा और सुविधाएं जो बड़ी बड़ी रेलों में मिलती हैं उनका तो वहां बिल्कुल अभाव है। यदि उस इलाके को भी थोड़ा आगे बढ़ाने की सरकार की इच्छा हो तो उसको चाहिये कि वहां भी एक बड़ी लाइन खोल दे, क्योंकि वहां डेहरी में काफी उद्योग धन्धे सीमेंट बगैरह के हैं और इस छोटी लाइन से सीमेंट बगैरह का बाहर भेजना कठिन हो

जाता है, क्योंकि छोटी लाइन होने के कारण दो दो जगह पर उस को अनलोड (unload) करना पड़ता है, सहसराम और आरा में। इस से व्यापारी लोगों को भी दिक्कत होती है और किसानों को भी फर्टिलाइजर (Fertilizer) बगैरह के मंगाने में दिक्कत होती है। चीनों को तीन तीन जगहों पर उतारना पड़ता है, इस से लोगों को ज्यादा खर्चा भी करना पड़ता है और उन को मंगवाने में समय भी ज्यादा खर्च होता है। इस लिहाज से सरकार से मैं निवेदन करूंगा कि वह इस पर ध्यान दे।

सरकार इस बात की ओर भी ध्यान दे कि पहले उस छोटी लाइन पर २५ मील प्रति घंटे की स्पीड से गाड़ियां चलती थीं, लेकिन अब उसकी स्पीड प्रति दिन इतनी कम होती जा रही है कि आज उसकी स्पीड केवल १५ मील प्रति घंटा है। और आरा से सहसराम जिसका फासला मुश्किल से साठ मील होगा, जाने में छः घंटे लग जाते हैं, चूंकि उस गाड़ी की स्पीड पन्द्रह मील प्रति घंटा हो गयी है इस कारण स्कूल, कालिज के लड़कों के जाने के लिए बहुत दिक्कत पेश आती है और उनको असुविधा का सामना करना पड़ता है। धीमी स्पीड होने के कारण कोई उस पर चलने की इच्छा नहीं रखता, लेकिन लाचारी है क्योंकि वहां इसके सिवा कोई और दूसरी व्यवस्था नहीं है, इसलिए उनको इस पर चलना ही पड़ता है। इसलिए मैं सरकार से विनम्र निवेदन करूंगा कि वह सहसराम से आरा तक ईस्टर्न रेलवे की बड़ी लाइन खोले।

इसके विरुद्ध सरकार की तरफ से तर्क दिया जा सकता है कि छोटी लाइन के कर्मचारियों में बेकारी आ जायगी और जो रोलिंग स्टॉक आदि है उसका क्या होगा तो मैं उनको बतलाऊं कि डेहरी रोहतास एक ऐसा

स्थान है जहां खनिज पदार्थों की बहुतायत है और वहां प्रतिदिन कोई न कोई चीज निकलती जाती है इसलिए मेरा सुझाव तो सरकार को यह है कि डेहरी रोहतास लाइन को परछा जदुनाथपुर तक बढ़ा दिया जाय, और डेहरी से नासिरीगंज के बीच जो छोटी लाइन बनायी जा रही है उसको खेती के इलाके तक यानि बिक्रमगंज, दिनारा, मोहनिया, भभुआ और चांद तक बढ़ाया जाना चाहिए। इससे केवल उद्योग धंधों की ही ज्यादा तरक्की नहीं होगी, बल्कि उस सारे एरिया (area) क्षेत्र, की ज्यादा तरक्की हो सकती है।

सरकार का यह तरीका है कि साल में उसका इन्स्पेक्टर एक बार जाता है और छोटी लाइनों की जांच करता है, लेकिन उस जांच के फलस्वरूप कोई खास, विशेष सुधार नहीं होता। इससे गवर्नमेंट का उस लाइन पर नियन्त्रण नहीं हो पाता ताकि उन लाइनों में कोई सुधार हो सके।

छोटी लाइन के रेलवे कर्मचारियों को जो तनखाह मिलती है वह आप जानते हैं कि कितनी कम और अपर्याप्त होती है, मसलन् वहां टिकट कलेक्टर (ticket collector) को पन्द्रह रुपये मासिक मिलते हैं, उचित यह होगा कि वहां गवर्नमेंट का जो इन्स्पेक्टर जांच करने के लिए जाय, वह साथ २ वहां के स्टाफ की और कर्मचारियों की तनखाहों में भी सुधार कराने की कोशिश करें। छोटी लाइन पर जो ट्रेनें चलती हैं, उनके बारे में यह प्रबन्ध किया जाय कि वे ठीक वक्त पर बड़े स्टेशनों पर पहुँचे जिसमें लोगों को दिक्कत और असुविधा न हो, गाड़ियों में भीड़ को कम करने का प्रयत्न करें और जब तक बड़ी लाइन का निर्माण नहीं होता तब तक और ज्यादा ट्रेन्स खुलवाने की कोशिश करें।

इसके अलावा पटना से बक्सर और मुगलसराय जाने के लिए बड़ी लाइन पर

[डा० राम सुभग सिंह]

ट्रेन का टाइमिंग (timing) ऐसा रक्खा गया है कि शाम को कोई गाड़ी ही नहीं मिलती, एक शटल ट्रेन (shuttle train) बक्सर से पटना के लिये खुलती है, लेकिन वह करीब साढ़े तीन बजे खुलती है और उसको पकड़ने के लिए लोग रात में आकर वहां टिकें, तब उस ट्रेन को पकड़ सकते हैं और उसका लाभ उठा सकते हैं, इस तरफ भी मैं ज़रूरी समझता हूँ कि सरकार को ध्यान देना चाहिए और ट्रेन का टाइमिंग इस प्रकार से रखना चाहिए जिससे शाम को भी गाड़ी मिल सके। इसके अलावा सुबह को जो पेसेन्जर ट्रेन चलती है और छोटे छोटे स्टेशनों पर रुकती है, उनके टाइम में ज्यादा से ज्यादा सुधार हो ताकि उनके द्वारा गरीब जनता की ज्यादा से ज्यादा सेवा हो सके। बस मुझे यही कहना है।

**Dr. Lanka Sundaram:** I would limit my observations this afternoon to cut motions Nos. 19 and 25, and I would be very brief.

Speaking in the General Debate on the Railway Budget on Tuesday, I made a brief reference to the fact that the railways are perhaps the most important employers in India, and that a sound and rational labour policy is essential if the community, the country and the Government are to obtain the results expected of the railways. Sir, these two cut motions which I have given notice of deal with the question of recognition of trade unions on railways.

I have come across three basic statements of railway policy regarding recognition of unions. I am quoting a letter, dated the 6th October, 1950 from the then Minister of State, Mr. Santhanam to the All-India Railway Ministerial staff Association. It runs as follows—I am quoting:

"After careful consideration we have come to the conclusion that it is not in the interest of the railway workers to recognise sectional unions. Ministerial staff being one of the most intelligent sections of railway workers it is not desirable to segregate them from the other section"

A very unexceptionable principle—I will come to that presently.

The second declaration of policy was made by my hon. friend the Deputy Minister of Railways two days ago. I am quoting from the record. Speaking on the 24th he said:

"Purely from a narrow, selfish point of view, Government may like more than one Union. A Government which has not got the interest of the workers at heart will welcome a multiplicity of Unions."

I would like to examine that also.

I have a few minutes back heard with regret the words falling from the lips of my hon. friend the Railway Minister in reply to the debate, and I will try to read what he has said:

"It is not possible to recognise sectional unions of non-gazetted staff."

Sir, I would like to examine these three points.

You are aware, Sir, that trade unions can be either vertical or horizontal. I will take the vertical type and illustrate what I mean. Every category of employees under a particular employer coming together without any difference at all,—that I consider is a vertical union. Now let us see the policy of the Railways.

Have they fulfilled any of these things? The Railway Board has given recognition to the All-India Railwaymen's Federation. It has also given recognition to the Indian National Railway Workers Federation. And, my hon. friend Mr. Anthony has got his own Union called the National Union of Railwaymen. Actually there are three unions, two of them recognised nationally. The National Union of Railwaymen is not recognised nationally, but is recognised sectionally. That is to say, the channel of approach is open at a lower basis.

I would in this connection like to give two parallel instances drawn from the other Ministries of the Government of India. What is happening in the Communications Ministry? There is the Union of Posts and Telegraph workers. I have been the President of it for a number of years in my part of the country. There is also another Union by name the All India Postal & R.M.S. Union. I will go a step further and say that because of the fact that the Railway Board and the Railway Ministry are not able to make up their mind as to the necessity for one Union they have allowed

these different types of vertical unions. Result—workers have failed to declare their affiliations and they are ground down between the mill-stones of various unions. This is one major point I would like to make as regards vertical unions.

I will take now the horizontal unions—as they are called, union of cadres, classes and regions. For example, in the Postal Department U.P.T. W., Andhra Branch, has been recognised by the Centre without any reference to the Post-Master General Madras. That is one example. Let us examine what is happening. In the case of the Production Ministry, for example, the shipyard staff and labour unions are separately recognised. You may say that it is a matter of recent occurrence for the Government of India to have taken in hand. But I will give you something more. Let us take the Indian Navy Civil Employees' Union. The labour union is recognised; the staff wants to join it, but they are not permitted to join it. I am the President of that Union I am making a very important proposition, and I hope my hon. friend the Railway Minister would give his serious attention to it. Saying that white collared staff should not be separated or segregated from labour is a very unexceptionable principle—I agree. This is the chaos which has been created as regards the policy of recognition of employees' unions.

I will give one or two other examples as to the way in which sectional unions are being recognised by every department of the Government of India, including the railways. I will give five examples. The Stenographers' Association of the Government of India is recognised. The Postmen and lower grade union is also recognised; the Grade Three Clerks' Union of the Government of India is recognised. Even the Staff Association of the Delhi Clearing Accounts Office has been recognised, though it is affiliated to the All India Railwaymen's Federation. Finally the Class Two Officers' Association of the railways is also recognised. Disastrous policies. I am here to say with all sense of responsibility—and I hope my hon. friend the Railway Minister will appreciate the spirit in which I am saying it that the policy adopted towards recognition of employees' unions is not only confused and confusing but it is also contradictory and chaotic.

I will explain, Sir, a little more with your permission within the time allotted to me. The other day, When

I intervened in the debate on the General Discussion of the Railway Budget I quoted a statement made by the Labour Minister of the Government of India while inaugurating the All-India Railway Ministerial Staff Association on the 14th of this month. I do not want to go over the same ground. I will give a few facts about this All-India Railway Ministerial Staff Association. But before doing so, I would like to affirm one important principle. Under the trade union laws of the country every properly constituted union is entitled to recognition.

**Shri Venkataraman (Tanjore):** No, no.

**Dr. Lanka Sundaram:** I am here to say that the policy of the Government of India, especially of the Railway Board, is not only to side-track, side-step, the trade union laws, but also to back-stab the trade unions.

My hon. friend Mr. Venkataraman knows that I had no politics in my association with trade unions. I have been in this line for the past twenty-five years.

5 P.M.

The point I am making is that there is not only side-stepping but there are invidious distinctions as regards policy. I would not go into politics; a number of friends are there to look after it, on both sides. Let us take the All-India Railway Ministerial Staff Association. You, Sir, will remember that in 1951 a grave national emergency arose, and the Prime Minister of India issued an appeal with reference to the then impending, what you call, general strike on the Railways. Here is a telegram from the Private Secretary to the Prime Minister, to the All-India Railway Ministerial Staff Association, dated 10th July, 1951, when in response to the appeal made by the Prime Minister this Association got into touch with him:

"Reference...etc. The Prime Minister is prepared to give an interview on the 17th July forenoon, subject to his return to Delhi by that time".

Actually, the interview took place on the appointed day. The Union gave a statement, completely satisfied with the assurances given by him, as regards their grievances, including recognition. But the tragedy of this correspondence is that so far as the Prime Minister's Secretariat was concerned it disposed of the file by a

[Dr. Lanka Sundaram]

communication on May 17, 1952 to the following effect: "I am desirous to inform you that you should see the Minister of Railways, Shri Lal Bahadur Shastri, with reference to your demands." There the Prime Minister's file is over.

I have got here several files. Repeated representations were made to the Railway Minister. I am sorry to say that there has not been even an acknowledgement over a period of two and a half years. The same thing goes to the Railway Board. I have got a file here devoted to the Labour Minister of the Government of India, and there have been a number of acknowledgments. I shall give one sample. Here is a letter dated the 30th March, 1951 from the Labour Ministry to the All-India Railway Ministerial Staff Association: "I am directed to acknowledge the receipt of your letter dated 19th March, 1951 and to say that the matter is receiving attention". The Labour Ministry is bestowing attention to this question during the past two years. I am here to say without any fear of contradiction that the Prime Minister has got the time and the intention to see the workers who wish to make their representations to him. I do not envy him. He is one of the heaviest worked men in any part of the world. But similar treatment is not available to them from the Railway Minister, the hon. Shri Lal Bahadur Shastri, or for the matter of that from the Railway Board.

In 1944 one section of the workers were pushed to the wall. I am referring to the Staff Association of the Railway Clearing Accounts Delhi. And there was a complete and total strike. They obtained the substance of their demand, emoluments equal to double the wages they were then drawing.

Since I am connected with these Unions for a sufficient length of time I must say with great regret that, in the first place, because of the fact that there is a multiplicity of national unions allowed by the Railway Ministry, the workers are ground down between the millstones. Because, there are no clear-cut, enunciated and properly followed principles of recognition, distinct categories like Ministerial staff, Station Masters, Inspectors, and so on and so forth are unable to make their representations to the Railway Board. Once these specialised categories are unable to get redress of their grievances. I am here to say that the Railway Board would only sit on the crest of a volcano. Two years ago a strike

ballot was taken by the Clerks employed by the Railway Administration. Because of the intervention of the Prime Minister and the assurances given it was stopped. I do sincerely hope that where there is not more than one registered trade union for a distinct category of workers and there are about forty thousands of the Ministerial staff all over the country in the Railways—somewhere about that figure—it will be recognised. The channel of communication must be left open. Otherwise these people will become a prey to politics, and politics will lead to the disaster of the Railway Administration.

I am here to finally appeal to my hon. friend the Railway Minister that he should not keep his mind completely shut to this question, but should keep the avenue open, so that his own employees can come to him and represent their grievances, provided, as I have said, the union is genuine, is registered, and is conducted on proper lines. Lay down any conditions, but let there be no complete shutting out of recognition.

**Shri Nambiar:** It is human touch. Let him do that.

**Shri Venkataraman:** Sir, I am grateful to you for giving me an opportunity to intervene in this debate. There seems to be a lot of confusion as to the law relating to trade unions.

**Dr. Lanka Sundaram:** You lay it down for us now!

**Shri Venkataraman:** I am going to do it for your benefit.

**Shri Nambiar:** Please.

**Shri Venkataraman:** Under the provisions of the Indian Trade Unions Act, 1926 any seven persons can join together and form a trade union. And if my hon. friend Dr. Lanka Sundaram's proposition that every trade union registered under the law should be recognised, the Railway Administration will have to recognise as much as 1,20,000 unions.

**Dr. Lanka Sundaram:** On a point of personal explanation, Sir. I said: lay down any reasonable conditions, and make sure that it is representative of a certain class.

**Shri Venkataraman:** I am coming to it.

**Mr. Chairman:** The conditions are already laid down in the law.

**Shri Venkataraman:** The next point is, there is no law in India which says that a trade union should



be recognized. And it is because there was such a lacuna that the Indian Trade Unions Amendment Bill of 1948 was brought. It was passed, but it was not brought into operation. There were several other difficulties in relation to bringing an amendment to the Indian Trade Unions Act, and therefore it was stopped. Even there, in the law which has not been brought into force, certain rules have been laid down as to the conditions on which each union should be recognized. If there is a dispute between two unions as to which of them should be recognized, that union which has a larger membership should be recognized. That is number one.

Number two is, where there is a federation of several unions and there is an appeal or an application from a unit union, the federation should be recognised.

These principles were embodied in the Labour Relations Bill and the Trade Unions Bill, which were before this House and with which you, Sir, are quite familiar. But they lapsed because the last Parliament ended without passing them.

Now, the question is: should we recognize, as a matter of policy, unit unions or sectional unions in the units? My emphatic opinion is that sectional unions ought not to be recognized in the interests of labour itself. Sectional unions have the tendency of fighting with one another to bring pressure in respect of their own members, with the result that the overall picture is lost, and then anomalies are created. For instance Station-Masters want their case to be considered; ticket-checking staff want their case to be considered; Loco staff the same thing; clerical staff the same thing. All these people are interested in decrying the Class IV staff. The Class IV staff, on the other hand, are struggling very hard to keep pace with the improvements taking place in respect of the other educated members.

Therefore a union which comprises all the members should alone be recognized. I would even go to the extent of saying that if the Class II officers themselves want representation before the Railway Board, they must join one of the Federations and make their representations through them.

**Dr. Lanka Sundaram:** Why was it recognized as a union?

**Shri Nambiar:** Save us from the Class II officers!

**Shri Venkataraman:** Sir, my point has been amply demonstrated by the remark of Mr. Nambiar. Each one of the categories wants to press its own claims to the exclusion of the other. The consequence is that the others suffer, and those sections which have a certain influence or certain power, by reason of the office which they hold in the Railway Administration, will be able to dominate to the detriment of the others. Therefore it is a very sound principle that no unit union should be recognised and only federations of unions should be recognized. Secondly, it is also a very sound principle that the sectional unions should not be recognised and a Union consisting of all the employees should be recognised so that a proper consideration of the relative claims of the employees may be made by the Unions themselves. Why allow the Railway Administration to dictate what should be given? It is up to a strong Union to say that the category of clerks should get something, the category of Class IV employees should get something else and so on. Therefore, in order to give a balanced picture of the demands of Unions, it is absolutely necessary that only Federations and next the vertical Unions should be recognised.

Then, there has always been a repeated complaint in this House that a discrimination has been made against the Union represented by my friend Mr. Nambiar. I want to place a few facts only. What Mr. Nambiar has as a complaint is not so much against the Railway Administration but against the all-India Railwaymen's Federation.

**Shri Nambiar:** No, no.

**Shri Venkataraman:** You will hear me. Mr. Nambiar's Union was one of the affiliated Unions to the all-India Railwaymen's Federation. In breach of discipline, in violation of a resolution passed by the all-India Railwaymen's Federation, the South Indian Railway Labour Union went on strike and the all-India Railwaymen's Federation expelled them from the Federation. Therefore, the all-India Railwaymen's Federation to which this Union was affiliated do not want a Union which would not abide by its discipline. After having been expelled, what is the use of complaining to the Railway Administration that they have not been recognised. If they went back in the all-India Railwaymen's Federation, automatically the Union would have been recognised by the Railway Administration. If the all-India Railwaymen's Federation refuse to take

[Shri Venkataraman]

them in for various reasons best known to Mr. Nambiar and the executives of the Trade Union, then it is certainly not the fault of the Railway Administration. At that time there were other Unions also. Take the case of the Indian National Railway Worker's Federation. The Railway Board prescribed that unless they have a membership of ten per cent. of the total employees, their Federation would not be recognised. For three years the Railway Worker's Federation went on gathering membership and then it persuaded several others which were already registered and functioning as Trade Unions to join that Federation. Today it has got more than ten per cent. membership and it is recognised. Therefore, what is the use of complaining to the Railway Administration.....

**Shri Nambiar:** Apply the same principle to all

**Shri Venkataraman:** If Mr. Nambiar's Union will join together with others and form a Federation and get ten per cent., I think, according to the principles laid down already by the Railway Board, his Union would be entitled to recognition and because he is not able to get that ten per cent., he is insisting .....

**Shri Nambiar:** I am prepared for 15 per cent. even 20 per cent.

**Mr. Chairman:** Let the hon. Member not interrupt. He is not giving way. He is laying down certain principles only.

**Shri Nambiar:** I am prepared even for 20 per cent.

**Shri Venkataraman:** I am only pointing out the circumstances. It is not as if the South Indian Railway Union has been treated in a separate category and discriminated against other Unions. If any other Federation has got this ten per cent. membership, then that Federation would be entitled to consideration by the Railway Board. Therefore, the whole picture is this. By reason of a certain conduct on the part of the South Indian Railway Labour Union, they were expelled from a Federation which is recognised even today. You may have all sorts of complaints against the Indian National Railway Workers' Federation, I have none. You can go on abusing it to your heart's content but you cannot accuse the other Federation which has been in existence and which continues to exist.

My friend, Mr. Vittal Rao asked Why do you recognise the Railway Workers' Federation? Why did you not say that the all-India Railwaymen's Federation will alone suffice?" Because, at that time, a large number of members went away from the All-India Railwaymen's Federation. They did not approve of the policy pursued by the then Executive of the All-India Railwaymen's Federation and certainly people are entitled to have an expression of their views where they differ from the organisation. They differed and formed an organisation. They were not immediately recognised. It is only by showing a membership of more than ten per cent. that they have been recognised. This is what I have got to say in respect of the recognition of Unions. I should not be misunderstood as being against recognition of Dr. Lanka Sundaram's or Mr. Nambiar's Union. I would appeal to them to see that the Federations are strengthened, that sectional unions are discouraged howsoever much they may have sectional councils to formulate their difficulties and to project their grievances. They ought not to function as Unions but they must only function as small sections in a Union consisting of all the employees.

लाला अशित राम (हिसार) : मुहतरिम प्रधान जी रेलवे मिनिस्टर की तकरीर के बाद और डिप्टी मिनिस्टर साहब की तकरीर के बाद चन्द ही ऐसी बातें रह जाती हैं जिनके मुताल्लिक कुछ जिक्र करना जरूरी हो। खास तौर से एक मामले के बारे में कई सदस्यों ने जिक्र किया है और वह करप्शन (corruption) का मामला है। कुछ ने यह सुझाव भी दिया है कि जो करप्ट आफिसर मालूम हों उनको मुआत्तिल कर दिया जाय और इससे एक धाक बंध जायगी और करप्शन रफा हो जायगा। कल श्रद्धेय टंडन जी ने कुछ सुझाव दिये थे। शायद वह कुछ थोड़े से अनप्लेजेंट (unpleasant) मालूम हुए हों ऐसा मालूम पड़ता है। मैं भी आज एक आघ सुझाव देना चाहता हूँ। मैं जानता हूँ कि हमारे रेलवे मिनिस्टर साहब ने इस काम के लिए एक कमेटी बनायी है लेकिन शायद यह चीज उसके टर्म्य अफ रेफरेंस

(Terms of reference) में न आती हैं। मैं कहता हूँ कि अच्छा है कि आप इसके लिए एक कमेटी बना लें लेकिन यह चीज सारे मुल्क में फैली हुई है। आपका महकमा एक मुल्क जैसा ही है। यह सारे मुल्क में फैला हुआ है। अगर आपके महकमे से करप्शन दूर हो जाय तो मैं समझता हूँ कि सारे हिन्दुस्तान में करप्शन पर इसका असर पड़ेगा। इस लिए हमको एक ग्रेटमासफियर (atmosphere) बदलने की जरूरत है कि जिससे किसी आदमी को रिफवत लेने में लज्जा मालूम हो और उसको यह महसूस हो कि वह गलती कर रहा है इसके मुताल्लिक मैं दो एक बातें अर्ज करूंगा। एक बात तो यह है कि आज जो रास्ता विनोबा जी दिखा रहे हैं वह रास्ता मेरे ख्याल से इन हालात के अन्दर मुफीद हो सकता है। वह आज यह कह रहे हैं कि लोग भू दान दें और सम्पत्ति दान दें। सम्पत्ति दान का मतलब यह है कि वह अपनी आमदनी का छटा हिस्सा पब्लिक के कामों के लिए दें। तो एक बात तो यह है। दूसरी बात यह है कि जो छोटे अफसर हैं उनकी तनखाहें बढ़ा दी जायें। मसलन एक असिस्टेंट स्टेशन मास्टर को ७० या ८० रुपया मिलता है। वह बहुत दुखी रहता है। तो आप उन पर हाथ उठाने से पहले उनके खाने का रास्ता साफ कर दें। तो आप कमेटियां बनायें लेकिन अगर आप इस तरफ तबज्जह करेंगे तो ज्यादा फायदा होगा। यानि एक तो आप छोटे अफसरों की तनखाहें बढ़ावें और जो रेलवे के बड़े अफसर हैं वह सम्पत्ति दान दें। जिस तरह से श्री गोपाल स्वामी जी ने इस महकमे को बहुत उपर उठाया उसी तरह मैं कहूंगा कि हमारे लाल बहादुर शास्त्री जी इस काम को शुरू करें। मैं समझता हूँ कि वह इस काम को बहुत अच्छी तरह से कर सकते हैं। बड़े मंत्री जी खुद फर्स्ट क्लास में जा सकते हैं लेकिन फिर भी सीकंड क्लास में जाते हैं, सैलून

(Saloon) में जा सकते हैं मगर सैलून में नहीं जाते और अपने वेतन का छटा हिस्सा पब्लिक काम के लिये दान देते हैं काम करने से ज्यादा असर होता है। इसलिए अगर आपके महकमे में यह काम होने लगे तो इसका तमाम हिन्दुस्तान के बाक महकमों में बहुत असर होगा। मैं समझता हूँ कि लोगों को निकालने के बनिस्त यह अच्छा है कि वह त्याग करें। जो बड़े बड़े अफसर हैं वह अपनी आमदनी का छटा हिस्सा दें। इसका इतना अच्छा असर पड़ेगा कि छोटे अफसर रिफवत लेने का हिसला नहीं करेंगे। इसलिए मैं यह सुझाव आपकी खिदमत में पेश करता हूँ कि छोटे अफसरों की तनखाहें बढ़ाई जायें और जो बड़े बड़े अफसर हैं जिनकी तनखाहें पांच सौ से ज्यादा है वह सम्पत्ति दान दें तो बहुत मौजू होगा।

इसके अलावा मैं एक और बहुत छोटी सी बात अर्ज करना चाहता हूँ। वह यह है कि जब गाड़ी किसी स्टेशन पर आती है तो थर्ड क्लास में से उतरने वाले उतर नहीं पाते कि चढ़ने वाले चढ़ने लगते हैं और उस वक्त बड़ी कशमकश होती है। अगर उस वक्त कोई बाहर का आदमी हमको आकर देखे तो वह यही कहेगा कि यह कैसे बहरी आदमी है कि उतरने वाला उतर नहीं पाता और चढ़ने वाला चढ़ने की कोशिश करता है।

तो बड़ी शर्म आती है। मैं समझता हूँ कि इससे यह भी मालूम होता है कि जो कल्चरल स्टैंडर्ड (cultural standard) हैं वह भी गिर जाता है। इस के लिये मेरा सुझाव है कि आपने इन्तजामात तो बहुत किये हैं, सोशियल गाइड (social guides) बनाये हैं। उनको आप यह काम दीजिये कि वह धूमों और लोगों को समझावें। आप चाहे प्लेकार्ड्स (play cards) से करें चाहे और और तरीकों से करें। अगर आप सारे हिन्दुस्तान में इस

[ लाला अचित राम ]

का रिफार्म (reform) करें तो इस से मैं समझता हूँ कि कल्चरल स्टैंडर्ड बढ़ेगा। जो आपके सोशियल गाइड हैं वह थर्ड क्लास के डिब्बों में एक मूवमेंट (movement) चलायें कि पहले उतरो फिर चढ़ो। इस तरह से यह काम हो तो मेरा ख्याल है कि एक दो साल के अन्दर तमाम हिन्दुस्तान में आप रिफार्म ले आवेंगे। इसके लिये मेरा यह सुझाव है।

तीसरी बात गाड़ियों के वक्त पर पहुँचने की है। मुझे बड़ी खुशी है कि आज यह तादाद ७७ परसेंट से ७८ परसेंट बढ़ गयी है। लेकिन मैं जो फिगर्स देख रहा था तो इस के अन्दर ८४ परसेंट तक की भी यह तादाद गयी हुई है। तो इस बात पर तसल्ली न कीजिये कि ७८ परसेंट हो गयी तो बड़ी बात है। हमें कोशिश करनी चाहिये कि ८४ परसेंट थी तो ८५ परसेंट लावें, ९९ परसेंट लावें। तो आप इस पर तसल्ली न कर लें यद्यपि मैं इस के लिये रेलवे मिनिस्टर साहब को बधाई देता हूँ।

इस के बाद थर्ड क्लास के बारे में बहुत कहा गया। अक्सर वह आदमी जो लम्बा सफर करते हैं जानते हैं कि कितनी मुसीबतें थर्ड क्लास के मुसाफिरो को होती हैं। मैं अर्ज करूँगा कि अगर थोड़ा पे (pay) कर के, आठ आने या रुपया दे कर थर्ड क्लास के मुसाफिरो के लिये सोने का इन्तजाम हो सके तो इस से बड़ी सुविधा होगी। मैं भी थर्ड क्लास में सफर करता हूँ और वहाँ की दिक्कतें जानता हूँ। एक बड़ी दिक्कत मैं यह महसूस करता हूँ कि ज्यों ही स्टेशन पर आप जायें और दूध चाहें तो कोई आदमी तैयार नहीं होता कि आपको दूध दे। मांगो तो कहेगा कि दूध नहीं मिलता, चाय मिलती है और दूध चाहिये भी तो चाय के लिये ही मिल सकता

है। अगर दही मांगो तो भोजन के लिये नहीं मिलेगा, चार आने का अलग से मांगो तो एक आने का मिलेगा। कोई आदमी दही का बजन कर के देने को तैयार नहीं होता। तो हैल्थ के बारे में यहाँ गन्दी खुराक मिलती है। यह बात मैं खास कर के अपनी लाइन के स्टेशनों के बारे में कहता हूँ। मैं अपनी रेलवे, नर्दन रेलवे (Northern Railway) के बारे में जानता हूँ कि भटिंडा स्टेशन पर आपके लिये नामुमकिन है कि अच्छी चीजें आप को मिल सकें और ठीक मिल सकें।

अब मैं चन्द एक बातें और अर्ज करना चाहता। एक बात है एक्सप्रेस के मुताल्लिक अभी कहा गया कि जनता एक्सप्रेस बढ़ा दी जाय। लेकिन जहाँ तक जनता एक्सप्रेस का ताल्लुक है मैं नर्दन रेलवे के बारे में यह कहना चाहता हूँ कि दिल्ली से जनता एक्सप्रेस अमृतसर तक चलती है। इस वक्त जो फ्लाइंग मेल (flying mail) है वह तो ८ घंटे लेती है और फ्रंटियर मेल १० घंटे लेती है। लेकिन जनता एक्सप्रेस १३ घंटे लेती है। जनता एक्सप्रेस इस वास्ते चलाई गई थी कि इस से गरीब आदमी फायदा उठा सकें, तेज चलने वाली गाड़ियों का। अगर रात को बैठ कर दिल्ली से आप दूसरे दिन पौने बारह बजे पहुँचते हैं जब कि मेल सुबह आठ बजे पहुँचता है तो इतना होना तो जनता एक्सप्रेस के लिये शान के लायक नहीं है। इस वास्ते मुनासिब होगा कि जनता एक्सप्रेस की गिनती बढ़ायें, लेकिन उनकी स्पीड को भी तेज करिये।

इसके अलावा मैं हिसार के इलाके के मुताल्लिक भी अर्ज करना चाहता हूँ भिवानी रोहतक लाइन की डिमांड के मुताल्लिक मैं ने मिनिस्टर साहब से पहले अर्ज किया। लेकिन आज

मालूम होता है कि वह न इस साल होने वाली है न अगले साल, न जाने कब भिवानी का मम्बर आवेगा। भिवानी में बहुत तिजारतें होती हैं और लोग वहां तमाम कलकत्ते से दिल्ली हो कर जाते हैं। वहां आठ घंटे उस सफर में लगते हैं। जो दिल्ली में आते हैं वह भिवानी में आठ घंटे में पहुंचते हैं। मैं समझता हूँ कि यह डिमांड लड़ाई से पहले भी चली आ रही है। उस डिमांड को मैं फिर आपकी खिदमत में रखता हूँ। वह एक छोटा सालिक है और इस छोटे से लिक को जो ३६ मील का है अगर आप एक कर दें तो वहां की तिजारत की बहुत तरबकी हो सकेगी।

इस के अलावा थर्ड क्लास की अर्मेनिटीज (amenities) के मुताल्लिक मैं कुछ कहना चाहता हूँ। मैं चाहता हूँ कि यहां से कुछ भाई हमारी लाइन में भी ट्रेवल करें। और और अर्मेनिटीज को तो छोड़िये, हमारे इधर जो डिब्बे होते हैं उनमें सरदियों में बैठना पड़े तो मालूम हो। उनमें खिड़कियां भी नहीं होतीं। हवा सरदी में बड़ी तेजी से डिब्बे में आती है। फिर डिब्बों में असबाब रखने को जगह भी नहीं है इस हालत को देखें तो आपको मालूम होगा कि थर्ड क्लास की क्या हालत है। इसलिये मैं कहूंगा कि दिल्ली से सिरसे तक जो गाड़ियां जाती हैं उनकी मरम्मत हो और वे अच्छी हालत में हों। फर्स्ट क्लास जैसी हालत न हो, लेकिन कम से कम ऐसी हालत तो हो कि वह वहां अपना असबाब रख सकें, सरदियों में हवा से तो बच सकें।

फिर एक बात और है। शायद रेलवे ऐडमिनिस्ट्रेशन को पता होगा कि दिल्ली से पहले एक हरियाना मेल जाती थी। वह अब नहीं जाती है। उसकी वजह से अब उस सफर में आठ दस घंटे लगते हैं। मैं सुझाव दूंगा कि हरियाना मेल जो चलती थी उस हरियाना मेल को फिर चला दें।

मैं आखिर में हिन्दी के मुताल्लिक भी अर्ज करना चाहता हूँ। हिन्दी से आप को प्रेम है और अभी आपने जो हिन्दी के अन्दर तकरीर की तो मैं समझता हूँ कि बहुत से साहबों ने उस को पसन्द किया। मैं समझता हूँ कि जहां इतना लिटरेचर हमें सप्लाई किया जाता है, हर साल, तो क्या ही अच्छी बात हो कि अंग्रेजी में जो चीज दी जाती है वह साथ साथ हिन्दी में भी आप दे दें, ताकि जो हिन्दी में पढ़ना चाहें वह भी पढ़ सकें।

अन्त में मैं एक बात और कहना चाहता हूँ और वह यह कि मैं श्री गोपालस्वामी आयांगर को ट्रिब्यूट (tribute) पेश किये बगैर नहीं रह सकता। जिस तरह से उन्होंने नई बात चलाई कि हर एक बात का स्वादिकार करते थे, जो जो बात मैम्बरस यहां कहते थे उसका जबाब बाद में भेजा करते थे। उन को अपनी सेवाओं का ख्याल था और वह जानते थे कि मेरी सेवाएं इतनी हैं कि उन्होंने किराया बढ़ा दिया तो भी वह डरते नहीं थे। उन का और सन्धानम् साहब का एक तरीका था कि जितने मैम्बर साहबान यहां पर तकरीरें करते थे उन तमाम तकरीरों के ऊपर गवर्नमेंट क्या एक्शन लेती थी उसकी इतिला वह हर मैम्बर को देते थे। मैं कहूंगा कि आज भी मंत्री साहब इस चीज को जारी कर लें।

**Mr. Chairman:** The hon. Minister has already said so in his closing speech.

लाला अर्चित राम : तो मैं चाहता हूँ कि हर मैम्बर साहब को जबाब दे दें तो ज्यादा अच्छा हो इतनी ही बात मुझे कहनी थी।

**Shri Frank Anthony:** My cut motion refers to the disabilities of the staff. May I say that the sweet reasonableness of the Railway Minister has completely disarmed me? Unfortunately, he was not in the House when I spoke on the budget. I think it is rather an unfortunate misrepresentation to say that my speech was bitter. It may have been emotional because I am dealing with these problems more especially

(Shri Frank Anthony)

because recently I have been doing extensive touring and have been deeply touched by the terrible conditions under which I found the Railwaymen living. I have no doubt that the hon. Minister has a human approach. What I felt was that he should impose that human approach on the Railway Administration. I was the bitterest critic of the British regime and I was bitter against their bureaucratic rigidity. That is our danger today. Unless we qualify if there are forces which will over run us and this Government. And I see no alternative to this Government except chaos. If I point to anything, I point to it in the interests of the Government.

I mentioned that the Class II and Class III staff had been crushed between the upper and nether millstones of Class I and IV. I say, yes, satisfy all the needs of Class IV, but do not ignore Class II and III. I regret that the Minister has not availed of this opportunity. He had a golden opportunity of implementing his desire to have a classless society. Class II was a creation of the British Administration. It was brought into existence to draw a pale around the Class I officers. I think it is a flagrant violation of our Constitution which prescribes equality of opportunity. So long as we have Class II, in existence, it will remain a permanent blot on our Constitution because we will continue to have people doing the same job, but getting different scales of pay and working under different conditions of service.

There are many disabilities, which with a little sympathy—I say the Minister has it and he has only to bring that sympathy to bear on official policy—can be remedied. I am glad that the Minister has referred to the need for trying to improve the methods of selection. There is very considerable dissatisfaction, still, with the way in which these Selection Boards are operating. I have one or two suggestions to make, and I hope he will consider them sympathetically. I feel that the departmental head should not be on the Selection Board. He is a human being and inevitably he has his likes and dislikes. His colleagues are dominated by him. And the result is, with the best of intentions in the world, where you have the head of the department on the Selection Board, the people he likes are usually selected.

Another request I would make is this: that this allocation of marks for general knowledge should be scrutinis-

ed. Let me give the Minister the example of a case that was brought to my notice. A Station-Master, I think, went before a Selection Board. Under the general knowledge section, he was asked why the sky was blue. He said: "I can tell you, if you ask me, why the signal is green, but I do not know why the sky is blue." He was failed. Another Station Master was asked to give the names of all the Chief Ministers. A Chief Ministership is a very fluid thing in India today. Why fail these subordinates on these counts? How does a man's knowledge of the names of the Chief Ministers or as to why the sky is blue, affect his capacity to be a Station-Master?

Then, another matter that I would ask is that the result of the Selection Boards be announced immediately, or at least, at the most, a week after the Board sits. At present the results are not announced with the consequence that the men cannot make their appeals.

And with regard to the operation of the Selection Boards, there are two particular cases I wish to draw the attention of the Minister to. One is that of the Senior Section Controllers in the South. There, a large body of senior men have been superseded. There has been mass supersession. They have already undergone a searching examination. Selection was introduced not only for promotion to the cadre but for grade to grade promotion, and these senior men working there, doing their work as senior Controllers with credit, have been superseded by junior men on a mass scale.

Then there is the case of the Divisional Senior Accountants on the Southern Railway. They have been adversely affected—only a section of them. Men who have reached the age of 45 are exempted from the examination which has been recently introduced. Employees of the former Mysore Railway have also been exempted. Only certain men who have not reached the age of 45 are now required to pass a very stiff paper examination. They only have been singled out for this.

I now come to the question of suspension. I feel that it would be a healthy convention for the administration to lay down a rule that no Railway employees should be suspended for more than four months. I say that the administration should be able to do with any case within a period of four months. But individual cases have come to my notice where men have been suspended

for four, eight and eighteen months. Only the other day, not very long ago, a employe in Lucknow was suspended for eight months before even a charge-sheet was given to him, and after the charge-sheet was served, he submitted his explanation within a week, he was put back on duty. I would also ask that the case of people who are prosecuted by the police be considered. Let us not assume that they are guilty. As soon as a man is prosecuted, he is put off duty, and put on half pay. How is he going to live? Invariably the practice is that as soon as the police put up a case, a man is suspended and put on half pay. Not all of them are guilty. Many of them are innocent, but by suspension, you deprive them of the capacity to prove their innocence.

There is still this question of un-co-ordinated transfers. With this acute Housing shortage, I say it is the duty of the Railway Administration to reduce transfers to a minimum. But people are being transferred from one place to another without any reason, and without quarters, being provided. In Bilaspur, recently, there were mass transfers, and most of the staff were told: "We cannot give you quarters". Many of them asked to be excused either on the ground of family considerations, or just because they could not go to places where no quarters were available. They were excused, but they were penalised by being taken off permanently from the panel of promotion. In certain places, transfers are resorted to as a penalty. That is unfair. If a man is guilty of a dereliction of duty, he is tried by the Department and is punished, but a double punishment, in the nature of a transfer also, should not be resorted to.

I would like the Minister to look into the question of inordinate officiating periods. I have complaints from various parts of the country that men are officiating year in and out against permanent vacancies. What is the result? If they take leave, their emoluments suffer; they come down, and they are placed in the next lower cadre. Their increments suffer because that leave does not count for annual increments.

I would particularly ask the Minister to expedite the work of the Seniority Committees. All these Committees are dawdling with the result that these men are having their confirmations and their promotions held up.

There is also the question of officiating allowances. The practice varies from division to division. In certain categories, if a man works for one day in a particular post, he gets the officiating allowance. In another category,

if a man works for 21 days, he gets 50 per cent. In another division, if a man works for 21 days, he gets the full allowance. And in another place, if he works for 21 days, he does not get it unless his boss recommends it. I would ask that this question of officiating allowance be gone into.

Then there is the question of overtime payment. I represented the matter constantly, and Mr. Gopalaswami Ayyangar looked into it: the exactions were reduced in respect of the 54-hour week for the running staff, particularly for the senior drivers. But this has only been applied to the Jhansi Division. Because a man is in the Jhansi Division, he gets the benefit; his emoluments have been restored. His counterpart in the adjoining division does not get it. Passenger drivers on the Central Railway are getting the benefit of reduced exactions except in Bombay. These are anomalies which can easily be redressed. I would ask the Minister to look into them.

And there is also this: I submit that my request is a very reasonable one—for the running staff. Why should the time for overtime not be calculated from a man's signing on to signing off. From signing on to signing off they are on duty, and if anything happens, they are punished as being on duty. Yet, overtime is not calculated from signing on to signing off.

Then, I would ask—I do not know whether the Minister would consider it favourably—that the running staff be paid double for Sundays and Gazetted holidays. This was in vogue before the Central Pay Commission's recommendations. And so far as the stationary staff the supervisory staff, are concerned, I want to enter a very special plea. I do not know whether the Minister realises it, but they are on duty for 24 hours in a day, every day in the year. They do not get a single day off in six months, in one year, for instance loco foreman the running shed staff. You can get a senior driver to give the Loco foreman relief. You can compensate them in this way: when they are required to work on Sundays and Gazetted holidays, allow them to add a certain number of days to their privilege leave, equivalent to the number of Sundays and Gazetted holidays that they have had to work.

I want particularly to draw the attention of the Minister to another point—the unnecessary and drastic punishments meted out to the staff. I have been reared in a very strict school, under the strictest discipline, and I am the last person to encourage indisci-

[Shri Frank Anthony]

pline, but indiscipline is one thing, and drastic unnecessary punishment is another. Some younger officers, particularly are meting out all kinds of unnecessary drastic punishments. If there is any engine trouble, the drivers are immediately punished. A driver books repairs: they are not executed; yet if there is an engine failure the driver is punished. I want the Minister to take notice of this.

Some of the Railways have unofficially introduced a fault point system. The Railway Code provides for a Good Conduct Point system, but here you have put it in reverse gear. The Good Conduct Point System has worked well, but the fault point system is negated, and is having a demoralizing effect on the men.

Then there is another point that I wish to bring to the notice of the Minister. It is the question of the channels of promotion. Certain staff—the M. & S. M. running staff, the loco people—were recruited many years back with a certain educational qualification. Now, many years after, retrospectively, new qualifications have been applied, and their channel of promotion changed. This is not done in any other Department. The Railway Board have taken it up, but they have confused the position of the former M. & S. M. employees with the former South Indian Railway staff.

I would ask the Minister to look into another point. It is this question of the naked eye vision test. I yield to none in the desire that the safety of passengers should be a paramount consideration; but drivers are allowed to wear glasses. Yet, even when their vision is completely rectified by wearing of glasses, they are failed by holding a strict naked eye vision test. It does not sound logical to my mind. Either you wear glasses or you do not. If they wear glasses, you should allow them to carry on the work. Or, if you fail them in your naked eye vision test, give them suitable alternative employment. It is not given. If you cannot give them suitable alternative employment, just allow them to retire with full benefits. At least do that.

I want to refer to two or three other points, and will finish in a minute. There is the question of the Section Controllers. It is an anomaly arising out of the recommendations of the Central Pay Commission. There has been a misconception with regard to the significance of the designation "Assistant Section Controller". These men have lost by the Report of the Central Pay

Commission. They lost Rs. 30/- initially, and their channels of promotion have also been constricted. I would ask the Minister to look into the case of these people, particularly the Section Controllers of the Northern Railway. Then there is a case that has come to me. I have looked into it, and I think there is some case for consideration, the consideration of the Assistant Station-Masters. They are on a comparatively low scale. But the anomaly that struck me is this, that they are fairly important supervisory staff, but they are getting a low scale of pay, many of the people under them get a much higher scale of pay. This is an anomaly which I think ought to be looked into.

Then there is the question of the directly recruited guards on the East Indian Railway. Many of them have suffered mass supersession. Shadow lists were maintained, and men who were recruited years ago, confirmed years ago, have been superseded by men who were recruited recently and confirmed very much later.

Finally I want to enter a plea for the clerical staff. Dr. Lanka Sundaram has done it already, but I would say that the matter should be looked into in this way—that there should be a division of the clerical staff into routine and non-routine staff. As for routine clerks, I say, you need not upgrade their salaries, but the non-routine clerks are very important people. Some of them claim that they run the railways, that an order from a senior officer is actually written by the non-routine clerk, and only the signature of the senior officer has been added to it.

I want the hon. Minister to look into these grievances. Allow me to assure him that if I make these criticisms, it is not in a bitter mood that I am making them—they may be emotional—but solely with a desire to helping him in his administration.

**Shri Thimmalah** (Kolar—Reserved—Sch. Castes): I am glad the Railway Minister has made up his mind to open a new railway line between Hassan-Mangalore line in Mysore State. That serves to open the Malnad Area, which is very backward and has been neglected since so many years. I would appeal to the hon. Minister to see that another line between Kadur and Chikmagalur is opened in addition to the other line, as early as possible. This line ought to have been opened in 1926, before integration took place, but is still pending. The hon. Minister is sufficiently informed about this line, and



is aware of the deputation we waited on him on the other day. This line which opens the Malnad parts of our Mysore State, was approved by the Mysore Government in 1926 and even the cess was collected by the people in anticipation of its opening. Even now it is not too late, if the hon. Railway Minister is kind enough to open that line.

Another point I would like to submit to this House is this. There is one Jog Falls in Mysore State, which is called one of the wonders of the world. If our Railway Minister and other Members of Parliament visit that place and see that wonder of the world, I am sure they will be certainly attracted by it, and will feel that a railway connection should be provided between Jog and Paleguppa, which is hardly twelve miles from that place. If this line is also opened, then it will open out the enormous resources of the Malnad area. This part is wealthy in its natural resources, has a beautiful scenery, and can also produce commercial commodities. At present, these commercial goods, we have to transport by means of buses and other conveyances. We are greatly handicapped by the lack of adequate railways facilities. I hope that the Railway Minister will make up his mind to open these two lines also, in addition to the line which it is proposed to open, and we in the Mysore State, will be very much grateful to him. I wish particularly this Chikmagalur—Kadur line should be opened, for that is a line which was due long ago, and it would have been completed, but for the integration of the railways with the Central Railways.

There is another point, which I would like to bring to the notice of the hon. Minister, and it is important from my own point of view. The representation of the Scheduled Castes people in the Department is an essential thing, to which the hon. Minister must pay adequate attention. I am glad he has given adequate representation in the Class IV services, in the Railway Department.

**Shri Nambiar:** Only sweepers, he has given.

**Shri Thimmaiah:** All right. Do not worry please. But so far as representation in the first, second and third class vacancies are concerned, it is very meagre. The hon. Minister may reply that there is dearth of hands from among the Scheduled Castes, and so he has not been able to give adequate representation for the Scheduled Castes. But whatever may be the reason, I want to bring to his notice the fact that as on 31st March, 1952, the number of Class I and II Officers was 2372.

496 P.S.D.

Among them the number of Scheduled Castes Officers was only three, while according to the reservation, there should be 296 officers in the Department.

**Shri B. S. Murthy:** The hon. Ministers are not listening to you.

**Shri Thimmaiah:** On 1st January 1951 there were 2,47,528 Class III officers, and the number of Scheduled Castes officers was 11,399, while according to the reservation, there should have been 30,944 officers. During the years 1949-1950-1951, the Railways appointed about 187 officers to Class I and Class II posts through direct recruitment, but none of them belonged to the Scheduled Castes, for nobody was taken from among them. During the same period, 32,399 Class III officers were taken, but the number of Scheduled Castes taken was only 1,072, while according to the reservation, there should have been 4,050 officers. I am submitting all this for the information of the hon. Minister because I feel it is necessary that our people must be properly represented in the Railway Department. Therefore, I request the Government that the Government should give us some adequate representation in the department. We do not require more at all. We want only just as much as the Government are determined to give us. At least that much must be given to us fully and justly. That is my humble request to the Railway Minister.

The next point would like to bring to the notice of the hon. Minister is this. In certain offices, I have seen personally that the Scheduled Castes officials are discriminated against. As for labourers, I have seen with my own eyes that there is this sort of discrimination. When there are common wells provided for the labourers, the Scheduled Castes labourers are not allowed to take water from them. In allotting quarters, in certain offices, there is discrimination between Scheduled Caste officials and other officials. I know this personally. I would submit to the hon. Minister, that if he bestows even a little attention to this problem, he can see that these things can be removed.

In some cases, first grade clerks have been reverted to second grade clerks, and when it happens, there is nobody to represent his case; even if he happens to make a representation, the officer above does not hear his representation. I would appeal to the hon. Minister to see that these things do not take place.

I want to make another suggestion regarding third class passengers. In certain railway junctions there are so

[Shri Thimmaiah]

many platforms and different trains stop at those stations. Villagers and uneducated passengers do not know which train on which platform they should get into to reach their destination. Therefore, I would request the Minister to see that mike arrangements are made in all such junctions. This will be very useful to the villagers and the public will feel satisfied about it.

Another suggestion I would like to submit to the Minister is this. The railway fares are, in my opinion, high. If they are reduced, I do not think our Railway Department will incur a loss. The law of supply and demand will operate and if the price of a thing is lowered, the demand for it will be higher. If we reduce the fares, naturally more passengers will travel and the receipts will be higher.

Then I suggest that advance bookings may kindly be extended to all long-distance stations. This will save the passengers a lot of trouble.

Lastly, on behalf of Mysore I request him to include in the long-range programme the construction of a railway line between Hassan and Bangalore, i.e., broad gauge, that will connect these stations with Mangalore. Sufficient representation has already been made to the Minister and he is quite aware of it. If this is done, Mysore will be sufficiently connected with all important places outside the State and it will increase the economic and industrial activities of our State. As you know, Sir, Mysore is a centre of industry and if certain transport facilities are provided on a large scale, we can have more industries. Already they are going to open a Tools factory and some more factories under the Five Year Plan. If the Minister accedes to this request and new lines are opened, Mysore will prosper better than what it is doing today and the whole country will be proud to see Mysore as one of the model States. The credit will certainly go to the Railway Minister if he is a little more kind towards Mysore.

**श्री हेमराज (कांगड़ा) :** सभापति महोदय, मैं आपका आभारी हूँ कि आपने मुझे बोलने का मौका दिया। सबसे पहले मैं रेलवे मंत्री जी को इसलिए धन्यवाद देता हूँ कि उन्होंने पिछड़े हुए इलाकों की तरफ ध्यान दिया है। उन्होंने मेरी कांस्टीट्यूएन्सी (constituency) कांगड़ा के लिए एक लाइन को फिर से बनाने की पालिसी मंजूर कर ली है। यह लाइन पहले उखाड़ ली गई थी। जिस समय यह

लाइन बनी थी उस समय यह ऐसे क्षेत्र में होकर निकाली गयी थी जो शहरों और कस्बों से दूर था। यह लाइन ऐसी जगहों में से होकर गयी है जो कि जंगलत हैं। पबलिक की तरफ से कई मर्तबा यह रिप्रेजेंटेशन (representation) किये गये कि जो स्टेशन बनाये गये हैं वह उस रकबे में बनाये गये हैं जो जंगलत में हैं और शहरों से दूर है। कस्बों और शहरों को बहुत दूर छोड़ दिया गया है। जो स्टेशन बने हैं वह शहरों और कस्बों से चार चार और पांच पांच मील के फासले पर बने हुये हैं। मेरी कांस्टीट्यूएन्सी पहाड़ी है और यह ख्याल करना कि स्टेशनों के पास शहर बन जायेंगे ठीक नहीं होगा। इसलिये मैं ने पिछली मर्तबा और इस मर्तबा भी रेलवे मिनिस्टर साहब से रिप्रेजेंटेशन किया था कि इन स्टेशनों को नजदीक बनाया जाय। खास कर हमारे जिले का हेडक्वार्टर जो धर्मशाला है वह रेलवे स्टेशन से १२ मील के फासले पर रह जाता है। जब तक डिस्ट्रिक्ट के हेडक्वार्टर को रेलवे से नहीं मिलाया जायगा तब तक जिले की किसी किस्म की तरक्की नहीं हो सकती। इसी प्रकार से पालमपुर के इलाके में चाय के बागात हैं और चाय का ज्यादातर व्यापार पालमपुर और जोगेन्द्र नगर के इलाके में होता है और उस इलाके से सारी की सारी चाय अमृतसर जाती है। इसी तरह से कुल्लू वैली (Kullu valley) में फल ज्यादा ताबाद में होते हैं और पिछली दफा ऐसा हुआ कि कुल्लू वैली ट्रांसपोर्ट कम्पनी (Kullu Valley Transport Company) जिसमें ७३ परसेंट शेयर रेलवे के थे फेल हो गयी इस वास्ते कुल्लू के सारे के सारे फल सड़ गये और वह बाहर नहीं लाये जा सके और लोगों को बहुत नुकसान हुआ। इसी तरह से कुल्लू वैली में और कांगड़ा के इलाके में आलू भी बहुत होता है, वह भी पिछली मर्तबा सारा का सारा सड़

गया और बाहर नहीं आ सका। इस इलाके में ट्रांसपोर्ट की बहुत ज्यादा जरूरत थी। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि मैं ने ६ महीने हुए इस के मुताल्लिक रिप्रेजेंटेशन किया था मगर उसका अभी तक मुझे जवाब नहीं मिला कि कुल्लू वैली ट्रांसपोर्ट कम्पनी को अब बेहतर तरीके से चलाया जा सकेगा या नहीं।

मैं एक बात और अर्ज कर देना चाहता हूँ। जहाँ मेरा यह सजेशन (suggestion) है कि कांगड़ा वैली रेलवे के जो स्टेशन हैं वह ठीक जगहों पर रखे जायं, वहाँ मेरा एक दूसरा सजेशन यह है कि पालमपुर का जो शहर है वह मेहरंडा स्टेशन से दो तीन मील के फासले पर है। अगर वह दो मील की लाइन बढ़ा दी जाय तो चाय के व्योपारियों को बहुत सहूलियत हो जायगी और सारा इलाका बहुत खुशहाल हो सकता है।

इसी प्रकार से मैं ने जब पार्लियामेंट में यह सवाल पूछा था कि कुल्लू वैली के लिए रेलवे कब बनायी जायगी तो जवाब मिला था कि उसका ऐस्टीमेट (estimate) ६ करोड़ रुपये का है इसलिए गवर्नमेंट उसको नहीं लेना चाहती है। कुल्लू वैली बेहतरीन जगह है। वहाँ नेचुरल रिसोर्सेज (Natural Resources) बहुत हैं। उनकी तादाद बहुत ज्यादा है। वहाँ काने (mines) बहुत ज्यादा तादाद में हैं। लेकिन वहाँ कोई ट्रांसपोर्ट का इन्तजाम न होने की वजह से न तो वहाँ का लोहा धर्रा आ सकता है, न सिक्का बाहर आ सकता है और न दूसरी चीजें बाहर आ सकती हैं जिस वक्त तक वहाँ रेलवे लाइन नहीं बनायी जायगी उस वक्त तक वैली की बेहतरी नहीं हो सकती और न यह चीजें निकाली जा सकती हैं। इस लिए मैं रेलवे मंत्री जी से यह प्रार्थना करूंगा कि वह इस तरफ ध्यान दें और कुल्लू वैली

को ज्यादा से ज्यादा डेवेलप (develop) करने की कोशिश करें।

इसके साथ ही मैं यह भी कहना चाहता हूँ कि इसी इलाके के पास इस्पितृ का इलाका है जो कि तिब्बत से मिला हुआ है। आप यह जानते ही हैं कि तिब्बत में आज कल कौन से इनफ्ल्यूएंस (influence) काम कर रहे हैं। इन इलाकों को आप डेवेलप करने पर पूरा ध्यान दें। अगर इनमें आप बेहतर रीन जरिये पैदा नहीं करेंगे तो यह आगे नहीं बढ़ सकते। इसलिए मेरी आप से प्रार्थना है कि धर्मशाला को और कुल्लू और पालमपुर को कांगड़ा वैली रेलवे से जरूर मिलाना चाहिए। दूसरी प्रार्थना यह है कि कांगड़ा वैली रेलवे को कुल्लू वैली तक ऐक्सटेंड (extend) किया जाय ताकि कुल्लू वैली की तरक्की हो सके।

इसके अलावा मैं यह कहना चाहता हूँ कि जो कांगड़ा वैली रेलवे के स्टेशन हैं उन में शौड नहीं है। यहाँ ज्वाला मुखी का और कांगड़ा का दो बहुत बड़े मेले होते हैं। वहाँ नवरात्रि में लाखों की तादाद में यात्री जाते हैं। लेकिन जब वह ज्वालामुखी या कांगड़ा स्टेशन पर पहुंचते हैं तो वहाँ पर उनके आराम करने के लिए कोई जगह नहीं है। इसलिए मेरी एक और प्रार्थना है कि ज्वाला मुखी और कांगड़ा स्टेशनों पर खुले शौड बनाये जायं ताकि जो लाखों की तादाद में वहाँ पर यात्री जाते हैं उनको रिलीफ (relief) हो सके। जिस तरह से आपने कुहक्षेत्र में शौड बनाया है उसी तरह ज्वाला मुखी और कांगड़ा में भी बनाना चाहिए। इससे यात्रियों को बहुत सहूलियत होगी।

एक और बात है जिसकी तरफ मैं आपका ध्यान दिलाना चाहता हूँ। अंग्रेजी साम्राज्य के उमाने में हमारा इलाका फौज की भरती के लिए मशहूर था। यह डोंगरो का इलाका

[श्री हेमराज]

है। यहां से फीजों में भरती होती थी। उस वक्त गवर्नमेंट की यह पालिसी थी कि इन डोगरों को कोई और दूसरा काम न मिले जिससे कि यह फीज में भरती हुआ करें।

6 P.M.

बरना इनके लिये और कोई काम नहीं होगा। आज तक इसी तरीके से इन को इस्तेमाल किया जाता रहा है। लेकिन हम चाहते हैं कि जब यह नैशनल हुकूमत बन गयी है तो हर एक स्थान पर, हर एक तहसील में, खास कर के वहां जहां भरती होती है, उस इलाके में भी एक लाइन का निकालना जरूरी है। जो भाखरा नंगल से ज्वालामुखी रोड तक आ सकती है, इस को निकाला जाय। सब से ज्यादा फ्रीजी भरती पंजाब में होती है वह इस इलाके में होती है। तो उन फ्रीजों के लिये भी सहुलियत पहुंचाने का काम होना चाहिये। मैं समझता हूं कि आप इस बात को भी ध्यान में रखेंगे कि यह जो लाइन है वह ज्वालामुखी रोड स्टेशन तक आ सकती है और इस से बहुत बड़ा इलाका जो पिछड़ा हुआ है और जो पहाड़ी है, वह सारा का सारा इलाका सर्व (serve) हो जाता है और उस में बहुत सारी तरक्की हो सकती है। इस लिहाज से मैं आपसे प्रार्थना करूंगा कि इस बात की तरफ भी आप ध्यान रखें।

एक और बात जो कि मैं आपके नोटिस में लाना चाहता हूं वह यह है कि हिमाचल प्रदेश, पंजाब, पेंसू और राजस्थान, यह जितने भी पिछड़े हुए राज्य हैं, उनके मुतालिक जो भी आपका भरती के लिये सिलैक्शन बोर्ड है वह गालिबन कलकत्ते में ही बैठ कर सारी की सारी ऐप्लिकेशन्स (applications) इनवाइट (invite) करता है और वहां पर ही कैंडिडेट्स (candidates) को बुलाया जाता है। यह जो राज्य हैं, उनके जो ग्रेजुएट्स

हैं, जो नौजवान हैं, उनके लिये इतने पैसे खर्च करके कलकत्ते जाना और वहां इन्टरव्यू करना बहुत मुश्किल है। इसलिए उन के लिये लाजिम होना चाहिये कि जिस वक्त सिलैक्शन (selection) करें तो स्टेट्स में सिलैक्शन वाले जा कर नौजवानों को बुलावें ताकि इन नौजवानों को इतना खर्चा न करना पड़े और कलकत्ते तक न जाना पड़े।

मैं इतना ही कह कर आपसे प्रार्थना करूंगा कि मेरी इन बातों की तरफ और इन पिछड़े हुए इलाकों की तरफ आप ध्यान रखिये। अंग्रेजी साम्राज्यशाही का तो यह ख्याल हमेशा रहता था कि यह पिछड़े हुए रहें और आगे न बढ़ सकें लेकिन अब यह नहीं होना चाहिये। इतना ही कह कर मैं आप को धन्यवाद देता हूं कि आप ने मुझे बोलने का मौका दिया।

श्री आर० एन० सिंह (जिला गाजीपुर— पूर्व व जिला बलिया - दक्षिण-पश्चिम) : सभापति जी, माननीय मंत्री जी का ध्यान में बनारस से छपरा जाने वाली एन० ई० आर० (N. E. R.) रेलवे की तरफ दिलाना चाहता हूं। एन० ई० आर० रेलवे एक महत्वपूर्ण रेल है जिसकी एक शाखा जो बनारस से छपरा तक जाती है। उस पर मुझे खास कर के चार स्टेशनों के सम्बन्ध में कहना है, स्टेशन सैदपुर भीतरी, चिटबड़ागांव, यूसुफपुर और सुरेमनपुर। ये स्टेशन देखने में तो छोटे हैं, और इनका स्थान भी बहुत महत्वपूर्ण है। ये स्टेशन ऐसी जगह पर हैं कि जहां पर ४०० या ५०० यात्री रोज आते हैं और अपने कामों के लिये जिलों में और और जगह जाते हैं। इन स्टेशनों के सम्बन्ध में मुझे इतना मालूम है कि एवरेज टिकटों की बिक्री ३०० के करीब प्रति दिन पड़ती है। अतः इस के सम्बन्ध में मुझे आप से यह निवेदन करना है कि आप उन स्टेशनों पर

शौड बनाने के लिये प्रबन्ध कर दें, क्योंकि वहां पर वर्षा और धूप के दिनों में, उन यात्रियों को थोड़ी देर के लिये भी आराम करने के लिये कोई स्थान नहीं है। चिटबड़ागांव के सम्बन्ध में मैंने एक प्रश्न पूछा था जिसके उत्तर में मुझे यह प्राप्त हुआ है कि १९५४ और १९५५ में वहां पर शौड बनाने के लिये विचार किया जायगा। मैं इस सम्बन्ध में इतना ही आपसे अर्ज करूंगा कि आप वहां की हालत को देख कर के इस को अगर हो सके तो अपने सप्लीमेंटरी बजट (supplementary budget) में जरूर स्थान दें।

इस के बाद मुझे आप से रेलवे कर्मचारियों के क्वार्टरों के सम्बन्ध में कहना है जो कि अभी करीब करीब साल भर हुआ बने हैं। मैं अभी ८ तारीख को जयप्रकाशजी के साथ घूम रहा था। वहां पर रेलवे के कर्मचारियों ने अपने क्वार्टरों को दिखलाने के लिये हमें कहा। मैं भी उनके साथ गया और जा कर देखा तो वहां के पुराने क्वार्टरों की हालत तो बदतर है ही, परन्तु उससे भी बदतर उन नये क्वार्टरों की हालत है जो कि अभी साल भर हुआ बने हैं। उन क्वार्टरों में मैंने एक क्वार्टर ऐसा भी देखा कि जैसे भूकम्प में इमारत हिलती हो वैसे उसकी दीवारें हिल रही थीं। इस सम्बन्ध में मैं मंत्रीजी से यह कहूंगा कि जो क्वार्टर आप बनाते हैं, उस पर यह भी ध्यान रखें कि वह वास्तव में, क्वार्टर या जो भी चीज बनाई जाती है, वह कैसी होती है।

अब थोड़ा सा मुझे चिटबड़ागांव के स्टेशन के सम्बन्ध में भी कह देना है। आज आपने कहा कि अधिकारी अप्रसन्न हैं कि हम लोगों के ऊपर यह भ्रष्टाचार का आक्षेप लगाया जाता है। लेकिन मैं तो यह कहूंगा कि चिटबड़ागांव एक स्टेशन है जहां पर कि स्टेशन मास्टर अपने उच्च अधिकारियों

को दो दो या तीन तीन हजार रुपये घूम दे कर के आते हैं, क्योंकि चिटबड़ागांव स्थान एक बाजार का स्थान है। वहां से खास कर के आसाम और बंगाल के लिये मसूर जाता है। उस मसूर के लिये वहां पर गाड़ियों की जरूरत पड़ती है। गाड़ियां होते हुए भी उच्च कर्मचारी, जिनके हाथ में गाड़ियों को देने का अधिकार है नहीं देते क्योंकि वे तो पैसे के भूखे हैं, उसमें विलम्ब करते हैं और वह स्टेशन मास्टर बाजारों में आ कर उन बनियों से कह कह कर के कि इतना रुपया तुम दो तो तुम्हारे लिये बैगन का इन्तजाम हो सकेगा, इस तरह की बातें होती हैं। वहां पर एक लीक (परिपाटी) सी बन गयी है कि १०० रुपया या ५० रुपया की बैगन वहां के व्योपारियों को देने पड़ते हैं। इस सम्बन्ध में मैं इसलिये जानता हूँ क्योंकि वहां के व्योपारियों से कुछ मेरा सम्बन्ध है।

इस के बाद मैं थोड़ा सा छोटे कर्मचारियों के सम्बन्ध में भी कह देता हूँ कि वह छोटे कर्मचारी क्यों ऐसा करते हैं। उन के लिये तो मेरे पास एक पत्र है जिस पत्र में यह बतलाया गया है कि अभी तक उन छोटे कर्मचारियों को १९४५ की भी तनद्वाह नहीं मिली है। वह स्टेशन फेफना है। वहां के स्टेशन मास्टर के अलाउन्स के २५० रुपये हैं जो अभी तक नहीं मिले हैं। इस तरह से कई एक लिस्ट मेरे पास हैं। अतः इस के ऊपर भी आपको ध्यान देना अति आवश्यक है जिससे कि यह भ्रष्टाचार उठ सके।

इसके बाद मैं अभी अभी दो या तीन दिन की घटना कहता हूँ कि गाड़ियां जिन को जरूरत होती है उन को तो मिलती नहीं, परन्तु व्यक्तिगत रूप से वह गाड़ियां दी जाती हैं। वह व्यक्ति अपने को एक पोलिटिकल सफरर (Political sufferer) आ कर बताता है और आपके यहां अप्रोच

[श्री आर० एन० सिंह]

करता है और उस पर सील मुहर भी लग जाती है कि हां यह पोलिटिकल सफरर है और इस को गाड़ियां मिलनी चाहियें ।

मैं जानता हूं कि अभी एक सज्जन को गाड़ी देने का वायदा किया गया है और यह भी मैं जानता हूं कि उन्हें स्वयं गाड़ी लावना नहीं है, वह गाड़ी ले जायेंगे और ले जाकर जिसको गाड़ी की जरूरत होगी उसको पैसा लेकर बेच देंगे और इस तरह से पैसा क्रमायेंगे, अतः मैं आपके सामने यह सब चीजें रखता हूं और आप इन पर ध्यान देने की कृपा करें ।

दूसरी बात यह है कि सवेरे चिटबड़ागांव से होत हुय बनारस तक जो गाड़ी चलाई गयी है वह औठिहार पहुंच कर बहुत देर तक रुक जाती है और बनारस करीब डेढ़ बजे पहुंचती है, उसके बाद फिर दूसरी गाड़ी जो सीधे छपरा से आती है, बनारस उसके थोड़े ही पीछे पहुंचती है । इसके सम्बन्ध में मैं आपसे यह निवेदन करूंगा कि पहली गाड़ी जो बनारस डेढ़ बजे पहुंचती है उसकी स्पीड को बढ़ाने की कृपा करें जिससे वह गाड़ी दस बजे या ग्यारह बजे दिन तक बनारस पहुंच जाय ताकि जनता को और वहां के लोगों को सुविधा हो सके बस, अब मुझे और अधिक नहीं कहना है ।

श्री भुनभुनबाला (भागलपुर मध्य) ।  
सभापति जी मुझको कुछ विशेष कहना नहीं है, परन्तु जिस चुनाव क्षेत्र से मैं आता हूं, वहां की कुछ विशेष बातों की ओर मंत्री महोदय का ध्यान आकृष्ट कराना चाहता हूं ।

मंदार-भागलपुर रेलवे के बारे में मंत्री महोदय का बड़ा आभारी हूं कि उन्होंने इस बार उसके लिये रुपया रख दिया है और यह आश्वासन दिया है कि यह बन जायगी, मैंने उसके बारे में कटमोशन (cut motion) भी दिया था, परन्तु चूंकि उन्होंने इसका

आश्वासन दे दिया है, इसलिये उसकी आवश्यकता नहीं रहती । हमारी बहन श्रीमती मुष्मा सेन जो उय क्षेत्र से आती हैं उनके पास इस आशय का पत्र आया है कि आलमोस्ट इट विल बी कम्पलीटेड (almost it will be completed), मैं इस प्रश्न को करीब चार साल से यहां पर उठाता आ रहा हूं और बराबर सरकार की तरफ से यह कह दिया जाता है कि यह जल्दी हो जायगा, तो मेरी मिनिस्टर साहब से इस सम्बन्ध में प्रार्थना है कि वे कृपा करके इस चीज को सन् १९५३-५४ में अवश्य कर देंगे । आलमोस्ट कम्पलीटेड न रखा जाय । दूसरी चीज जिसकी ओर मैं आपका ध्यान दिलाना चाहता हूं वह यह है कि नार्थ ईस्टर्न रेलवे (North Eastern Railway) पर थाना भीलपुर (Thana Bhilpur) बड़ा भारी स्टेशन है जिससे हो कर भागलपुर से उत्तर में सब जगह जाना पड़ता है, उस स्टेशन पर अक्सर ट्रेनस् ठीक समय पर नहीं आतीं, यह टाइमिंग्स आदि की छोटी २ बातें कहते मुझे संकोच मालूम होता है, लेकिन चीज यह है कि इस सम्बन्ध में वहां के अधिकारियों को कहते २ हम लोग थक गये और कोई फल नहीं निकला, तब लाचार होकर आपके सामने इन बातों के लिए आना पड़ता है । भागलपुर से चलकर उत्तर जाने के लिए हम लोगों को यह तैयारी कर लेनी पड़ती है कि शायद कनेक्टिंग (connecting) ट्रेन न मिले, तो १२ घंटे वहीं पर उनको पड़े रहना पड़ता है और वह इसके लिये तैयार होकर आते हैं और हमेशा इस अनिश्चलता के साथ वहां पर जाना पड़ता है ट्रेन टाइमिंग ठीक न होने के कारण वहां पर सैकड़ों मुसाफिर प्लेटफार्म पर १२ घंटे तक पड़े रह जाते हैं मैं चाहता हूं कि उस स्टेशन पर ब्रान्च लाइनस् (Branch Lines) से जो गाड़ियां आती हैं अगर वह किसी दिन चार पांच मिनट निश्चित

समय से लेट पहुंचती है, तो वह उस में गाड़ी को छोड़ न दें अगर उसमें विशेष अनुविधा न हो उसका मेल ले लें, दस, पांच मिनट की तो बात रहती है ।

तीसरी बात जो बिहार बक्सियारपुर रेलवे है वह प्राइवेट ओन्ड (private owned) है, गवर्नमेंट को उसको एक्वायर् (acquire) कर लेना चाहिए, अभी तक उस रेलवे को गवर्नमेंट ने क्यों नहीं लिया है, यह मेरी समझ में नहीं आता है । इसी तरह सहसराम आरा वाली लाइन को बड़ी लाइन बना देना चाहिए । चौथी बात यह है कि आलमनगर और किशनगंज के जो दो थाने हैं, उनको रेलवे से मिला दिया जाय, यह बहुत ही आवश्यक है । उस तरफ जूट आदि का बहुत भारी व्यापार होता है, इस बार जूट के दाम गिर जाने के कारण वह बेचारे बहुत मार खा चुके हैं, दूसरे वहां से ट्रान्सपोर्ट की सहूलियत बिल्कुल उपलब्ध नहीं है, मैं इस ओर मिनिस्टर साहब का विशेष ध्यान दिलाना चाहता हूँ और आलमनगर और किशनगंज के जो थाने हैं और जिनका इतना व्यापारिक महत्व है, उनको रेल से अवश्य मिला दिया जाय, मुझे पूर्ण आशा और विश्वास है कि वे इस ओर अवश्य ध्यान देंगे ।

अन्त में मैं थर्ड क्लास के बारे में जिसके ऊपर और बहुत से लोग कह चुके हैं, मैं भी चन्द दो एक शब्द कहना चाहूंगा, आज भी थर्ड क्लास में काफी भीड़ होती है और यह भी मानी हुई बात है कि थर्ड क्लास की आमदनी से हमारी रेलवे चल रही है । एक बार जब मैंने यह प्रश्न उठाया था, तब सन्धानम साहब जो रेलवे मिनिस्टर थे, उन्होंने कहा था कि थर्ड क्लास में जो यह ओवर-क्राउडिंग (overcrowding) होती है, उसी की वजह से और उसी के नफे से हम लोग रेलवे रन कर सकते हैं, और अगर जितने आदमी वहां बैठने चाहिए, उतने ही आदमी

अगर वहां बैठें तो हम पैसा पर्याप्त न मिलने के कारण अपनी रेलवे को नहीं चला सकते हैं । मिनिस्टर साहब से यह बात सुनकर मुझे बहुत दुख हुआ और मैं चाहता हूँ कि हमारे वर्तमान मिनिस्टर साहब कृपा करके उन बेचारे गरीब मुसाफिरों की दशा को सुधारने का प्रयत्न करें, क्योंकि वह लोग हमारी रेलवे की आमदनी का मुख्य साधन हैं, इसलिए यह ठीक नहीं है कि उनको ट्रैवलिंग में सुविधा न पहुंचायी जाय और उनकी ट्रैवल कंडीशनस् (travel conditions) बेटर (better) न की जाय कम से कम यह तो प्रबन्ध होना ही चाहिए कि जो दूर जाने वाले मुसाफिर हैं उनको बैठने की जगह मिल सके । आशा है मिनिस्टर साहब इस प्रश्न को पहला महत्व देंगे ।

**Shri P. C. Bose (Manbhum North):** The Railway Board as an authoritative body plays an important role in our Railways, and I was feeling all the time that the criticism rightly or wrongly made against the Minister were not really applicable to him but to the Railway Board. Of course, from the overall picture that we get from the Budget papers relating to the Railways and the speech of the Minister, I am convinced that considerable improvement has taken place in the affairs of the Railways. If you compare the present conditions with the conditions prevailing two years ago, nobody can deny the fact that Railways have vastly improved. The timings have been improved. The efficiency of the staff has improved. New lines have been opened and many facilities have been provided.

I only wish to bring to the notice of the Railway Board two points for rectification. The Railways have been purchasing coal for a long time directly from the collieries, but recently—only this year, perhaps—they have introduced a system called the group system. They make one man as the leader and make him responsible for the supply of coal from several collieries. I suggest that this is a very dangerous system. The Sindri Fertilizer Factory also has made this arrangement. Only a few days ago, just before I came to attend this session, I was told that the leader of one group was going into

[Shri P. C. Bose]

liquidation and his bill, which was really due to all the six collieries which were under his leadership, was attached by the creditor. I do not know what will be the decision of the court, but I am afraid the Sindri Factory will have to pay again to all the six collieries, in case that man has gone into liquidation and the bill has been attached for his own debt. If the railways also have introduced this system the same difficulty may arise. It may be an advantage to the Railway Board to deal with a few men instead of a number of colliery proprietors. But that danger is always there. If you make one man responsible, that man may die, and the railways will have to pay for the amount again. You cannot avoid the court's decision. This matter requires careful legal examination.

Then there is another point which I want to bring to the notice of the Railway Board. It is this. The collieries get supply of wagons every day. I know that the over-all picture has much improved. They get supply of wagons probably as much as they require, but they do not get it regularly. That affects the earnings of the men who are piece-workers. For example, a small colliery raising one hundred tons of coal a day requires five wagons every day. If he gets at the end of the month all the wagons necessary, say 150 wagons, that will not help him at all, because the labourers get their payment according to the work they do. If they cannot get wagons to load, they will not get wages for that day. It must be ensured that the collieries get a regular and adequate supply of wagons. I do not mind if he gets a few wagons less. But they must get an adequate number of wagons regularly every day, so that they can keep the people engaged. Otherwise the labourers will suffer. Probably the colliery owners may make up; but not the workers. This raises a very important matter and should be considered by the railway authorities.

The other point I want to raise is about labour problems. I do not want to go into details of it. The matter has been sufficiently discussed here. I felt that some hon. Members said that there was no human touch in the budget of the Railway Minister as regards problems of labour. I was myself touched by the human touch of the Railway Minister and I shall read out a small portion of his speech. I hope the Members of the Railway Board and the officers would be in-

spired by the human approach of the railway Minister. The Minister said:

"My earnest appeal to all of them (labourers) is to live and work in peace and have no suspicion or doubts in their minds regarding any possible lack of will on my part to find out a reasonable solution of their problems."

I have never heard such words from any employer or any political leaders in my thirty years of association with the labour movement. I was specially moved by these words of the Minister himself and I again repeat my request to the authorities, the administrative authorities, the Members of the Railway Board and General Managers to be inspired by the statement of the Minister.

**Shri P. Subba Rao:** In regard to the freight structure, I consider that fares should be charged upon some principle. I do not find any basis or principles in the present day charges. Higher fares are charged for mail trains and lower fares for passenger trains. On what basis? I suppose, because mails run faster and the passengers train run slower and secondly because passengers are given some additional comforts in the former. If the same principle is applied, metre gauge trains as they run very slowly, and narrow gauge trains as they creep along, fares by these trains should be lower. Further, construction of the metre gauge costs less than that of broad gauge. Equipment required also is much less. Engines are less costly. So the administration is not justified in charging the same fare for the metre gauge. It is high time that the narrow gauge should be scrapped altogether. There is the Parlakemedi Light Railway which is about 7½ miles long. At eight miles per hour trains take seven hours to reach their destination. There is the Raipur-Dhamtari line, about 45 miles long. Running at nine hours per mile it takes five hours for a train on that line to reach its destination. Who will take to that train when buses which charge the same fare and yet run faster ply on that route. I have travelled several times from Raipur to Dhamtari. They charge one rupee and take you to your destination in two hours, whereas the snail-pace train takes five hours. The administration complain that they are not getting sufficient traffic.

To add to that, there is another subterfuge. There is a system called inflat-



ed mileage. Not being satisfied by charging the same fare they want a higher fare. So a 25 per cent. additional charge is made. Last year the hon. the Railway Minister gave us an assurance that the system of inflated mileage would be done away with.

So if we apply the same principles as between mail and passenger trains, fares by the metre gauge should be less and that by narrow gauge lesser still. Even with regard to higher fares charged by mail trains why should the passengers be penalised? They travel hundreds of miles—a very tedious journey. But still they are charged higher charges. Hitherto there were telescopic fares: the longer a man travels the lesser he pays. Even that is cancelled now. Formerly mail and express trains were meant for long distance travellers.

Of all the railways the N.S. Railway was charging lesser fare for the metre gauge and higher fare for the broad gauge. That principle should be introduced in all the railways. That is a most sensible principle to adopt.

The other difficulty under which long distance passengers suffer is wrong calculation of fares, and particularly when the journey involves change of trains; even on sections where there are no mail or express trains, mail fare is recovered from the passengers. That is because while preparing the scheduled of railway fares, the officers do not care to find out whether on the particular sections by which tickets are issued, mail trains run. If it had been left to the booking clerk concerned he would have found out whether mails were running on that line and would have charged accordingly.

Then about the beggar nuisance. It is impossible to travel by the third class or the intermediate class. When we give practical suggestions the administration is not prepared to accept them. They raise some objection or the other. If they want to allow the beggars, like porters they can be given licenses. In addition, there are hawkers and vendors. They sell not only eatables but clothes, medicines, everything. And they go on lecturing about the benefits of their quack medicines. I do not know whether they travel by season tickets or otherwise. But passengers are entitled to a certain peace of mind. There is already overcrowding in the carriages. These beggars create any amount of nuisance. And most of them are lepers or persons suffering from various other contagious diseases. That is the

lot of the passengers. It is already a disgrace that these beggars should stand outside, on the platform, everywhere. I can even tolerate their coming into the platform. But they get into the running train and create nuisance. I think in no other country in the world we can find such beggary as in the running trains of India.

With regard to goods, there are so many crores of rupees paid as compensation for losses. What is the reason for it? It is only the railway staff that are engaged in the booking or the delivery of the goods that are pilfered. I do not think it is possible for any robber to come inside the railway premises and pilfer anything. There are no such instances. Goods are booked from one station to another. They pass through the hands of railway servants all the time. But by the time they arrive at the destination the goods are either lost, pilfered or damaged. All this of course means that the Railway is unable to put down this sort of corruption. Still they put up one excuse or another and go on paying crores of rupees as damages. For dealing with corruption in Railways they have created what is called the Special Police Establishment. But when these special Police have been instrumental in detecting cases concerning the bigger officials, suddenly comes an order that Gazetted officers should not be prosecuted without securing the previous permission of General Manager. This will only lead to the conclusion that Government is shielding its corrupt officials, and nothing more. I had come across an instance where I saw the work of two persons Sri D. N. Pal and P. P. Sinha Roy who worked as Railway sectional officers. They had done yeoman service, they had been instrumental in detecting several cases, had been given rewards, and certificates of merit by the Government. There had not been a single complaint against them. I found out that one of them Sri P. P. Sinha Roy was incorporated in the service and the second Sri D. N. Pal is kept out. Afterwards the Special Police Establishment created several posts and put incompetent persons. It clearly shows that Government wants to shield the corrupt officials and is not at all sincere in exposing them. It is probably because these bigger bosses are exposed, they put pressure and see that such persons as Sri D. N. Pal are dismissed or sent away to some other posts, because they are doing good work.

With regard to the construction of railway lines I have to submit a few

[Shri P. Subba Rao]

points, I know the difficulties. Everybody wants that a railway line should be constructed this side or that side and takes only his individual province or place into consideration. But we have to follow a principle. Of course if a new line is constructed in the Gangetic Valley, which is already congested, it will pay. If a line is constructed through a forest it will not pay, at least during the first decade. But it will develop the country as it will open up waste lands that are lying uncultivated, because no man would go into a forest. I can speak of my own Province, namely Orissa, that after the construction of the Raipur-Vizagapatam line several lands were thrown open for cultivation, and the picture is suddenly changed. It used to be full of forests, whereas now you find everywhere cultivated lands. Canada developed like that. The railways were put first and then the people settled. If people are asked to go into the forests without any communications, nobody would take the trouble. But if you put in the railway, people will go. And so, in the construction of new lines, the Administration should take into consideration whether by construction, the country will develop. Of course, in a populated place, there would be other means of communication. It is not the means of communication that should be looked into. When old surveys have been undertaken and neglected, why new surveys are to be undertaken and waste large sums of money? In 1946-47, some 700 miles in Orissa were surveyed and then no action was taken. In 1947-48, a survey of 491 miles was undertaken from Vizag to Nagpur. If these lines are undertaken, I think the country will develop to a great extent. These developmental schemes have been thrown out. No doubt I do appreciate the difficulties of the Railways. New problems crop up. For example, after the partition, Assam had to be connected by different railways. So, the Assam Railway was given preference. To connect the metre gauge system of North and South India, the Khandwa-Hingoli line is to be constructed. We have lost Karachi port. So, another line, 200 miles long is to connect Deesa with Kandla. Such things crop up. There are constructions of new capitals. Chandigarh in Punjab has to be connected with railway. There is a suggestion that Etah should be connected by the railway. It is only 18 miles away from the railway. There are a number of buses and roads and where is the necessity to connect Etah with the railway?

Another thing. Kakinada is to be connected with the main line running from Calcutta to Madras. A train goes from Madras to Samalkot and thence to Pithapuram, a distance of only eight miles. Now, it has to run through two sides of a triangle, ten and eleven miles, i.e., 21 miles. All through passengers will be compelled to pay this extra distance fare simply to give benefit to passengers from Kakinada. Probably, the former Deputy Food Minister who belongs to Kakinada might have introduced this scheme, Mr. Thirumala Rao. How many passengers are going to Madras from Kakinada? There are a number of trains from Kakinada to Madras. The Madras Mail is having a through carriage to Calcutta as well as to Madras. Kakinada is already connected with the main line but there is no necessity to take the Mail train to Kakinada and waste money by construction of another loopline from Pithapuram to Kakinada.

With regard to the connection of Etah; there are five district headquarters in Orissa which are not connected by railways. One of them is 68 miles away from the railway. Nobody cares. Etah is only 18 miles from the railway and that need not be connected. My submission is some principles must be laid down for new constructions. I do not want to create funds where they are wanting but the few funds that are available must be utilised for developmental schemes.

श्री उदय शंकर दुबे (बस्ती डिस्ट्रिक्ट उत्तर) : सभापति जी, इसके पहले कि मैं रेलवे के प्रबन्ध के बारे में कुछ कहूँ मैं यह आवश्यक समझता हूँ कि मैं अपने क्षेत्र के सम्बन्ध में कहूँ और वहाँ के लोगों की कुछ आवश्यकताओं को इस भवन के सामने रख दूँ।

मैं उत्तर प्रदेश के उस क्षेत्र से आता हूँ जिसका उत्तरी भाग नेपाल राज्य की सरहद से मिला हुआ है। इस हिस्से में कुल ६ रेलवे स्टेशन हैं। मुझे दुःख के साथ कहना पड़ता है कि इन छहों रेलवे स्टेशनों पर किसी जगह भी तीसरे दर्जे के मुसाफिरों के ठहरने का कोई स्थान नहीं है। एक जगह भी मुसाफिर खाना या कोई शौच नहीं है। इस क्षेत्र का

एक बड़ा स्टेशन जो कि कई कारणों से महत्व का स्टेशन है, व्यापारिक दृष्टि से भी और राजनीतिक दृष्टि से भी, उसका नाम बढ़नी है। यह नैपाल राज्य के कृष्ण नगर कसबे से दस गज के फासले से अलग होता है और यहां से नैपाल राज्य और यू० पी० के आदिमियों का आना जाना और व्यापार अधिक तादाद में होता है। यहां मंने ऊंचे दरजे के लोगों तक के लिए एक बेटिंग रूम (waiting room) नहीं देखा।

दूसरी दिक्कत यहां के लोगों की यह है कि बढ़नी और उसका के बीच सिर्फ एक ट्रेन दिन में और एक ट्रेन रात में चलती है। लोगों को जिन्हें अधिकतर बस्ती आना पड़ता है वहां उन्हें बारह बारह और चौदह चौदह घंटे लग जाते हैं, इस जगह पहुंचने में। मैं रेलवे मंत्री और रेलवे बोर्ड का ध्यान इस ओर आकर्षित करना चाहता हूं कि वहां के लोगों के इस महान कष्ट को जितनी जल्द हो सके दूर करें।

दूसरी चीज इस सिलसिले में मुझे रेलवे के शासन के सम्बन्ध में कहनी है। रेलवे मंत्री की स्पीच के बाद, जहां तक रेलवे बोर्ड और रेलवे के शासन के चलाने वाले जिम्मेदार लोगों का सम्बन्ध है, कुछ ज्यादा कहने की गुंजाइश नहीं रह जाती। मैं उसे दो दृष्टिकोणों से देखता हूं। एक दृष्टिकोण तो उसका यह है कि उस को जिस प्रकार जनता देखे, जिस भावना से जनता देखे, उस तरह देखें। जहां तक इस दृष्टिकोण का सम्बन्ध है रेलवे विभाग ने पिछले चार पांच वर्षों के भीतर जिन दिक्कतों का सामना किया है, जिस तरह उन्होंने सुधार किये हैं, जिस तरह वह आगे बढ़ रहा है, यह काफी प्रशंसनीय है। उस दृष्टि से हमें यह कहना पड़ेगा कि रेलवे के ये अधिकारी लोग काफी मेहनत से और

काफ़ी होशियारी से अपने काम कर रहे हैं। जनता का सहयोग भी इन्हें काफ़ी प्राप्त हुआ। इस चीज को अगर हम देखें तो क्या जनता ने वास्तविकता के माथ, वास्तविक रूप को देख कर, इन की दिक्कतों को, इन की परेशानियों को अपने सामने नहीं रखा। हिन्दुस्तान की जनता इस मामले में तो बहुत ही प्रशंसनीय है। वह आपकी दिक्कतों का आपके कर्मचारियों की परेशानियों का, उनके लिमिटेशन्स (limitations) का अच्छी तरह से विचार करती है। उस का जहां तक सम्बन्ध है, आप देखेंगे कि क्या रेल की छतों पर चढ़ कर, आपकी दिक्कतों के वक्त में, जनता ने अपना काम नहीं निकाला? क्या लोगों ने फुटबोर्डों पर चढ़ कर अपना काम नहीं निकाला? जनता के सहयोग का जहां तक सम्बन्ध है उसने आपकी दिक्कतों और परेशानियों के बीच आपका हाथ बटाया। तो जहां तक जनता का सहयोग का ताल्लुक है, वह यह है।

दूसरा दृष्टिकोण इस शासन के सम्बन्ध में यह है कि वह आपकी तरफ से होना चाहिये। रेलवे अधिकारी स्वयं जनता के साथ अपनी जिम्मेदारी को सोचें। यह रेलवे का एक ऐसा नैशनलाइज्ड एंटरप्राइज (nationalised enterprise) है कि जो १०० पर सेंट (100 per cent) नैशनलाइज्ड है। इस से जो कमाई होती है, उसके ऊपर अपनी तरफ से विचार करने के लिये मैं यह सुझाव देता हूं कि आप इसे इस दृष्टिकोण से देखें कि क्या हिन्दुस्तान की इकानामी (economy) जितनी इजाजत देती है उस से ज्यादा तनख्वाहें वह जनता आपको नहीं दे रही है? क्या इस देश के भीतर आप ही के बराबर, आप ही की एफिशियेंसी (efficiency) के साथ यदि ज्यादा नहीं तो आप ही की तरह आप ही के बराबर इयूटियां दूसरे और विभाग नहीं कर रहे हैं, चाहे आपके मुकाबले में उनको

[ श्री उदय शंकर दुबे ]

तनखाहें कम मिल रही हैं ? जहां तक आपकी दिक्कतों का ताल्लुक है, आपकी परेशानियों का ताल्लुक है, वहां तक तो चीजें बरदाश्त की जाय, यह ठीक है। पर ज़रा आप सोचें कि कुछ ऐसी भी बातें हैं जिन्हें आप वाक़ई दूर कर सकते हैं और शायद किन्हीं कारणों से आप का ध्यान उनकी ओर नहीं गया। क्या जिनके पैसे से आपका इनना बड़ा विभाग चल रहा है, जिनके पैसे से आप को हिन्दुस्तान की ओर नौकरियों के बनिस्बत ज्यादा तनखाहें मिल रही हैं, क्या आप ने वाक़ई उन को अपने ध्यान में रखा ? क्या उस दृष्टिकोण से जिन बातों को आप दूर कर सकते हैं उन को किया ? क्या वह वाक़ई आपके अधिकार से, आपकी क़ाबलियत से बाहर है। क्या स्टेशनों पर जो खाना मिलता है, स्टेशनों पर जो पेय पदार्थ मिलते हैं, उन की बुराइयों को दूर नहीं कर सकते ? क्या आप वहां लोगों को अच्छा खाना नहीं दे सकते क्या उन चीजों की आप वहां अच्छी तरह से देखभाल नहीं कर सकते ? क्या जो भ्रष्टाचार है, जिससे आप इनकार नहीं कर सकते कि वह है, उसे दूर नहीं कर सकते ? मुझे यह सुन कर दुःख हुआ जब मे हमारें मंत्री महोदय ने यह कहा कि इस को दूर करना बड़ा मुश्किल है। माननीय मंत्री जी। अगर यह चीज़ मुश्किल है तो आसान बातें तो सभी कर सकते हैं, मुश्किल बातें भी किसी को करनी हैं और वे आपको करनी हैं। माननीय मंत्री जी ने कहा कि रेलवे बोर्ड के लोग मेरे पास आए, रेलवे के बड़े बड़े उच्च कर्मचारी मेरे पास आये और उन्होंने कहा कि साहब ऐसा ही है तो हमें नौकरी करने की क्या ज़रूरत है। मैं उन के विचारों की, उनकी भावनाओं की क़दर करता हूँ। पर मैं उन से यह पूछना चाहता हूँ कि क्या आप इन चीजों का हल नहीं निकाल सकते। यदि गौर से देखा जाय

तो सब कुछ कर सकते हैं मैं तो यह चीज़ समझता हूँ कि जो ऐडमिनिस्ट्रेशन इस फोर-साइट (foresight) को नहीं रख सकता, जो ऐडमिनिस्ट्रेशन इस को फोरसाइट से नहीं देख सकता वह नहीं चल सकता। यह जानते हुए भी कि यह चीज़ है, जिसके ठीक से चलने की ज़िम्मेदारी उन्हीं की है, क्या उस के लिये क़ायदे नहीं बना सकते ? क्या जनता की दिक्कतों को आप देख नहीं सकते, वे कैसे ठीक की जा सकती ह, क्या इस को आप नहीं देख सकते ? तो क्या आप इस चीज़ की इजाज़त देंगे कि आपके जो सक्सेसर्स (successors) आवें वे भी इन चीजों को वैसे ही देखा करें और उन को इसी तरह से चलने दें ?

सभापति जी, मैं इस सिलसिले में बहुत कुछ कहना चाहता था, पर मेरा समय ख़त्म हो गया है और मैं आपके अनुशासन के बाहर नहीं जाना चाहता। परन्तु इतना तो मैं अवश्य ही कहूंगा कि यह इस साल का बजट जिसे आप पेश कर रहे हैं, इस साल के ख़त्म होते होते मैं चाहूंगा कि आप कोई न कोई ऐसा रास्ता ज़रूर निकालें जिससे यह चीजें ख़त्म हों। इन चीजों को आप देखें और देखें कि कम से कम जो आप को पेंसा देते हैं उन की सुविधा पहले ध्यान में रखें। यह जो स्पेक्टैक्युलर (spectacular) चीजें हैं इन से साधारण जनता और साधारण ब्योपारी वर्ग को कोई राहत नहीं मिल सकती। आप कहते हैं कि हमने फ़र्स्ट क्लास दूर कर दिया, आप कह दें कि हम सैकिंड क्लास दूर कर रहे हैं तो जब तक आप जनता की मांगों को दूर नहीं करते तब तक यह फ़र्स्ट क्लास और सैकिंड क्लास को दूर करने से किसी तरह जनता को कोई राहत नहीं हो सकती। याद रखिये कि आप को पेंसा देने वाले और आपकी कमाई को पूरा करने वाले थर्ड क्लास के पैसैजर्स और ब्योपारी वर्ग हैं। अगर

व्यपारी वर्ग और यर्ड क्लास के पैसेजर्स जो आप को पैसा देते हैं उन्हीं की दिक्कतों को आप दूर नहीं कर सकते तो आप बाकी चाहे जितनी भी स्पैक्टैक्युलर चीजें करें, यह तो पोलीटीशियन्स (politicians) के मनोरंजन की बातें हैं कि हम यह कर रहे हैं और वह कर रहे हैं, उस से लाभ नहीं होने वाला है। मैं चाहता हूँ कि इन चीजों की ओर ध्यान दे कर आप वास्तविकता को पकड़िये और वास्तविकता के रास्ते पर चलिये जिससे देश का कल्याण हो, झूठी प्रतिष्ठा में मत पड़िये।

**Shri Nanadas:** Article 46 of the Constitution reads;

“The State shall promote with special care the educational and economic interests of the weaker sections of the people, and in particular, of the Scheduled Castes and the Scheduled Tribes, and shall protect them from social injustice and all forms of exploitation.”

The Congress Governments are not at all taking sufficient care to implement the provisions of the Constitution, and naturally the Railways have completely neglected the problem of the Scheduled Castes and the Scheduled Tribes in the matter of recruitment to the services. There is very poor representation for Scheduled Castes and Scheduled Tribes in the Railway Services. The Government have utterly failed to appoint sufficient number of people especially in Class I, II, and III services from amongst these classes. It is a matter for shame that there are only three scheduled caste officers in the whole of the railway service in the country. During the last three years, 1949-1950-1951, they have not even selected a single Scheduled Castes member for the Class I and II services. On paper, however, there is reservation for the Scheduled Castes. 12½ per cent. of the vacancies are filled by open competition, and 16½ per cent. of the vacancies to be filled by a method other than direct competition, have been reserved for the Scheduled Castes. For the Scheduled Tribes, five per cent of the vacancies have been reserved. But what is the real position? From the statement supplied by the Railway Board, regarding the representation of the Scheduled Castes and Scheduled Tribes, in services, we find that in Class I and II Services, the number of Scheduled Castes officers is only

three out of 2572. That is to say, it is 0.15 per cent. only. In Class III, there are only 11,319 out of 2,48,000—i.e. 0.4 per cent only. The Government recruited 187 gazetted officers during the last three years, but there was none from among the Scheduled Castes. During the same period, 32,399 class III staff was appointed, out of which Scheduled Castes were only 1,072, while according to the reservation, there should have been 4,050 persons. I therefore urge upon the Congress Governments not to cheat my people like this for their political ends. I want to know from the hon. Railway Minister, what steps he has taken to give representations to the Scheduled Castes and Scheduled Tribes, and what steps he is going to take in the future to fill up the gap, within as short a time as possible.

**Shri Nambiar:** Only lip-sympathy.

**Shri Nanadas:** The Government say that they are taking every possible step to employ the Scheduled Castes people, but at the same time they also say that the Scheduled Castes people are not forthcoming in good numbers. This itself is an admission that the Congress Governments have completely failed to educate and train up the Scheduled Castes and Scheduled Tribes. The financial assistance given by the Central Government in the form of scholarships was very meagre. It did not even touch the fringe of the problem. I therefore demand of the Finance Minister that he should set apart at least rupees two crores for scholarships to Scheduled Castes people this year.

**Shri Raghunath Singh (Banaras Distt.—Central):** Is it a part of the Railway Budget?

**Shri Nambiar:** Be patient.

**Shri Nanadas:** I am also coming to the Railways.

**Mr. Chairman:** The hon. Member has given away his own case when he says that he is now coming to the Railway Budget. I request him to confine his remarks to railway matters only.

**Shri Nanadas:** I just said one word about general finance, Sir. The Railways also should spend at least five crores of rupees annually for educating and training the Scheduled Castes and Scheduled Tribes. This is not a big sum, Sir, when you compare it with the crores and crores of rupees that are being squandered by the Railways in importing foreign experts and foreign goods and also in wasting money in

[Shri Nanadas]

scandals like 'Schlieren' and 'Chittaranjan'. The Government is paying thousands of rupees to the members of the Railway Board. (*Interruptions*).

**Mr. Chairman:** Let the hon. Member have his say.

**Shri Bhagwat Jha** (*Purnea cum Santal Parganas*): We want to know what is the Chittaranjan scandal.

**Mr. Chairman:** Order, order. Let the hon. Member proceed in his own way.

**Shri Nanadas:** The Railways are paying thousands of rupees to the members of the Railway Board and to many officers without any sense of proportion. Rupees forty eight thousand with travelling and other allowances is certainly an intolerable expenditure for an individual officer.

**Shri Feroze Gandhi** (*Pratapgarh Distt.—West cum Rae Bareli Distt.—East*): You are getting 40 rupees a day.

**Shri Nanadas:** If the Government is really sincere about the welfare of the Scheduled Castes and Scheduled Tribes, I urge upon it to create a Railway Scholarship Fund for the education of the Scheduled Castes and Scheduled Tribes.

This is not enough. To fill up this gap, educational and other qualifications must be liberalised for these people. In the matter of promotions and selections also, these people must be treated differently from others. The Railway Service Commissions Sir, are expected to safeguard the interests of the Scheduled Castes and Scheduled Tribes, but you will be surprised to know that there is not even a single Scheduled Caste member on the Railway Service Commissions. Not only that, Sir, but there is not even a single officer or even a clerk in the Service Commissions. Under these circumstances, we cannot expect the Scheduled Castes and Scheduled Tribes cannot expect, any justice from these Service Commissions.

In this connection I am reminded of my own experience. In the year 1951, I passed the competitive examination for Deputy Collectors securing the third place. But I was not selected for the service. The man who got 18th rank in order of merit was selected simply because a Congress boss was interested in him. So, these Service Commissions are not angels from the Heaven. They are not Daniels to do justice. They belong to the so-called upper castes who are considered as the oppressors of the Sche-

duled Castes and Scheduled Tribes. Lambs cannot expect justice and fair-play from the wolves. This is what is happening in the case of the Scheduled Castes and Scheduled Tribes. I therefore demand that there must be two Scheduled Caste members on the Railway Service Commissions and many officers and clerks belonging to the Scheduled Castes and Scheduled Tribes must be appointed in those offices. To assist the availability of candidates, statistics must be collected by the Government and these must be published every year.

Railways, have thousands and lakhs of acres of land—cultivable waste land—but the Government has failed to supply us with statistics regarding these lands. It should do so now and distribute all such lands to the landless agricultural labourers. There is no meaning in saying that the Government is taking every possible step to grow more food in the country. There is no reason why the Government should not supply us with facts and figures. The railways are spending crores of rupees through contractors. There is large scope for corruption in this system. Therefore, I suggest that the railway contracts must be given to the Labour Cooperative Organisations. If it is done, we can put an end to the evil of the big fish swallowing the small ones.

7 P.M.

There are more than two lakhs of persons on the temporary list in the railway services. They are more than 20 per cent. of the total staff. I do not understand the attitude of the Government in keeping all these people as temporary. There is something basically wrong with the system. Employees should not be treated as temporary after one year; they must be made permanent within two years.

As you all know, Sir, Class IV servants are the most badly treated of the railway servants today. Most of them are unskilled workers, gangmen, porters, scavengers and sweepers. Here alone the Scheduled Caste people have got greater representation. These people are the worst treated in the Railways. Invariably these people are not provided with quarters and the treatment meted out to them is very inhuman. I can give the Minister a number of instances where the people are made to live in slums under inhuman conditions. I do not mean thereby that other Class II and Class III staff belonging to the so-called upper classes are treated well. Their condition is also very miserable.

Therefore, I suggest that while providing quarters to these Class IV people they should be given priority over others, and the tinge of untouchability should not be allowed to continue even in railway colonies. Since many of the Class IV staff are illiterate, ignorant and ill-paid, they are not able to send their children to the schools to get better education. If the Government is really sincere, then the children of these people and their relatives must be provided with free education.

The condition of sweepers in railways is horrifying and intolerable and they are made to live in slums in inhuman conditions. I ask the hon. Minister to go and see their fate at Rajamundry, Vijayawada and Goldan Rock, for himself. Even the sweepers in the Panchayat Boards and municipalities are provided with dresses but the railways are not providing dresses to these people. Only very few sweepers working in the trains and on the platforms—just for show—are provided with dresses. Therefore, it is very high time that Government realise the necessity of providing clothes to these sweepers.

Another difficulty facing the sweepers is the question of promotion. When hard and dirty work is to be done, the scheduled caste sweepers must do it but the less hard and supervisory work of mistries is given to the so-

called caste Hindus. The sweeper should remain a sweeper for ever throughout his service. If the Government wants to do justice, the sweepers must be provided with training facilities for better jobs and the mistries should be promoted from the sweepers and there should be no direct recruitment at all

Women sweepers in the railways are faced with another problem. Where women sweepers are required, men sweepers are posted so much so the women sweepers are facing unemployment. The posts intended for the women sweepers must be filled by the women only.

Very often transfers are made as a punishment to Class III and Class IV servants. This should be put an end to. Promotions by departmental Boards are giving much scope for corruption and favouritism. Corruption in recruiting, promoting and also in transferring should be put an end to.

**Mr. Chairman:** It is five minutes past seven; if hon. Members are willing we may sit for some time more.

**Several Hon. Members.** No, no.

**Mr. Chairman:** The House now stands adjourned till two P.M. tomorrow.

*The House then adjourned till Two of the Clock on Friday, the 27th February, 1953.*