

granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Replacements'."

**\*DEMANDS FOR GRANTS—RAILWAYS, 1958-59**

**Mr. Chairman:** Now, we shall take up the Demands for Grants relating to the Railways.

Before I proceed further, I have to announce that a large number of cut motions has been received. As has been the practice in this House before, hon. Members and leaders of Groups may hand over the numbers of their cut motions which they select and which they desire to move, within fifteen minutes, at the Table. I shall ask the Members to move them, if the Members in whose names the cut motions stand are present in the House, and the cut motions are otherwise in order.

One other question has to be decided by the House, namely the splitting up of the 12 hours allotted for the discussion of the Demands for Grants between the various Demands. From the list before me, I find that the largest number of cut motions is to Demand No. 1. I would suggest, if the House is agreeable, that out of the 12 hours, we may devote 7 hours to Demand No. 1 and 5 hours for the other 18 Demands. May I know the sense of the House in this connection?

**Shri Naushir Bharucha (East Khadesh):** May I suggest that that would be perfectly desirable, excepting that instead of fifteen minutes' time for giving notices of the cut motions which we desire to move, it may be extended till 3 P.M. since the House is thin now? The time for sending in notices that we want to move particular cut motions may be extended till 3 P.M.

**Mr. Chairman:** I shall take it that the House will devote 7 hours to De-

mand No. 1 and 5 hours to the rest of the Demands.

**Several Hon. Members:** Yes.

**Mr. Chairman:** And instead of 15 minutes, 20 minutes' time may be allowed.

**Shri Naushir Bharucha:** I suggest that it may be extended till 3 P.M. since there may be Members who have gone out for their lunch, and let them have time to come back.

**Mr. Chairman:** I do not mind. Let the time allowed be increased.

We shall now take up the discussion on the Demands for Grants relating to the railways.

**DEMAND NO. 1—RAILWAY BOARD**

**Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 81,19,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Railway Board'".

**DEMAND NO. 2—MISCELLANEOUS EXPENDITURE**

**Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 1,28,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Expenditure'."

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

**Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 31,39,000 be granted to the President to defray the charges which will come in course

\*Moved with the recommendation of the President.

of payment during the year ending the 31st day of March, 1959, in respect of 'Payments to Worked Lines and Others'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 32,73,57,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Administration'."

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

Mr. Chairman: Motion moved

"That a sum not exceeding Rs. 1,04,29,56,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Repairs and Maintenance' "

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 63,80,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operating Staff'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 57,21,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operation (Fuel)'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 18,44,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 26,29,60,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Miscellaneous Expenses'".

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 7,88,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Labour Welfare' "

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 49,58,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Dividend Payable to General Revenues'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,62,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works (Revenue)—Labour Welfare'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 13,32,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works (Revenue) Other than Labour Welfare'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 25,39,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Construction of New Lines'."

**DEMAND No. 16—OPEN LINE WORKS—ADDITIONS**

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 4,12,02,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Additions'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 99,17,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Replacements'."

**DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND**

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 36,70,32,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Development Fund'."

**DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND**

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 27,34,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Appropriation to Development Fund'."

So far as cut motions are concerned, there is a long list before me.

I would like to know what are the numbers of the cut motions which are going to be moved. Already, it has been announced that within 15

minutes hon. Members will pass on chits indicating the numbers of cut motions. In regard to Demand No. 1, I would like to know what are the numbers of the cut motions to be moved.

**Shri Nanshir Bharucha:** Shall we presume that all the cut motions are before the House?

**Mr. Chairman:** By 15-00 hours, all the cut motions to be moved will be handed at the Table.

**Shri Nanshir Bharucha:** In the meantime, Members may speak on any cut motion.

**Shri Hem Barua (Gauhati):** My cut motions are Nos. 414 to 419.

At the outset, I want to thank the Railway Minister for having the new Railway Zone. This was long overdue; there was a demand from the State of Assam for a separate railway zone and there were reasons for that. I am very happy that the Railway Minister has, after all, conceded this demand. I am one with the Railway Minister when he said that this was not due to any political pressure but because of considerations that were essentially weighty not only in the interest of this frontier State of Assam, but also in the interest of the country as a whole.

Now, as I said, this is a frontier State and on its borders, there are foreign countries like Pakistan, Burma, Tibet and so on. Our relations with these foreign countries at present are very cordial and happy. But it is very difficult to foresee history—what is in the womb of history is difficult to foretell. If by chance, our relations with any of these States are disturbed, it has to be remembered that Assam is connected with the rest of India only by a narrow corridor of 45 miles width. I think the Danzig corridor was a little less wide than this, but whatever that might be, if our relations with any of these foreign countries are disturbed, and in that case, if a bomb is thrown on the corridor, then the entire State of

Assam gets dislocated from the rest of India, and the hounds of war thus unleashed eat into our flesh.

Then there is this consideration that the frontier State has to depend on the rest of India in so many respects. The Frontier State has so many problems pertaining to economic development, industrial development and also pertaining to security measures. So this separate zone is a most welcome thing and that is why I want to thank the Railway Minister at the outset.

Now, the Minister had said a very fine thing about making this Assam rail link, that connects the State of Assam with the rest of India, dependable and continuous and always a reliable communication between the frontier State and the rest of India. This is the message that he sent on the eve of the inauguration of this new zone. I thank him for this assurance to the people of Assam and to the rest of India as well. In order to make this Assam link dependable and continuous, measures must be taken. I hope the Railway Administration would adopt the necessary measures to develop this into a full-fledged railway zone and railway system.

As regards the Assam rail link, this was completed in December, 1949. It was opened for transport during January 1950. The history of railway transport to Assam and in Assam is a chequered one in the sense that during the partition, the railway line was also partitioned, and a part of it had to run through Pakistan territory. Those people who have had the misfortune of travelling by this railway line during the post-partition days know what sufferings and inconveniences they were subjected to. This is a matter of recent history.

The Assam rail link was constructed. It removed the sufferings or the troubles and difficulties of the travelling public to a certain extent. But that is not the end of the high way. There are so many difficulties faced by the travelling public even today.

[Shri Hem Barua]

Since this Assam link is the only means of transport that connects the frontier State with the rest of India, the entire Assam market has to depend on this transport system

Now, this Assam link moves across difficult terrain. During monsoons, every time this line is dislocated due to inundations and floods, between Barauni and Katihar and Alipur Duar, there are so many bridges and these bridges get breached during the monsoons. This railway line is the only means of transport and only communication line that connects this frontier State with the rest of India, it gets dislocated every year during the monsoons and when this happens it brings a lot of trouble and difficulties to the people living in this frontier State.

At the same time, the markets of Assam are thrown out of balance. Export and import trade there depends on this line. There is a massive bottleneck between Silguri and Alipur Duar. This is because there are so many bridges between these two points and these bridges get dislocated. These bridges ought to be restored to a position of stability. That is one of the things that should be done.

Then, again between Manihari Ghat and Sakrigali Ghat there is a broad, shifting river. This is one of the massive bottlenecks of the transport line. Unless and until a bridge is thrown across the Ganga at this particular point, there is no hope or there cannot be any chance of overcoming this difficulty that faces the railway link at present. That is why I would suggest that simultaneously with the construction of a bridge across the Ganga at Mokameh there should be another bridge constructed between Manihari Ghat and Sakrigali Ghat in order to avoid this massive hurdle in the way of the Assam link.

There was a Stabilisation Committee, and that Committee had submitted its Report. That Committee had

made out a suggestion for an alternate route. I do not know at what stage the Stabilisation Committee's Report is with the Government now. Are they giving any consideration to it or not? I do not know. But this Committee has suggested an alternate route in order to make this line more stable. Unless and until this line is made stable, there can be no hope of having safe transport. I find that it is said that between Barauni and Katihar there should either be an alternate line or the existing line should be converted into a broad gauge line. Or else it won't be able to cope with the import and export trade demand of the State.

Now, what about transport facilities in the State of Assam? These facilities are still in the rudimentary stage. There is no doubt about that. When I say that these transport facilities are still in the rudimentary stage, I compare them with the rest of India. I know, at the same time, that comparisons are odious, and when I want to compare them with the rest of India I do not want to do it in a spirit of malice because I know that on the security of the frontier depends the solidarity and security of India as a whole.

Now what about the new zone? This new zone is going to comprise a route mileage of 1738.3 miles. That is what is given out. At the same time, it is given out that the Government are now engaged in constructing marshalling and interchanging yards at Barauni and when these are constructed, the railway zone will be extended westwards of Barauni. When it is extended to the westward of Barauni after these marshalling and interchanging yards are constructed, it should then come to comprise a total railway mileage of 1993.3 only.

I find a tendency in this House for people to criticise the creation of this new railway zone. Those who do it, do so, by putting their blind eye on

the telescope, because they have never tried to examine the entire problem, the problem that faces the frontier State of Assam I want to remind you, Sir, that this railway zone when it is extended beyond Barauni, would comprise a total mileage only of 1993.3 whereas under other railway zones there is an average mileage of 4,000 I do not want to compare it for the sake of comparison. But, at the same time I want this House to take into account the strategic considerations under which this railway zone had to be given effect to or this railway zone had to be built up.

What about the capacity of the Assam railway link. This is the main rail link and the capacity is only 170 wagons metre gauge wagon per day each way. This capacity meets only 66 per cent of the export trade of the State and meets only half of the import requirements of the State. The rest is left in the lurch and it is a very painful thing.

Assam is noted for its tea trade. What about the tea traffic? How much of the tea traffic, this railway line lifts? There was an assurance that this rail link would be capable of lifting 20 per cent of the tea traffic in the State.

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** Lot of tea traffic flows down the Brahmaputra also.

**Shri Hem Barua:** Yes, I will come to that also.

There was an assurance to lift 20 per cent of the tea traffic. As a matter of fact, only 14 per cent of the tea traffic was lifted. Tea is one of the massive industries of Assam. At the same time, because of the incapacity of this rail link to lift up the traffic of this frontier State, it is conjointly in the hands of the River Steam Navigation Company and the India General Navigation Company. What about these companies? They are still British-owned companies and

they are also faced with a lot of difficulty because the steamers they ply have to go through a part of Pakistan territory. And, think what enormous odds and difficulties they have to meet because they have to pass through a part of Pakistan territory?

Recently, there was a news item in the papers that the steamer *Chilliman* was captured by the Pakistan people in the mid stream. And, I would very much enlighten this House that there were so many incidents in the Assam Pakistan border. There have been as many as 27 instances of Pakistan vandalism on the Assam border during the last one year. That is a record. That is why these steamers on whom we have to depend so much for our export and import trade have to face a lot of difficulties when they have to pass through Pakistan territories. We know to what extent this State suffers.

They are British companies. Recently, in Bihar when the employees of the steamer companies demanded fulfilment of their legitimate rights, a higher increase in the salary and all that these companies threatened to close down the steamer services. This is what they recently did in Bihar. Even in Assam they threaten to close down the steamer services whenever there is a demand, a legitimate demand, on the part of the employees for better conditions of service and security of service. That is what happens. That is why, if we want to depend on the steamer companies and neglect our railway transport, that would be a bad day for us.

About industrial development Assam is now launching on a voyage, I will say, of industrial development. And, what is that voyage? We know Assam is a backward State from the point of economy and from the point of industry. According to the Census Report of 1955-74 per cent of the people in Assam live on agriculture, whereas only 14 per cent live by avocations other than agriculture. That is the fate of Assam. We want this frontier State to be economically

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quite strong because, as I have said, this State is connected with the rest of India by a corridor only of 45 miles and if this corridor is bombed by any foreign country tomorrow, Assam gets detached from the rest of India. Then, as I have said, it would be the history of Dunkirk repeated in India. That is what I have felt.

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

14-27 hrs.

We want to build up our industries there. There is a proposal for a sugar factory; it has been erected; there is a proposal for a plywood factory, a cement factory and a jute factory as well. When the sites of all these factories—except the sugar factory—are finally selected, there would be need for more expansion of railway lines and in that case we can help the industrial development of the State.

I want to thank the Government for one thing, that is, for ultimately deciding to locate the oil refinery in Assam. And, when the oil refinery is located in Assam, I think it is going to have a throughput of 1.5 million tons per annum and it will have scope for further development. The oil has to be transported from the State of Assam to the Calcutta market or to the market outside. When the oil refinery is located at Gauhati or in Assam, the oil has to be transported. If it is not transported by multipurpose pipe line it will have to be transported by the railways. And, in that case, the railway lines that we have today that are even capable of meeting 66 per cent of the traffic that is in Assam—and that is going to get doubled after the end of the Second Five Year Plan—may not be expected legitimately to meet the requirements of the oil refinery. That is why we feel that this metre gauge railway has got to be converted into broad gauge and there should be alternate lines and the capacity has got to increase from 170 wagons per day to 300 or 400 wagons per day, if not more.

There is all round internal expansion. What about Assam? Generally, the railway line has to be developed, because there are vast areas of land still not covered by railway lines. For instance, there are districts like Goalpara, Darrang and several sub-districts like North Lakhimpur where there is no railway line. No attempt has been made to introduce the railway line in those parts. For instance there is an entire tract from Rangapara to North Lakhimpur which is rich in tea, rich in rice, but it is left uncared for and there is no railway track there. The entire traffic depends on the riverine system and the riverine system is a loose system as I have already stated.

What is the total mileage of railway lines in Assam? It is 1081; whereas the population is 90,43,709 and the area is 85,012 sq. miles. If you distribute the total railway mileage population-wise and area-wise, it comes to 5.7 miles per 1000 sq. miles and per thousand population it would be 12. This is the sad state of affairs that obtains in the State of Assam.

What about the hills? There are the hills and there is no railway line connecting even the submontane areas. The submontane areas are neglected. There are no railway lines going up to the foothills. Thirty per cent of the entire population of the State of Assam live in these hills. Thirty lakhs of people live there and these 30 lakhs have not got the benefit of a railway line or the benefit of a railway station. I know the people in Assam live in villages.

Shri Shah Nawaz Khan: I hope they have the benefit of roads.

Shri Hem Barua: Oh, they have the roads; that is a fact, of course. But, then, I want your railway line to scale the mountains, scale the hills in order to develop these areas initially and in order to exploit the mineral resources that are there in the hills. That is

why I would like Shri Jagjivan Ram or Shri Shah nawaz Khan to scale with the railway lines the hills of Assam and find out the beauty spots, the treasures locked up in the caves of the hills. That, I would like them to do.

There are intermittent hill ranges also. There are peaks of 10,000 ft. like Mt. Zapho in the Naga Hills, and the Shillong peak, is 5,000 feet. The average normal height of the hills barring these two peaks is only 3,000 ft.

If we can have a railway line covering 59 miles scaling the 7200 feet in Darjeeling why not have a railway line scaling one of the hills of Assam? Why not connect Tura in the Garo Hills with a Railway line!

Now, what about the engines and locomotives? There are about 300 engines in Assam but they are all war torn; this was the State through which during the hectic days of the war people from war torn Burma, battered and maimed, walked back to their respective homes in India and the railways played their part during the war. This was in fact one of the theatres of war and Shri Shah nawaz Khan knows it; he came as far as Kohima.

These railway engines and wagons are in a dilapidated condition. There are no amenities in the railway stations in Assam. People who had the privilege of travelling by the railway link, or rather the misfortune of travelling through the railway link, know that. I know that somebody cried—was it my wife, I forget—"Pave me the way to hell with a railway route like this." It is so congested; there is no amenity. You do not find any food, water or anything like that. That is the state of affairs. Apart from the lack of amenities, the super-annuated wagons and coaches and the war-torn railway engines, the stations are very dimly lighted. You cannot see even the face of your co-traveller. They are so dimly lighted.

But when the Congress Session was to be held in Pragjyotishpur, there were hectic preparations or mad preparations, possibly unparalleled in the history of the railways. Overnight, a bridge was thrown across the level crossing at Pandu. Even in a wayside railway station like the Khamakya station that was closed down for years, there were fluorescent lamps. So many amenities came. People there saw even the face of an electric train. Electric trains came, overbridges came across the level crossings, fluorescent lights were burning bright where there were not even dim lights before. I thank the Railway Ministry for all these amenities.

Shri S. M. Banerjee (Kanpur): One more session.....

Shri Hem Barua: We got transported to heaven possibly. So sudden was this transformation that we have to thank for all these amenities. We thank all the people at the helm of affairs during this Congress session for providing us these amenities. But my argument is that if this could be done when the Congress session was held, why not they be done when such sessions were not held and when there was a demand from the people.

About the freight structure, I have to say this. The Freight Structure Committee made a fine recommendation that the freight rate obtaining between Assam and the rest of India must be determined according to the pre-Partition rates. It is a circuitous route and covers 158 miles more and because of this there has been an additional freight. There is difficulty in the export and import of goods from the State. I request the Minister to give his attention to this fine proposal made by a Committee appointed by the Railway Ministry.

The policy pursued by the Railway Ministry with regard to labour, whether in Assam or in the rest of the country, is haphazard and slipshod—victimising people for nothing. For instance, there was the oil refinery



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movement in Assam. A railway employee at Pandu wrote in informative book about the economic aspect of it and also the industrial aspect. For writing that a notice of dismissal was served on that man. Ultimately because of some pressure from his co-workers that notice was withdrawn. Now, I have come to know that another notice of dismissal without assigning any cause has been served on him. You are left in the lurch and at the mercy of officers. Even if you want to do a bit of patriotic job such as the writing of a book about the oil refinery, it is misunderstood. The reward is a notice of dismissal served on the railway employee who writes it.

This sort of thing happens because it is a neglected place and it is difficult to catch the ears of the big guns here. Now, the schools also are in a very dilapidated condition as the wagons are. For want of another word to describe those institutions in the dictionary, they are possibly called schools. I do not think the teachers are paid well or that the conditions of service of the teachers were looked after properly. They are neglected and consigned into a narrow cell called the school building. There are so many anomalies in the State of Assam. It is natural because it is the most distant wing of the sub-continent of India. I will only request the Railway Minister to pay special attention to this frontier State and help to solve the problems with the same speed and the same urgency that they showed at the time of the Congress Session.

**Mr. Deputy-Speaker:** Shri Tangamani. There are some Members who have to leave Delhi today. Therefore, they would be given preference but others would also be called.

**Shri Tangamani (Madurai):** Sir, I am moving the following cut motions to Demand No. 1—145 to 150, 298 and 312.

I shall not speak on all the cut motions. I shall deal with two or

three issues raised in the cut motions and one or two issues raised in the other cut motions. During the General Debate, enough has been said about the increasing accidents and the increasing derailments that are taking place. The hon. Minister in reply to a question has told us that the derailments during the year 1956 numbered about 1200 and that in 1957 it amounts to about 1300 or so. We have an average of a thousand derailments a year. I would like the hon. Minister in replying to these cut motions to tell us about the various steps that they propose to take or have taken to prevent this recurring derailment.

Deraillments are pleasant things if they are only confined to wagons. But when they affect the passenger trains, it may lead to serious accidents also. My information is that the derailments are largely due to the way the wagons and carriages and the locos are kept. Having said this, I would request the hon Minister to take this House into confidence as to the reasons leading to these derailments.

Although divisionalisation has taken place, we have not been told how it has worked. In the Southern Railway, eight divisions have been created, but efficiency, instead of being increased, has fallen down. There has been considerable delay. The District Officers, who were more powerful and who were able to attend to these staff matters promptly, have to refer every issue to the Divisional Superintendent. It may be argued that the Divisional Superintendent is more in the nature of a *chota* General Manager. So, instead of decentralisation which is becoming the order of the day, it has become over-centralisation. The District Officers, who were in a position to attend to various matters, have to refer every small detail also to these Divisional Superintendents. I would, therefore, request that at least the experience that we have gained in the divisionalisation that we have introduced in the Southern Railway may be made available to this House.

The next point, which is of a general nature also—I am sure the Railway Board and the Ministry are fully aware of it—is the failure to refix the scales for ex-servicemen on the basis of past service and past pay; that is my cut motion No. 149. I would like to refer to the various communications that have been addressed by the ex-combatant clerks to the Railway Board and to the Railway Ministry. Originally, when these ex-combatant clerks were enrolled in the Railways they were not given due weight for their past service. Subsequently, due weight was given for their past service.

Now, to give one example, if a particular ex-combatant clerk had continued in the military service he would have been receiving Rs. 105 as basic pay. Today, taking into consideration his service also, on the basis of the railway scale he may not be getting even Rs. 95. So, that disparity exists. Although there has been refixation of pay on the basis of past service, there has not been refixation on the basis of past pay that they were getting as combatant clerks.

I would like to mention that the Railway Board has raised an objection that the provisions of FR. 22-A are not applicable to the ex-combatant clerks because they were drawing pay in the Defence Department in the scales not identical with the railway scales of pay. But in saying so they overlooked the following salient features, which also I commend to the Railway Ministry and the Railway Minister. The principle of "identical scale" is not of fundamental importance for the reason that FR. 9-31(b) was modified by the issue of the Finance Ministry's Office Memorandum No. F. 6(38)E III/50 dated 18-1-1951, so as to make applicable the provisions of F.R. 22-A to the ex-combatant clerks who would have otherwise been ineligible for the benefit, as the scales of pay Rs. 55—3—85—EB—4—125—5—130 and Rs. 55—3—85—4—125—5—130—EB—8—170 are not at all identical. So, the Fundamental Rule and the Railway Board's directive do exist, laying down the

principles by which the privilege can be extended to the ex-combatant clerks also.

I would like to refer to Audit Instruction No. 4 to FR. 22 formulating how the pay should be fixed in certain cases and, the Board's letter No. E53RC1/30/3 dated 26-6-1953 has clarified that the various elements which are included in "pay" under the Military Rules should be taken into account for the purpose of the term "scales of pay" or the term "post carrying pay" for fixation of initial pay in the prescribed scale. Why I am mentioning all this is to impress upon the hon. Minister that this issue must be now taken up and fully settled.

There are other points also which will strengthen my arguments. The supposed difficulty, which is mentioned in the Board's letters E52RE-1/5/3 dated 23-3-1955 and 8-6-1954, in the implementation of the Board's original orders contained in their letter of even number of 14-3-1953 is due to the fact that certain rules are now forgotten. The cadre alone is the criterion for fixation of pay on re-appointment, as Audit Instruction No. 4 to FR. 22 would purport to be. While the somewhat peculiar position of the ex. MAD clerks has been graciously considered and conceded to by the Government, the same attitude is not shown by them towards the ex-combatant clerks. So I request, without going further to the matter, that this matter may be taken into consideration.

I will give you another example also to show how the Railway Ministry will not have to encounter much difficulty. What is required is, I think, goodwill to protect these ex-combatant clerks. For this purpose, I should like to point out that the various elements such as Rank Pay, Grade Pay, Good Service Pay and War Service Increments, classified as pay in the Defence Service rules can be taken to mean "pay last drawn", because that is the point which the

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Railway Board has been raising whenever these ex-combatant clerks have been pressing their demand. I will illustrate it by an example. Supposing a person was enlisted in the Army in 1941 and discharged from the Army in 1947, his emoluments at the time of discharge would be: Rank Pay (Basic Pay)—Rs. 27, Grade Pay—Rs. 60, Good Service Pay—Rs. 6, War Service Increments—Rs. 10, that is a total of Rs. 103 per month. It has to be fixed in the scale of Rs. 55—3—85—EB—4—125—5—130 at the stage of—Rs. 101 plus Rs. 2, the difference to be treated as Personal Pay till the next stage of Rs. 104 is reached in the next year. I hope and trust the injustice which has been meted out to our ex-combatant clerks who have been discharged from military service and who volunteered to serve in the Railways will be removed and they will also be encouraged.

The next point I would like to mention is about the catering service. One or two of my friends have raised the question of Grand Trunk Express. Some of us coming from the south usually travel by the Grand Trunk Express. We were having the restaurant car from Madras to New Delhi. Now we find that the restaurant car is detached at Kazipet. It causes inconvenience to passengers. I do not know what additional advantage is accruing to other passengers. The other day the hon. Minister said that they were detaching this car at Kazipet and it was being taken to Secunderabad, and a special bogie was attached from Secunderabad via Kazipet to Madras. Instead of doing this the bi-weekly de-luxe service can be increased to thrice a week or even four times a week. The de-luxe trains can be converted into ordinary trains. Instead of doing that the little facility which has been extended to passengers has been taken away.

It is not a thing which affects the passengers only, it also affects the staff, the catering staff. They are

either drawn from Delhi or Madras. Formerly they were able to get back to Madras. Now, because the car is detached at Kazipet and taken to Secunderabad the staff from Madras cannot get back to Madras. They have to make arrangements for their lodging. That leads to some unexpected difficulties to the catering service also.

In this connection, I would like to mention another point. In big cities like Madras, Madura, Coimbatore and Tiruchirapalli, where it is not easy to get housing accommodation, the catering staff also may be taken as railway staff and given accommodation in the railway quarters. What really happens now is, we get excellent men in places like Madura or Coimbatore, whereas they are drawn from another place and they are very anxious to get back to their places because they are not able to get housing accommodation. Therefore, housing accommodation for the catering staff in places like Coimbatore, Madura, Tiruchirapalli and so on may also be taken into consideration.

Lastly, about the catering staff there was some representation from the de-luxe staff also. They have to work continuously for 24 hours. They travel nearly 4500 and odd miles per week. In spite of the fact that they have to pass through and even halt at the areas where they have to experience cold winter whether they are not provided with warm clothes. I request that they may also be supplied with warm clothes. The travelling allowance allowed to them on the basis of their pay scale is: Rs. 30—35: Re. 1, Rs. 60—130: Rs. 1/8 and Rs. 80—160 Rs. 2/4. They are not allowed to take their meals at wayside stations. So they have to buy the same in the restaurant cars where it costs Rs. 1-2-0 for vegetarian meals and Rs. 1-4-0 for non-vegetarian meals, whereas the daily allowance they get is one rupee only. This anomaly may be looked into and the staff may

be given some special allowance. My suggestion is that they may be considered as running staff.

I do not know how far it is true with other stations and whether it applies to all the railway stations, but the cooks and servers were previously supplied with two meals a day. In Madura they are not supplied with two meals; they are supplied only with two meal packets. I think we need not be stingy about this in regard to those who are serving and cooking, and they may be provided with enough food as is extended to the others.

Just one or two more points, Sir, and I will conclude. There are certain demands which I have put in my Cut Motion No. 148. There is heavy traffic between Madura and Madras. There are now three Express trains. Another Express train, particularly a Janata train, from Madura to Madras will certainly ease the congestion. Madura is now fast developing and the population has come up to nearly half a million; it is a big industrial centre and also an important pilgrimage centre. The house rent is going up in Madura. I would suggest that the house rent allowance has to be considered in the light of this background also and that Madura, which is now placed under category C, may be upgraded now for the purpose of the house rent and compensatory allowances. About Madura I have moved a specific cut motion.

Also, about Tuticorin I have moved a special cut motion, Cut Motion No. 150. Tuticorin also is now a fast developing port. Of course, the Sethusamudram project was given up, but the Tuticorin project is being taken up. As I said, Tuticorin is developing and the population is now more than one lakh. It is about time that Tuticorin was put in class C for the purpose of house rent and compensatory allowances.

There is one point, and that may probably serve for meetings the ques-

tion of accident also. In my Cut Motions Nos. 301 and 302 I have mentioned that now the number of sleepers to suit the length of the rail in yard sleepers will have to be increased. Here I have given a certain proportion, which I know is there on the Southern Railway.  $N + 2$  is the number of sleepers where  $N$  is the length of the rail in yard sleepers. I have suggested that it may be increased to  $N + 3$ . I find that in certain Railways the proportion is as much as  $N + 5$ . So a uniform practice may be resorted to, and at least a minimum of  $N + 3$  may be adopted.

In regard to the question of gangmen, the Labour Unions have been demanding that there must at least one for every three miles. But in places where there is greater density of traffic or a number of level crossings, their number will have to be increased. I believe it is on that basis that they have introduced this equated track mileage. On the basis of that we will have to work out whether an adequate number of men has been provided. On this basis, between Madura and Tirumanagalam, which is only a distance of eleven miles, eleven more gangmen will have to be appointed. We need not stint on the question of providing more employment to Class IV staff.

When talking about Class IV staff I would like to say that it is a good thing that the Railway Ministry has done by appointing the Tapase Committee which is going into the emoluments and various facilities which have to be extended to the Class IV staff. There has been a general enthusiasm among this category of staff when the Committee went round from place to place, and they are anxiously awaiting the recommendations of this Committee. The hon. Minister, while introducing the budget, said that the Tapase Committee's report may be awaited very soon. The sooner it is

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published the better and it will certainly be welcomed by the Class IV staff. Sir, I want to impress upon the House and the Ministry that the Class IV staff are doing an excellent piece of work, and any greater encouragement given to them will certainly convince them about the propriety of seeing to it that any shortcoming in the human element which may lead to derailments and other things should be avoided.

I do not propose to take the time of the House further. I have given certain cut motions in regard to the Perambur Workshop, and I mentioned about it in the course of the discussion on the supplementary grants. I request the hon. Minister to look into the various matters that have been raised regarding this Perambur Workshop, for instance on the question of carriage and wagon repairs how the number of wagons and carriages which have been repaired is now boosted up. The Railway Board was aware of this, and so they appointed a Neutral Train Examiner. Even after the appointment of the Neutral Train Examiner the things do not seem to be going all right; because the wagons which come for complete overhauling have to be taken back in five or ten days for minor repairs. There is also a serious charge of theft from the workshop in November, 1957—I think it was on 20th November, 1957. An important officer was involved in it. This was taken up by the Security Officer and an enquiry was held. I would like to know what has happened to that particular officer. Because, a deterrent punishment to that particular officer will certainly serve to make the people to pay proper regard to this public property. It is railway property which is our own property, the property of the public.

Shri Shahnawas Khan: We have the information; there is no truth in that allegation.

Shri Tangamani: Then I will be able to furnish certain particulars to the

hon. Minister, and if he is willing to pursue that I will be very grateful.

श्री मूलबन्ध बुबे (फरेंसाबाद) :  
उपाध्यक्ष महोदय, जहाँ तक रेलवे बोर्ड का सम्बन्ध है, जो रिपोर्ट उन्होंने पेश की उससे यह पता चलता है कि रेलवे बोर्ड ने रेलवे के इन्तिजाम में बहुत अच्छा काम किया है। उन्होंने हर बात में तरक्की की है। मैं उन भागड़ों को आपके सामने नहीं दुहराना चाहता जो कि धीर अनारैबिल मेम्बर्स दुहरा चुके हैं। मुझको दो बातों के बारे में सिर्फ कुछ कहना है।

एक बात यह है कि मैं समझता हूँ कि जितनी तरक्की होनी चाहिये थी उतनी नहीं हुई है। हालांकि रेलवे की पिछले साल की ग्रामदनी ३४७ करोड़ के करीब है, लेकिन फिर भी अगर देखा जाये तो जितना ज्यादा हफ्ता इस पर लगाया गया है उसके हिसाब से ग्रामदनी नहीं बढ़ी है।

दूसरी बात जो मुझे कहनी है वह यह है कि गाड़ियों के ठीक वक्त से चलने के बारे में जो शिक्षायत थी उसमें इजाफा तो हुआ है मगर गाड़ियों के ठीक वक्त से चलने का पूरा इन्तिजाम नहीं हुआ है। भ्रक्सर यह कहा जाता है कि कई जगहों पर लोग बार बार जंजीर खींच कर गाड़ियों को रोक देते हैं। यह बात एक दरजे तक सही हो सकती है, लेकिन यह बीमारी हर जगह नहीं है। यह चीज चन्द जगहों पर ही है। इसलिये रेलवे बोर्ड को अपनी रिपोर्ट में यह भी देना चाहिये था कि जिन जगहों पर जंजीर नहीं खींची जाती है वहाँ पर क्या हालत है। रेलवे बोर्ड ने जो रिपोर्ट पेश की है उसमें इसका कोई जिक्र नहीं है।

रेलवे बोर्ड की रिपोर्ट से मालूम होता है कि बहुत सी लाइनों पर डबलिंग का इन्तिजाम हो रहा है। मैं डबलिंग के खिलाफ

वहीं हूँ। मैं समझता हूँ कि बहुत जगहों पर डबलिंग होना फायदेमन्द हो सकता है। लेकिन कुछ जगहें ऐसी हैं जहाँ डबलिंग की जरूरत नहीं है। वहाँ पर डबलिंग के बजाय दूसरी नई लाइनें खोलने की जरूरत है। लेकिन इस बारे में रेलवे बोर्ड कुछ जिद करता है और उसकी बिंद यह है कि एक दफा जो राय उन्होंने कायम कर ली उसको किसी तरह भी बदलना नहीं चाहते।

मैं तबज्जह दिलाना चाहता हूँ उस डबलिंग के बारे में जो कि इलाहाबाद से कानपुर को किया जा रहा है। इस पर करीब ६ करोड़ रुपये खर्च हो रहा है। कहा जाता है कि मुगलसराय में जो माल आता है, चास कर कोयला, उसकी करीब दो हजार गाड़ियां रोज मुगलसराय से निकलती हैं और उन गाड़ियों के लिये इलाहाबाद से कानपुर तक काफी जगह नहीं है। गर्जें कि उनका कहना यह है कि एक लाइन उन गाड़ियों को ले जाने के लिये काफी नहीं है। और इसलिये दूसरी लाइन बनाने की जरूरत है। इस पर करीब ६ करोड़ रुपये खर्च हो रहा है। मैं कहने कहते थक गया। कई दफा इस बारे में कह चुका हूँ और फिर मुझे वही बात दुहरानी पड़ रही है। इस बार मैं इसको हिन्दी में दुहरा रहा हूँ। मालूम होता है कि अंग्रेजी में कहने से कोई असर नहीं होता, न अंग्रेजी में लिखने का असर हुआ है न कहने का।

15 hrs.

**उपाध्यक्ष महोदय :** श्रीर अंगर हिन्दी में भी असर न हुआ तो क्या किसी तीसरी जगहान में दुहरायेगे ?

**श्री मूलबन्ध बूबे :** तो फारसी बोलूंगा। तो मैं कोशिश यह कर रहा हूँ कि उन पर किसी तरह से असर हो। बहरहाल इस

सिलसिले में मैं एक घोर कह दू :

मुझे से ला हासिल है मेरी हसरती का पूछना, तुम वही प्राखिर' करोगे जो तुम्हारी विल में है।

बहरहाल हालत यह है कि

**उपाध्यक्ष महोदय :** तो धानरेबिल' मेम्बर के पास तीसरी जगहान है जिसमें वह धायन्दा बोलेंगे।

**श्री मूलबन्ध बूबे :** कोशिश करूंगा। तो मैं यह अर्ज कर रहा था कि इलाहाबाद से कानपुर को जो डबलिंग किया जा रहा है उस पर करीब ६ करोड़ रुपये खर्च होगा। मुगलसराय में अभी दो हजार गाड़ियां निकलती हैं। दूसरी प्लान में आगे यह तादाद और भी बढ़ सकती है, मुमकिन है कि तीन हजार हो जाये। इसके बारे में मैं एक सुझाव देना चाहता हूँ। जो कि मैं बार बार दे चुका हूँ। वह यह है कि मुगलसराय से लखनऊ को तीन लाइनें आनी हैं। उन तीन लाइनों से ये दो तीन हजार गाड़ियां निकल सकेंगी। इनको इन लाइनों से लखनऊ ले आया जाये और वहा से बरेली तक डबल लाइन है। उसके बाद जहा भी भेजने की जरूरत हो उसको भेजा जा सकता है। और मैं यह सुझाव देना चाहता हूँ कि बजाय इस डबलिंग के एक नई लाइन शाहजहापुर से फर्रुखाबाद तक बना दी जाये। इस इलाहाबाद से कानपुर के डबलिंग पर करीब ६ करोड़ रुपये खर्च होगा जब कि इस लाइन पर चार, साठे चार या पाच करोड़ रुपये ही खर्च होगा। उस लाइन से फर्रुखाबाद और शाहजहापुर दोनों जिलों की बहुत तरक्की हो सकती है। इन दोनों जिलों में एक बहुत बड़ा ऐसा इलाका है जो कि हर साल रामगगा और गगा की बाढ आने से काफी नुकसान उठाता है और लाखों मन गल्ले का यहा नुकसान हो जाता है। यहा के जो लोग हैं वे बहुत ही गरीब हैं। पिछले दिनों हमारे दोस्त श्री अशोक मेहता ने बिहार के बारे में कहा था कि वहा पर गगा के इस पार

[श्री मूलचन्द बुबे]

हालत धीर है धीर उस पार हालत धीर है । यही हालत फर्रुखाबाद में भी है । गंगा के इस पार के लोग किसी कदर खुशहाल हैं धीर गंगा के उस पार के लोग गरीब हैं क्योंकि वह इलाका नीचा है धीर उस पार हर साल गंगा की बाढ़ का असर पड़ता है धीर लाखों एकड़ उपजाऊ जमीन हर साल बरबाद हो जाती है । सन् १९५४-५५ के बारे में यह कहा गया था कि इस इलाके में ४० या ५० लाख का नुकसान बाढ़ों की वजह से हो गया । अगर वहाँ पुल बन जाता है धीर रेल निकल जाती है तो न सिर्फ यह कि वहाँ के लोग खुशहाल हो जायेंगे बल्कि पुल बनने का एक नतीजा यह भी होगा कि गंगा में जो बाढ़ आती है धीर उससे जो नुकसान होता है वह क जायेगा क्योंकि पुल बनने से गंगा अपना रास्ता नहीं बदल सकेगी । तो इस लाइन के बनने से खुराक का मसला भी किसी कदर हल हो सकता है धीर लोगों की खुशहाली भी हो सकती है । लेकिन सरकार को यह पसन्द है कि करोड़ों रुपये बाहर से गल्ला मगाने पर खर्च किया जाये लेकिन जो गल्ला अपने देश में पैदा हो रहा है उसकी डिफाजिट का जो इन्तिजाम होना चाहिये वह न किया जाये ।

तो मैं फिर से इस बात को अपनी पूरी ताकत से दुहराना चाहता हूँ और रेलवे बोर्ड और रेलवे मिनिस्टर साहब को अर्ज करता हूँ कि मेहरवानी करके बजाय इलाहाबाद से कानपुर तक डबलिंग करने के शाहजहापुर से फर्रुखाबाद को नई लाइन बनावे ।

श्री स० न० बनर्जी : इसको क्यों बन्द किया जाये ।

श्री मूलचन्द बुबे : ऐसा करने से आपको जो गाड़िया लाने की दिक्कत है वह भी हट जाती है और लोगों को भी बहुत सहायित मिल सकती है, साथ ही खुराक

का मसला भी एक दरजे तक हल हो सकता है । गरजेकि इससे देश में खुशहाली बढ़ेगी और हर तरह से फायदा होगा ।

मलाया इसके में एक बात धीर अर्ज करना चाहता हूँ कि दो तीन दिन हुये हमारे मित्र रघुनाथ सिंह जी ने यह सुझाव दिया था कि एक नई लाइन कासगंज को एटा से मिलाने के लिये बनायी जाये । मेरे इसके बारे में एक दूसरा सुझाव है । यह यह है कि गरसहायगंज, छिबरागंज, बेबर, भोगाव, कुरावली धीर एटा को कासगंज से मिलाने वाली एक नई ला न खोल दी जाये । इस लाइन पर न तो कोई पुख बनाने की जरूरत होगी और मैं समझता हूँ कि बहुत ज्यादा खर्च भी करने की जरूरत नहीं होगी । जो सुझाव मेरे मित्र रघुनाथ सिंह का है उसके बजाय यह आल्टरनेटिव सुझाव है जिसे मैं मिनिस्टर साहब के सामने रख रहा हूँ और मैं समझता हूँ कि स पार गौर किया जायेगा ।

तीसरी बात मझे यह अर्ज करनी है कि जो लाइने लड़ाई के जमाने में डिसमैटिल कर दी गई थी उनमें से एक लाइन है जो कि कानपुर में माधोगंज और बालामऊ को जाती है । रेलवे ने कानपुर में बालामऊ तक तो लाइन बना दी है लेकिन वहा पर एक लाइन माधोगंज में श्राहातपुर तक जाती है वह डिसमैटिल पडी हुई है । उनको फिर बनाने के ऊपर अभी गौर नहीं हुआ है । वहा पर स्टेशन मौजद है, जमीन मौजद है, बिल्डिंग्स मौजद है । सिर्फ रेलवे ट्रेक रखने की जरूरत है और जो कर्मचारी रखे जायेंगे उनको रिफ्रैट करने की जरूरत होगी । इस लाइन का होना भी बहुत जरूरी है और मैं समझता हूँ कि यह लाइन जो कि एक अरसे से डिस्मैटिल पडी हुई है इसको बनाने का एक मिनिर साहब जरूर प्रयत्न करेंगे ।

यही बात बार्ले मुझे बर्न करनी थी ।

श्री जगदीश बबलूजी (बिल्हौर) :  
उपाध्यक्ष महोदय, रेलवे मंत्रालय के सम्बन्ध में जो मांगें प्रस्तुत की गई हैं, उनके सम्बन्ध में मैंने कटौती के प्रस्ताव प्रस्तुत किये हैं । जब कि रेलवे बजट पर सामान्य चर्चा हो रही थी तब रेलवे दुर्घटनाओं और रेलवे में जो भीड़भाड़ होती है और साथ ही साथ जो गाड़ियां लेट चलती हैं उनके बारे में काफी चर्चा की जा चुकी है । सचमुच यह बड़ा दुर्भाग्य है कि स्वतंत्र भारत में, अर्थात् जब से हम स्वतंत्र हुये हैं तब से जहां हमें और दैवी आपत्तियों का सामना करना पड़ता है वहां हम लोगों को इस प्रकार की रेलवे दुर्घटनाओं का भी सामना करना पड़ता है, और यह दुर्घटनाएँ जितना ही मंत्री जी आश्वासन देते हैं कि दुर्घटनाएँ कम होगी, हम प्रयास करते जा रहे हैं, उतनी ही बढ़ती जा रही है । यह एक बड़ी गम्भीर समस्या है जिसके ऊपर रेलवे मंत्रालय को निश्चित रूप से विचार करना ही पड़ेगा और अधिक समय तक जनता के जीवन के माथ, और मुख्यतः रेलवे के यात्रियों के साथ यह उपहासास्पद स्थिति नहीं रखी जा सकती ।

जहां तक भीड़भाड़ का सम्बन्ध है, रेलों में अब भी उतनी ही भीड़ चला करती है और उतनी ही परेशानियां होती हैं । मैं तो कहूंगा कि मदन के जितने माननीय सदस्य हैं सबने लगभग इस बात पर जोर दिया है, और मुख्य रूप से तृतीय श्रेणी के यात्रियों को इतने कष्ट उठाने पड़ते हैं कि उनको वही समझ सकते हैं जो तृतीय श्रेणी में यात्रा करते हैं । मैं चाहूंगा कि मंत्री जी साल में कम से कम एक बार या दो बार तृतीय श्रेणी में यात्रा कर लिया करें और लम्बी यात्रा किया करें । वे तभी अनुभव कर सकते हैं कि तृतीय श्रेणी के यात्रियों को कितनी परेशानियां होती हैं ।

वहां तक ट्रेनों के लेट चलने की बात है, मैं समझता हूँ कि जो ए. ट्रेन्स हैं वे यद्यपि पूरे टाइम से नहीं चलती हैं फिर भी करीब करीब टाइम से चलती हैं । लेकिन जो लोकल ट्रेन्स हैं उनके सम्बन्ध में निश्चित रूप से कहा जा सकता है कि १०० में ८० लोकल ट्रेन्स ऐसी हैं जो साल भर में कभी भी टाइम से नहीं चलतीं । कानपुर से आगरा तक जो पैसेंजर ट्रेन चलती है वह साल में ३६५ दिनों में शायद ३०० दिन लेट चलती है । कभी वह टाइम से नहीं चला करती । इतना ही नहीं हावड़ा से दिल्ली तक जो पासंजल ट्रेन चलती है, जिसके साथ मूसफिरों के चलने के लिये भी कुछ डिब्बे जोड़े जाते हैं, जिनका उपयोग मुख्य रूप से यात्रियों के लिये ही होता है, वह ट्रेन तो शायद ही कभी टाइम से चलती हो । मैं चाहूंगा कि रेलवे मंत्रालय इस ओर ध्यान दे कि जो लोकल ट्रेन्स हैं वह टाइम से चलें क्योंकि इस देश के अन्दर जहां हम और चर्चियाँ करते हैं वहां समय का भी मूल्य है । इसके मूल्य को ध्यान में रखा जाना चाहिये । यात्रियों का भी समय होता है । रेलवे मंत्रालय को जो लोकल ट्रेन्स हैं उनका समय से संचालन करने का निश्चित रूप से प्रयत्न करना चाहिये ।

अब मैं कानपुर नगर के सम्बन्ध में, जहां का मैं रहने वाला हूँ, कुछ चर्चा करना चाहता हूँ । उत्तर प्रदेश सरकार ने लगभग चार साल हुये कानपुर नगर चूक आज इतना बढ़ गया है कि वहां की जनता को यातायात की बहुत तकलीफें हैं, एक सुझाव पेश किया गया था चार वर्ष पहले और एक लोकल ट्रेन चलाने के सम्बन्ध में भी लिखा पड़ा हुई थी । लेकिन दु.ख है कि उत्तर प्रदेश सरकार का भेजा हुआ वह प्रस्ताव रेलवे मंत्रालय की केबल फाइल में ही रह गया है, उस पर कोई अमल नहीं हुआ । मैं चाहूंगा कि कानपुर नगर में एन० ई० आर० की छोटी



[श्री जगदीश ब्रह्मचारी]

लाइन जो बिछी हुई है विभिन्न मुहल्लो में उसका कोई उपयोग नहीं होता है, उन की ओर ध्यान दिया जाय। जब रेलवे मंत्रालय से लिखा पढ़ी की गई तो जवाब मिला कि हम इन लाइनों को उखाड़ने वाले हैं। कुछ लाइनें उखाड़ी भी गई हैं, लेकिन फिर भी काफी लाइने पड़ी हुई हैं। मैं समझता हूँ कि इन लाइनों का उपयोग किया जा सकता है अगर कानपुर नगर में, जैसा कि उत्तर प्रदेश सरकार ने प्रस्ताव किया था, उस पर पुनर्विचार करके एक लोकल ट्रेन आप चलावे। इससे जो यातायात की कठिनाई है वह भी दूर हो जायेगी। बड़े बड़े शहरों में इस प्रकार की सुविधायें प्राप्त हैं, लेकिन कानपुर में इस प्रकार की कोई सुविधा नहीं है। चूँकि बड़ी कठिनाई होती है, इसलिये मैं चाहूँगा कि रेलवे मंत्री इस पर पुनर्विचार कर।

कानपुर स्टेशन के गार्ड में जूही एक हाल्ट है। वहाँ एक रेलवे स्टेशन था वह हटा दिया गया। अब भी जो लोकल ट्रेन्स हैं वे वहाँ पर खड़ी होती हैं यह कह कर कि रेलवे कर्मचारी उतरते हैं। लेकिन मैं अक्सर लोकल ट्रेन में सफर करता हूँ और देखता हूँ कि वहाँ नित्य प्रति सैकड़ों यात्री बिना टिकट उतरते हैं। वहाँ कोई चेकिंग करने वाला नहीं है, कोई चेकिंग करने वाला नहीं है। मैं समझता हूँ कि इस रेलवे विभाग का साल में हज़ारों रूपयों का नुकसान होता है। लाग विडाउट टिकट चलते हैं, उतर जाते हैं। इस पर रेलवे मंत्रालय से काफी लिखा पढ़ी की गई लेकिन कोई जवाब नहीं दिया गया। मैं चाहूँगा कि वह इस पर ध्यान दे कि रेलवे का इनना बड़ा नुकसान हो रहा है, यात्रियों को अनुविधाय होती है, वहाँ लाइनें बिछी हुई हैं, लोग उतर कर भागते हैं बुरी तरह से। इस से बहुत ख़तरा पैदा हो जाता है लोगों के रेलों से कट जाने का। जूही का जो केबिन बना हुआ है, वहाँ जब आप गाड़ी खड़ी ही करते

हैं, तो कम से कम यात्रियों की सुविधा के लिये उसे एक छोटा मोटा स्टेशन क्यों नहीं बना देते? मैं समझता हूँ कि रेलवे मंत्रालय इस पर विचार करेगा।

अब मैं भीड़ भाड़ के सम्बन्ध में कहना चाहता हूँ। हर डिब्बे में आपने तादाद लिख रखी है कि इसमें १५ यात्री बैठेंगे, २० यात्री बैठेंगे, ३५ यात्री बैठेंगे। लेकिन अगर आप देखें तो १५ की जगह ३५ और ५० यात्री बैठ जाते हैं। लोग चेन भी खींचते हैं बरशानी पैदा करते हैं। हर प्रान्तीय सरकार में रूल बना हुआ है ट्रफिक रूल बना हुआ है। अगर कोई मोटर लार वाला २० की जगह या ३५ की जगह ५० आदमी बिठा ले तो फौरन उसका चालान हो जाये लेकिन रेलवे विभाग सरासर यह कानून तोड़ता है, ३५ लिखा है, ५० आदमी बैठते हैं, लेकिन आज तक किसी का चालान नहीं हुआ, कोई कार्यवाही नहीं की जाती है।

उपाध्यक्ष महोदय यह सवाल पूछा जा रहा है कि क्या आप चाहेंगे कि मिनिस्टर साहब का चालान हो।

श्री जगदीश ब्रह्मचारी अगर यह व्यवस्था हो जाय तो बड़ा अच्छा आदर्श उपस्थित हो। फिर कम से कम यह मालूम तो हो जायेगा कि सरकार स्वयं कानून नहीं तोड़ती है और उसका भी चालान हो सकता है। इससे बड़ा अच्छा आदर्श उपस्थित होगा।

श्री शाहनवाज़ खाँ जो मुसाफिर रह जायेंगे उनका क्या होगा?

श्री मू० चं० जंम (कैबल) कौन से कानून की खिलाफ़वर्जी है?

उपाध्यक्ष महोदय : माननीय सदस्य, अभी सुनें, शायद वह कानून तक आयेंगे।

श्री जगदीश-धबस्की : इस बात का भव निश्चित रूप से सच हो जाना चाहिये कि रेलवे में जो मीडभाड होती है, यात्रियों को बोध दिया जाता है कि वे केन खीचते हैं, उसके लिये रेलवे मंत्रालय भी दोषी है। आज ट्रेन में श्रीवरकाउडिंग होती है तो क्यों आप इतने टिकट इश्यू कर देते हैं जिससे कि मीड भाड अधिक हो जाय। रेलवे मंत्रालय चाहता है कि खूब पैसा आये। जब टिकट इश्यू होंगे तो लोग बैठेंगे ही। इससे परेशानिया पैदा होगी क्योंकि रेलवे विभाग स्वयं कानून तोड़ता है। इसलिये मैं चाहूंगा कि इस पर सख्ती से और निश्चित रूप से अमल हो। कानपुर में अगर कोई तृतीय श्रेणी का यात्री विशाउट टिकट चलता है तो उसके लिये सरकार ने मैजिस्ट्रेट रखे हुए हैं, उनका खालान होता है। लेकिन मुझे यह जान कर बड़ा आश्चर्य हुआ—मन्त्री जी मुझे ठीक कर दगें अगर में गलत कहता हूँ—मुझे मालूम हुआ है कि कानपुर में जितनी मिले हैं उनके लिये अन्दर रेलवे की साइडिंग बनी हुई है। रेलवे उनमें त्रिराया लेता है। लेकिन कानपुर नगर में मिल मालिकों के ऊपर रेलवे विभाग का ३ लाख रुपया किराय का बाकी है। जब लिखा पढी की जाती है तो भोतरी कोशिश हो जाती है, इसको टाल दिया जाता है। इम प्रकार से लाखों रुपया रेलवे का मिल मालिकों के ऊपर बाकी रहे, उसका कोई प्रबन्ध न हो, और अगर कोई छोटा मोटा आदमी विशाउट टिकट चलता है तो उसका खालान हो जाता है। आज तक कानपुर के मिल मालिकों के ऊपर रेलवे विभाग ने क्या कार्यवाही की है, मैं चाहूंगा कि मन्त्री जी इस बात का निश्चित उत्तर दें।

श्री शाहनवाज खाँ : क्या वह मुसाफिर गाड़ियों का किराया है ?

श्री जगदीश धबस्की : मिलों में गुड्ड ट्रेन के जो साइडिंग बने हुए हैं, उनका किराया है। लाखों रुपये आउटस्टैंडिंग हैं, जो कि

बसूल नहीं हो रहे हैं। मैं चाहूंगा कि इस विषय में सख्ती की जाय। जब एक साधारण यात्री के लिये यह नियम है कि यदि वह बिनाउट टिकट चलता है, तो उसका खालान होगा और उसको दण्ड दिया जायेगा, तो फिर इन लोगों के साथ उदारता क्यों बरती जा रही है ? एक तरफ कहा जाता है कि पैसे की कमी है और हमारे पास साधन नहीं हैं, दूसरी तरफ इन लोगों के साथ ऐसा व्यवहार किया जाता है। मैं कहना चाहता हूँ कि यह अनुचित बात है।

अन्त में रेलवे मंत्रालय को कुछ सुझाव देना चाहता हूँ। कानपुर और झांसी के बीच में मध्य रेलवे की जो ब्राच लाइन है, उस पर प्रात काल कोई भी ऐसी पैमेंजर ट्रेन नहीं छूटती है, जो कि सब स्टेशनों पर खड़ी हो सके। अठारह घंटे बाद दूसरे दिन शाम को एक ट्रेन छूटती है, किन्तु अठारह घंटे तक कोई ट्रेन नहीं है। केवल एक मेल ट्रेन लखनऊ से झांसी तक प्रात काल चलती है, लेकिन वह बड़े स्टेशनों पर खड़ी होती है, छोटे स्टेशनों पर नहीं। इस सम्बन्ध में मेरा सुझाव है कि या तो उस लाइन पर कोई नई ट्रेन चलाई जाय, या फिर मेल ट्रेन को कानपुर से झांसी तक—या और ई तक—पैसेजर ट्रेन कर दिया जाय, ताकि छोटे छोटे स्टेशनों के यात्री उन पर सफर कर सकें और उनका टाइम बच सके।

उत्तर प्रदेश में दो स्थानों पर जानवरों के मले लगते हैं—एक बटेश्वर में और दूसरा मकनपुर-भरौल में। मकनपुर-भरौल स्टेशन पर मैंने देखा है—वह मेरा ही क्षेत्र है—कि साल भर वहाँ पर ट्रैफिक नहीं चलता है, केवल पन्द्रह रोज के लिये वहाँ पर सारे प्रदेश से हजारों की तादाद में व्यापारी इत्यादि आते हैं। लेकिन वहाँ पर रेलवे की तरफ से कोई सन्तोषजनक प्रबन्ध नहीं होता है। दो तीन दिन के लिये वहाँ के लिये ट्रेनें चला दी जाती हैं, लेकिन यात्रियों की सुविधा

[श्री अचरीश्वर शर्मा]

का वहां पर कोई ध्यान नहीं रखा जाता है। मैं चाहूंगा कि मकलपुर-मरील स्टेशन पर एक घाट बनाया जाय, एक मुसाफिरखाना बनाया जाय, पानी का यथोचित प्रबंध किया जाय और दूसरी सुविधाओं की भी व्यवस्था की जाय, क्योंकि रेलवे प्रशासन का यह भी कर्तव्य है कि जहां पर अधिक यात्री जाते हों, वहां पर अधिक से अधिक सुविधा पहुंचाई जाय। मैं माशा करता हूँ कि माननीय मंत्री इस ओर ध्यान देंगे।

जहां तक कानपुर से बड़े बड़े लोग गरमी के दिनों में प्रथम श्रेणी और द्वितीय श्रेणी में मसूरी और नैनीताल जाते हैं, वहां निम्न मध्यम श्रेणी के लोग भी अब पहाड़ों पर जाया करते हैं। कानपुर से मसूरी जाने के लिये देहरादून तक क लिए एक फ्लर्ट और सैकड़ क्लास की बोगी लगती है, लेकिन थंड क्लास की कोई बोगी नहीं लगती है, जिसके कारण लोगों को बड़ी परेशानी होती है। मैं सुझाव देना चाहता हूँ कि प्रथम और द्वितीय श्रेणी की बोगी के साथ ही तृतीय श्रेणी की बोगी भी लगाई जाय, ताकि तृतीय श्रेणी के लोग भी उस ट्रेन का उपयोग कर सकें।

मैं चाहूंगा कि मने जो सुझाव दिये हैं और जो कटीती प्रस्ताव रखे हैं, उन पर रेलवे मंत्रालय विचार करे और यात्रियों की सुख-सुविधा के लिये विशेष ध्यान दे।

Shri Bhanja Deo (Keonjhar). Our railways in India play an important part for the social and economic growth of our country. More so, it plays a very important part in the unity of the country as well. That is why it is very necessary that our railways' growth should be judiciously planned so that they can give priority to the development of the areas which need careful consideration.

In this respect, I particularly divert to the mineral development of our

country through extraction of ores which are the vital dollar of foreign exchange earner for the country and for the growth of our present Five Year Plan. In this regard, I will draw the particular attention of the hon. Railway Minister to the mineral belt of Barabil-Barajamda which has to feed the existing steel mills of the country and the bulk of the iron ore export trade and also the manganese export of considerable size. Here, the railway movement is not yet satisfactory.

The greatest quantity of iron ore is being produced in this area, at present, along with manganese and other economic minerals. More investment for the development of Railways is required in this area to earn more foreign exchange and to meet the steel demand of our country. This area is a vital one, as are the coalfields of Jharia and Raniganj. More liberal grants should have been provided for these areas for they are of paramount national importance.

Next, I shall also draw the attention of the hon. Railway Minister to the mineral areas like Bellary, Hospet, Bangalore, and Madhya Pradesh. These areas should be provided with better transport facilities to meet the growing mineral export demands. In some sectors like Rajasthan, the freight structure needs revision to help the export of ores. I am glad that in this budget, we have not had to face an increase in fares as well as railway freights, but I understand that the Freight Structure Enquiry Committee has submitted its report and that the report is being considered by the Railway Ministry. I am sure that the Ministry will particularly consider the freight structure of these mineral areas when the recommendations are implemented, and I hope this House also will get an opportunity of discussing this matter fully before the recommendations of the Freight Structure Enquiry Committee are implemented, because it will be of vital

importance to the growth of our mineral resources which, as I have already stated, are very essential for earning more foreign exchange.

In this connection, I would like to quote here an extract from the *Eastern Economist* which says in its leader about the railway budget as follows:

"How the position will emerge after the withdrawal of the surcharge levied on freight rates, pending the final outcome of the committee's report, and the substitution of new tariffs and classes will have to be watched with anxious care. One of the predominant objects of the revision of the freight structure was to make adjustments in it to suit development requirements. Any attempt to enhance rates at this juncture would inevitably spell inflation in production costs all round. The repercussions which it will have on strategic materials like steel and cement, for which countrwide uniform prices have been fixed on the basis of railhead destination, cannot be ignored".

Besides strategic materials like cement and steel we have to consider the amount of iron and manganese export, these minerals being the foremost items of foreign exchange earners of the country. If these minerals have to compete with foreign markets, which are growing in other countries, some relief to this industry in freight structure is naturally expected. Unfortunately, the working expenses for railways have been going up considerably in proportion to the earnings as may be seen from the appendices on the *Indian Railways* published by the Railway Ministry. I hope this will not have a bearing on the raising of

the freight structure, and unless tangible economies are demonstrated in expenses there is little justification in taxing the transport user.

Manganese and iron ore are good foreign exchange earners, and our export trade in these commodities is therefore very important. But I am sorry to say that the States from which they are extracted are not being given the due share in the railway development as we find from the budget of this year. Orissa and Madhya Pradesh play a very important part as far as the extraction of iron and manganese ores are concerned. But I am afraid that very little attention has been given to railway development in these two States in the present budget.

In this connection, I would also draw the attention of the hon. Railway Minister to the growth of railways on the basis of the area and population of the States. While this matter was being discussed in the Rajya Sabha in August last, the hon. Railway Minister gave statistics about the route mileage of railways in the different States according to area and population. I do not want to inflict on the House the long statistics, given by him but it will be sufficient to mention here that as far as railway development are concerned, Orissa, Assam and Madhya Pradesh far lag behind the other States. So, I hope due consideration will be given to the railway development in these three States which are of paramount importance as far as extraction of minerals of our country is concerned.

Now, I shall refer to my State which is of considerable importance as regards, extraction of iron and manganese ores. During the last session, when private Members' resolutions were being discussed, we had hoped and we thought that the Government would sympathetically consider the development of Paradwip which is of considerable interest to our State as well as to the country as a whole for the export of iron ore in regard to

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which negotiations are now being carried on with Japan. In that regard the hon. Minister for Shipping had mentioned that this port cannot be raised to a major port unless the hinterland of the country is developed to feed this port. May I respectfully ask in this connection how the hinterland of the country can be developed without adequate railway facilities? Certainly the ports of Bombay, Madras and Calcutta would not have been what they are today, if they had not been supplied with adequate railway communication in the past. Therefore, if Paradwip is to grow into a part of considerable importance for Orissa, the first thing to be done is to develop the communication of that area, so that the port can be fed by the hinterland, which is full of mineral resources and valuable forest produce, which can help us a long way to earn foreign exchange for years to come.

I would also like to mention here that a considerable part of the South Eastern Railway passes through the State of Orissa and there are five operational districts in this railway. Unluckily or rather, I would say, unfortunately, Orissa has not received its due share, even in the matter of having a divisional headquarter in the State. This railway has five wagon operation districts at Adra, Chakradharpur, Khargpur, Waltair and Bilaspur. But not one is located in Orissa. So, I would urge upon the Railway Minister to make Khurda road a divisional headquarter as early as possible. That would not only help the railway development of the State of Orissa, but would help considerably in having proper ore movements from this area which abound in vital minerals.

I will now come to my cut motions. One is about the insanitary food that is sold in the different railway stations. I am sorry to say that adequate attention is not being paid by the Railway Ministry to the food that is being sold in some of the railway stations, though it is of the worst kind. It is very necessary that we must have sanitary and food inspectors at the

important railway stations to see that clean and good food is supplied to the passengers.

Then, though the railways are providing certain amount of amenities to lower class passengers, as well as to the upper class passengers, unfortunately, due advertisement is not being given about the amenities which are to be made use of. After all, railways are a national property. So, it is of the utmost importance that the amenities that railways provide are properly utilized. So, I would suggest that we should have staff to educate the passengers as to how to utilize the amenities properly. In this connection, I am sorry to say that even some of our upper class passengers do not know how to use the amenities properly. They too require education. Therefore, we must have audio-visual posters and the like to educate our travelling public about the proper use of the amenities.

Lastly, I come to my constituency, which is in the heart of the mineral belt of Orissa. As far as my constituency is concerned, it is in a very unfortunate position in the matter of railway communication. On either end we are nearly about 80 miles away from the railways. If the mineral resources of that district which is full of strategic minerals like manganese, iron ore, chrome and vanadium, are to be properly developed, it is of the utmost importance that we should have adequate railway communication in that area. The present road communication and railway communication that we have got is not sufficient for cheap transport to enable us to compete in the foreign markets. Already the production of these minerals is dwindling due to foreign competitors, which is detrimental to the development of our Five Year Plan, because, we need more of foreign exchange to help our Five Year Plan, which is of considerable importance to the country at this juncture.

Shri Narasimhan (Krishnagiri): I am very happy to note from the budget speech of the Railway Minis-

er that the Bangalore-Salem railway link survey has been completed. I have been crying hoarse over the necessity for that line all these years. But, unfortunately, it has fallen on deaf ears, and I do not know how to cure this complaint of Government. I also do not know whether it is chronic or temporary. I am at a loss to know that.

Meanwhile, the suffering of the area concerned is really very great. That area has lost hundred miles of railway line during the second world war, and it is yet to get that back. Now that both the engineering and traffic surveys have been completed, I hope this will ultimately help Government in making up its mind and decide to have the line constructed at the earliest possible time.

It is not only necessary, but is of the strategic importance, to the area concerned. It is a necessary corollary to the Khandwa-Hingoli line, which connects the north with the south. This will be another link in the South and it will help the Indian railways to move goods from extreme south to extreme north. So, it need not be treated as a local problem. The completion of this line will greatly enhance the capacity of the Indian railways to move goods from the extreme south, say, Trivandrum, to the extreme north in the Punjab.

After this line is completed, goods can go from Cuddalore to Salem, and Salem to Bangalore after this line is ready, and from Bangalore to Khandwa and Hingoli in the further north. Then there will be a metre-gauge line from the extreme south to the extreme north. It will also help to transport the Neyveli lignite and the Salem bauxite and other mineral ores to other areas. So, it is of strategic as well as of economic importance for the Indian railways as such. Incidentally, it will also restore considerably the lines dismantled during the second world war. With this double advantage being there and great development work going on

in and around Salem and Neivelli, I am at a loss to know why, under the perspective planning the Railway Ministry has not been persuaded to take up this line. I hope the apparent deafness of the Government machinery will get cured and attention paid to this. As I was saying, the advantage is not only what appears on paper. The hidden advantages of the Bangalore Salem link are very great. Strategically also, instead of having the coastal line only to connect the north and the south, you will have a hinterland line linking up the two extremes. The Railway Minister is asking for more funds. If he really succeeds, I hope every priority will be given to this line.

I am still finding that the maintenance of railway carriages is far from satisfactory. This morning I had the personal experience of coming from Madras to Delhi. From Hyderabad to Delhi, a coach was attached which had no door facility at all. It would not close and if closed, it would not open. With such a great difficulty, some of us, out of necessity and out of mental feeling, had to kick at the door with great violence which cured partially its defect. That is how we managed. For closing, we had to kick from inside and for opening, we had to kick from the other side. I do not think that this kind of thing should be tolerated in the Railways. At least in long distance trains.

**Mr. Deputy-Speaker:** Particularly, kicking should not be tolerated.

**Shri Narasimhan:** I am glad it has not been declared unparliamentary. Otherwise, I would not have been able to give vent to my feeling.

**The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan):** The hon. Member wants an open door policy.

**Shri Narasimhan:** The Railway wants an open door policy combined with a closed door policy. I do not know how they arrived at that. It is very irresponsible on the part of the

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Railway administration to have such carriages attached to long distance trains. Supposing there are ladies and children. It is open to encroachment and if they are caught inside, it will be very difficult for them to do anything about it. I have been asking at Nagpur, at Itarsi and other important stations to do something about it. They all felt helpless. They passed on the burden to somebody or the other and nothing happened. There is a tendency creeping in Government service, that of passing the responsibility to some one else. The Railway is no exception to this. This kind of tendency should be guarded against and cured somehow or other. All heads should be put together and some solution found for this. We cannot afford for such a tendency to develop in such a national undertaking. Everybody thinks that somebody else will do it and all sins are visited either on the guards or the station masters.

In the booking offices, I find long queues. Even in the Madras Central station, I found a long queue, for the I class even. There is the system of combining cash transaction with credit transaction in the same counter and the same clerk is asked to deal with them. What happens is, if there is some complicated formula, they sit down on it and there is a long queue of cash buyers. I do not think it goes to the advantage of the Railways to disregard cash transactions and attend to some credit transaction. For, after all, it is an internal adjustment between one department of the Government and another department of Government. I do not see why there should not be separate counters for credit transactions and cash transactions in such big stations like Madras Central and that too at the First class counter.

I also urge for a tri-composite through carriage from Salem Town to Madras via Vriddhachalam. There is a third class train; but I would like

further that at least one Second class bogie should be attached.

There is also a grievance on the part of the directly recruited station masters, as they are called. They have been agitating for the redress of their grievances against certain preference given to others. There has been even a reference to the High Court of Madras about this. Though the High Court expressed its inability to ask the Government to do a certain thing, its judgment has positively stated that justice was on the side of the directly recruited station masters. I hope the Government will examine this. I had occasion to make a representation to the Government on this matter. I have also addressed the hon. Railway Minister. I have got his acknowledgment. I hope the Government will decide the matter sympathetically and take note of the judgment, which is an indication of what is just instead of sticking to prestige or red tape.

**Dr. Samantsinhar (Bhubaneswar):** Mr. Deputy-Speaker, while supporting the Demands of the Railway Ministry and opposing the cut motions, I would like to draw the attention of the hon. Minister to some of the demands made by some of my hon. friends regarding Orissa. I am also thankful to the hon. Minister because he has stated in his speech, not once but several times, that Orissa has been neglected in the matter of Railways. In other places, of India there is on average one mile of railway for every 32 square miles, but in Orissa, there is one mile of railway only for every 72 square miles. When we hear that there will be no new railway line in Orissa during the Second Plan period, we are disappointed and we hope that the Ministry will consider our difficulties and do something for the development of rail lines in Orissa.

Besides that, there are some points to which I very respectfully wish to

draw the attention of the Railway Minister, particularly in connection with my constituency. Due to drought situation in Orissa this year, thousands of people are going outside the State as labourers to work, particularly in some railway work sites. I know that these people find it very difficult to remain there because there are no proper quarters for them to live and there are no arrangements to look after their health. Besides that, I came to know that they are not getting the standard wage that is given by the Railway to the contractors, from the contractors. The middlemen and the contractors exploit these labourers. I request the Railway Ministry to kindly look into the matter and see that these people get proper wages according to the schedule rate given to the contractors.

My constituency Bhubaneswar is a place where there are valuable forests. Some people depend on the timber trade. Due to want of wagons, this trade has come to a standstill and the timber traders are put to great hardships. I drew the attention of the Railway Minister to this question last time; but nothing has been done. These people should be given a sufficient number of wagons at least to keep their trade going and to make their livelihood out of that.

In the District of Puri cocoanuts are abundant and about six lakhs of people depend on cocoanut trade for their livelihood, and as cocoanut is not given a first class perishable fruit permit in the railways there is difficulty in getting wagons. I request the Ministry to do something in the matter. These cocoanuts contain more sugar and they have got a market outside, but due to want of wagons these people are not able to carry on their trade. So, some action should be taken in the matter immediately.

I am thankful to the Ministry for giving free travel facilities to T.B. patients as also the blind. Side by side, I request that crippled children, who have no facility of treatment in

their places and would like to go out, should be given this free transport.

Though Delhi is the capital of India, there is no direct rail link from Delhi to our State of Orissa. Some of the M.Ps. moved the Railway Ministry to have a direct rail link at least to Cuttack or Puri, but that has not yet been considered. We have to wait at Howrah for about ten or twelve hours each time to catch the corresponding train. Also, every time though we reserve our berths here, yet at Howrah there is no reservation and we have to run to the Esplanade. We are not sure whether we would get the accommodation or will have to wait for two or three days. So, if there is a direct rail link at least to Puri, this difficulty will be removed. I hope the Railway Ministry would do something in this regard. At least one bogie consisting of all the classes should be linked with the Delhi Mail, and that may linked with the Puri Express or some other convenient train at Howrah or Asansol. That will at least minimise our difficulties.

Shri S. M. Banerjee: I shall confine my speech to my cut motions 18 to 21.

In the first instance, I would remind the hon. Deputy Minister and the Railway Minister also of their promises in respect of the several cases of victimisation of the Railway Guards which have been discussed and mentioned on the floor of the House. Every time we mention these cases of victimisation, we are told that these cases will be reviewed. I am really sorry that every time we have to mention these cases. It does not give us any pleasure, but we have to mention these cases because when we see those men rotting on the streets we really find no other way out but to ventilate their grievances inside the Lok Sabha. I want to know from the hon. Minister how many cases have been reviewed.

We read so many reports, but never do we find the figures of the number



[Shri S. M. Banerjee]

of people who have been victimised,— we call it victimisation, you may not call it victimisation—have been removed from service either under article 311 or rule 148. We really want to know those figures. My hon. friend Shri Muhammed Elias, who is unfortunately not here today, can produce a list of about 1,500 workers who were discharged on disciplinary grounds or under article 311 or under rule 148.

With the expansion of the railways under the Second Plan we want sincerely that there should be industrial peace not only in the railways but in almost all industrial undertakings, but as long as this victimisation or harassment continues, how can there be industrial peace? We can talk of peace, we can talk of harmonious relations, we can talk of so many things, but so long as this victimisation continues, I humbly submit to the hon. Deputy Minister there cannot be peace. So, when he answers the debate, I would like him to mention the number of cases which were reviewed and where the persons have been reinstated.

When the victimisation cases were being discussed on a private Member's Resolution, I mentioned certain cases. I still find that Sitaram Singh of Allahabad has not been reinstated. He won his case in the Sessions Court, and the Railway Ministry or the Railway Board or anybody else did not appeal in the High Court within the given time; even then he has not been reinstated.

I know several cases, and I could have cited those examples, but it is no use unless we get a definite reply from the hon. Minister as to the efforts he is making to reinstate these men or re-examine their cases. May I, therefore, humbly request the hon. Minister to kindly make a positive effort to investigate those cases? Simply because some officer was not pleased with a particular man, or, fortunately or unfortunately he was a member of a union which was supposed to be not

toeing the line of the INTUC, people have been dismissed. So, these cases should be reconsidered in my humble opinion.

Then I come to the next point, viz., overcrowding. My friend Shri Jagdish Awasthi has already spoken on it. If you go from Kanpur to Lucknow you will find many people really travelling on the foot-board because there is no place inside, and this overcrowding is going on. There is also ticketless travelling. There is so much overcrowding that even the TTI cannot possibly get into the compartment, and so there cannot be any checking.

When there is accommodation in a compartment for 30 people and 63 or even more people are travelling in it, I feel like telling the hon. Minister, without imputing any motive to anybody, that this is a sort of indirect blackmarketing. Actually you get money from 63 people whereas you assure accommodation to only 30 people. This is not fair. I know the difficulties which the Railway Ministry is confronted with today in solving this problem of overcrowding. I know it is difficult, but it should be solved. If it is not solved, I think many people will lose their lives. They actually fall down from the train. I know the steps taken by the Railway Ministry in this connection and I welcome them. I congratulate the Ministry on them, but this is not enough. This has to be solved further and in a positive way.

Then I come to the question of the recognition of unions. The other day, replying to a Starred Question or a supplementary of mine, the hon. Deputy Minister said that they would not enter into correspondence with those unions which are registered but not recognised. It may be legally right, it may be technically correct, but how are we allowing those employees who are members of that particular union which is registered but not recognised to ventilate their grievances? Will it not lead to demonstrations, unruly,

ugly demonstrations, which is neither in the interests of the employees nor the Government? So, you should consider this point.

The other day I wrote a letter to the General Manager of the Northern Railway. He replied to me that since my union was not recognised, he could not possibly reply to my letter. It may be technically correct, but I could have written to him a letter as a Member of Parliament and he would have replied to my letter, but I did not do it purposely because I feel that something should be done in this matter because there is no law for recognition. There is no statutory obligation on the part of the Railway Ministry or any other Ministry to recognise any union. Unless we have some law under which all unions that fulfil certain conditions and certain requirements get recognition, we cannot possibly impose this sort of obligation. Therefore, I would request the Minister to evolve some method for this purpose. I do not ask him to recognise all unions, though I sincerely feel that all should be recognised, but let there be a method by which those employees also who are not members of a recognised union but who are members of a registered union can ventilate their grievances. Unless their demands are properly redressed—their number may be less or more—there cannot be any industrial peace under the Railway Ministry. So, it is a serious matter. When we talk of good industrial relations, surely this is also a matter which deserves priority, and I hope our Minister will consider this point.

16 hrs.

Coming to the light railways, the condition of the employees there is something which I am not going to discuss here. As a matter of principle, I wish to pose this positive question before the Minister. Why are we not nationalising these light railways? Is it because the owners of these railways or the persons controlling them are more powerful? Can we not get much more money by nationalising these

light railways? If you see the condition of the trains on these railways, it is horrible. Whether it be the Delhi-Shahadara section or the Howrah-Amta section, there is no guarantee that any train would come in time. There is also so much of overcrowding there that anybody can travel anywhere he likes on these railways. There is already a recommendation of the Study Group on this matter, and as far as I know, the recommendation is very clear on this point. If not, I would like to know what the recommendation of the Study Group about nationalisation of light railway is. So, I would suggest that these light railways must be nationalised, without caring for whether it is Sir Biren or Sir Hiren who does not feel pleased. They must be nationalised in the larger interests of the country. We want that these huge and fabulous profits that go into the hands of a selected few should come to our country, because we want more and more money for the implementation of our Second Plan.

Regarding ticketless travelling, my hon. friend Shri Jagdish Awasthi mentioned about the need for a halting station at Kanpur. I also feel that that halting station should be provided. If the Minister considers the proposal which has been given to him from time to time by the citizens of Kanpur, I am sure he will concede this demand. There is a huge colony of our displaced persons and refugee brothers in Govindnagar and Jui and other places; thousand of people are staying there, and the trains invariably stop at that place maybe for want of signal or for some other reason. That particular place is called Jai Hind station, because everybody says 'Jai Hind' and then gets in or gets down at that place. So, that station has come to be generally known as 'Jai Hind station'. Everybody knows that the train stops at that place, and he can get in. I would suggest that ticketless travelling in Kanpur and other places like this can be avoided, if this particular place is made a halting station.

[Shri S. M. Banerjee]

While I am on the question of ticketless travelling, I would like to mention one other point, to which I have already made a reference in the course of the discussion on the Supplementary Demands for Grants. I was surprised to know when I was in jail that those persons who are prosecuted and arrested and sentenced for ticketless travelling are not paid anything when they are released from jail, whereas other convicts are paid the actual fare from that place to their destination, that is, to their houses, on their release from jail. These ticketless travellers are released with whatever clothing and other things they have, and they are again asked to travel without tickets. This is something very strange. I happen to be a member of the Crime Prevention Committee, and I made this suggestion there also. It is strange that you should be compelling those very people who were arrested because they had no ticket, to travel again without ticket on release.

**Mr. Deputy-Speaker:** Perhaps, the fear might be that if they are paid money, they would keep that with themselves and not purchase the ticket.

**Shri S. M. Banerjee:** That may be a very genuine fear. In that case, let them be given passes, or let there be some authority on behalf of the Railway Ministry, signed by the jailor and let these persons show that authority and then travel. Otherwise, this chain of ticketless travelling will never end. Whenever I asked anybody in the jail how he would go back to his destination, he would say that he would travel without ticket, or as these people put it, "WITHOUT". So, this is a very serious matter. The Railway Ministry has to consider this point seriously in consultation with the State Governments, and some solution has to be found for this problem.

My hon. friend mentioned the case of the Barsi Light Railway. I believe most hon. Members here might have got a memorandum sent by some peo-

ple regarding the Barsi Light Railway. I would like to know what has happened to that memorandum? The Railway Minister assured us that he would do something in regard to those employees who had worked previously, so far as their continuity of service was concerned. May I know from the Minister what actually has happened, and whether any decision has been taken about this matter? And if no decision has been taken, the reasons must be made known to us because we have to answer those workers.

There is another point in regard to the injustice done to certain employees. I may be excused if I say injustice. When the railway employees were taken in the ordnance factories and other places during the war, they were allowed to retain their lien on their permanent posts on the railways, and they got promotion in the railways as also in the ordnance factories. When, on 1st September, 1956, the Defence Ministry discharged, unfortunately, about six thousand ordnance factory workers, the Railway Ministry was generous enough to offer them some posts. About two thousand employees or so have been re-entered on the various railways. Some of them had ten years' service to their credit, and some others twelve years, but all that past service has not been taken into consideration. I consider this as gross injustice. When the ordnance people have behaved so nicely with the railway employees who came during the war, why should these 2,300 people be deprived of their valuable service of ten or twelve years? They have now started afresh. Some of them cannot get leave because their service is for less than a year; of course, now they may be getting some leave because they would have completed one year of service. I would humbly submit to the Deputy Minister to take into consideration this point and do something to remove this injustice. I know there will be heart-burning among the railway employees, and they may say that these Defence-

wallahs have come and they have become senior. But it so happens that if there is, unfortunately, some retrenchment in the ordnance factories, and there is expansion in the railways at the same time these people are absorbed, because in the public sector, when an employee is transferred from one establishment to another, there is no question of break in service. So, I would say that this injustice should be removed, and the earlier it is removed the better will it be for these employees who are still thinking that the Railway Ministry will consider this point.

श्री सिंहासन सिंह (गोरखपुर) : उपाध्यक्ष महोदय, इन रेलवे डिमांड्स और रेलवे बोर्ड की जो डिमांड है, उस पर मैं इस दृष्टि से देखना चाहता हूँ कि क्या उन पर जो खर्च किया जा रहा है तथा जिस ढंग से किया जा रहा है, वह हमारी बोधित नीति के अनुसार है? अभी कुछ ही दिन हुए हमारे प्रधान मंत्री जी ने इस भवन के सामने जनरल बजट पेश किया था। उन्होंने उसको पेश करते हुये कहा था कि हमें त्याग करना होगा तथा अपने पूरे बल से अपनी योजना को सफल बनाना होगा। हम समाजवादी ढंग की समाज की स्थापना करने जा रहे हैं। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि इन मांगों में मैंने कहीं पर भी यह नहीं देखा है कि यह कौन सा तरीका समाजवादी समाज की स्थापना का है। यह तो हमें अपने लक्ष्य की ओर नहीं ले जायेगा।

समाजवादी समाज का क्या अर्थ है? इसका यह अर्थ है कि लोगों के रहन-सहन में कुछ इम्प्रूवमेंट हो, उनका जीवनस्तर ऊंचा हो, उनको धाराम मिले तथा ग्राम-वर्गियों में कम से कम अन्तर रहे और सब को समान सुविधायें मिलें। इस मन्त्रिये से, इस दृष्टिकोण से यदि हम

इस बजट को देखें तो मैं समझता हूँ हमें मजबूरन यह कहना पड़ेगा कि हम उस अपने ध्येय से हज़ारों कोसों दूर हैं। रेलवे बोर्ड के मैम्बरों तथा अन्य कर्मचारियों के वेतनों में जो अन्तर है, उसको पाटने की कोई कोशिश नहीं की गई है। अपने बजट में कहीं पर इस बात का इशारा दिया है कि सभी रेलवे मुलाजिमों की ग्रामवनी भ्रगर ली जाये तो औसतन १३७३ रुपये बैठती है। इसमें चौथी श्रेणी का कुली भी शामिल है, एक क्लार्क भी शामिल है जिसको ३० पया तो महंगाई भत्ता मिलता है और ५० या ८० पया मूल वेतन मिलता है तथा रेलवे बोर्ड का चेयर-मैन भी शामिल है जिसको तीन चार हज़ार रुपया महाभार मिलता है। ग्रामवनी में इस तरह से ४७ गुना का अन्तर है। हम अपने हर कार्य में ५० के० का अनुकरण करते हैं। मेरी समझ में नहीं आता कि इस मामले में भी हम उसका अनुकरण क्यों नहीं करते हैं। अंग्रेजों ने हिन्दुस्तान के मुलाजिमों के लिये जो तनख्वाह का क्रम बांधा था, वह कुछ अपने मतलब के लिये तथा अपने स्वार्थों को सिद्ध करने के लिये बांधा था। अब तो वे यहां से चले गये हैं और उनको गये हुये दस वर्ष का सजा भर्ता गुज़र चुका है। इन दस वर्षों में भी हम उस अन्तर को क्यों नहीं कम कर सके हैं, क्यों इस बिधा में कोई कदम नहीं उठाया जा रहा है, वह मेरी समझ में नहीं आया है। भगवान जाने इसका क्या कारण है। ग्राजकल पे कमिशन बैठा हुआ है। अगर मेरी कमजोर धाराज पे कमिशन तक पहुंच जाये तो मैं कहना चाहता हूँ कि जो धाराज तनख्वाहों का वह बनाने जा रहा है, उस पर वह अच्छी तरह से विचार करे और सभी कर्मचारियों को जो वेतन मिल रहे हैं उनको ध्यान में रखे। साथ ही साथ जो औसत ग्रामवनी एक ग्रामवनी की यहां है, उसको भी वह ध्यान में रखे। अभी जो पंच वर्षीय योजना चल्य हुई है...

Shri K. U. Parmar (Ahmedabad—Reserved—Sch. Castes): There is no quorum in the House.

Mr. Deputy-Speaker: The bell may be rung... Now, there is quorum. The hon. Member may continue.

श्री सिंहासन सिंह : मैं यह कह रहा था कि जो तनख्दाहों में अन्तर है वह बहुत ज्यादा है। हम हर मामले में ब्रिटेन को आचार मान कर चलते हैं। वेतन क्रमों की जो रचना उन्होंने की थी, जब वे यहां थे, उसी रची हुई रचना पर हम आज चल रहे हैं। आप ब्रिटेन में जो प्रीसतन ग्रामदनी है उसको देखें और यहां जो प्रीसतन ग्रामदनी है उसको देखें। वहां पर अधिकतम जो एक ग्रामदनी को वेतन मिलता है, उसको देखें और यहां जो अधिकतम वेतन मिलता है, उसको देखें। वहां पर अधिकतम वेतन किसी अधिकारी को २७०० पाउंड सालाना मिलता है उसकी ग्रामदनी हम से कई गुना अधिक है। एक जमाना था कि उसका बहुत बड़ा साम्राज्य था और उस साम्राज्य में कभी सूर्य अस्त नहीं होता था, भले ही यह बात आज नहीं है। वहां पर एक अफसर को २७०० पाउंड मिलते हैं और यहां पर ५,०००, ६,००० या १०,००० मिलते हैं। इस विभाग में अधिकतम ग्रामदनी ४,००० पचा मासिक है यानी ४८,००० पचा सालाना। इससे आप आशा लगा सकते हैं कि क्या अनुपात बैठता है। वहां पर कम से कम ३५० पाउंड है और अधिक से अधिक २७०० पाउंड यानी एक और आठ का अन्तर। इसके विपरीत यहां पर जो अन्तर है वह एक और सैतानीस का है। इस तरह से कब तक यह जारी चलती रह सकती है। आप समाजवादी समाज का नारा लगाते हैं और उस पर देश को ले जाना चाहते हैं लेकिन कोई ठोस कदम नहीं उठाते हैं। मैं उम्मीद करता हूँ कि इस बार भले ही आप

कुछ न कर पाये हों, लेकिन आइंदा आप अवश्य कुछ करेंगे।

श्री साहजबाब खाँ : यह चीज रेलों में ही है या प्रीर जगहों पर भी है ?

श्री सिंहासन सिंह : मैं सब के लिये यह बात कह रहा हूँ। मैं चाहता हूँ हर विभाग में इस तरह का प्रयत्न किया जाना चाहिए। लेकिन यह चीज खास तौर से रेलवे विभाग पर लागू होती है। यह ग्रामदनी का बहुत बड़ा जरिया सिद्ध हो सकता है। सब से बड़ा व्यावसायिक केन्द्र यही है। इस व्यवसाय में करीब करीब १४ अरब रुपया लगा हुआ है। यह रुपया आपने ही लगाया है : इसका प्राफिट हमें क्या मिल रहा है ? इससे नहीं के बराबर हमें प्राफिट मिल रहा है। जितना पैसा भी आता है, वह सारे का सारा खर्च में निकल जाता है। मैं आपको बतलाना चाहता हूँ कि रूस प्रीर चीन जो दो सोशलिस्ट पैटर्न वाले देश हैं उनको बहुत अधिक ग्रामदनी इमी व्यवसाय से होती है और उनका बहुत सा काम इमी ग्रामदनी से चलता है। पता नहीं हमारे यहां जब सोशलिज्म आयेगा, उस वक्त हमारी ग्रामदनी भी वैसी होगी या नहीं।

हर रेलवे बजट में हम देख रहे हैं कि हमारा खर्चा बढ़ता ही जा रहा है। सन् १९५६-५७ में हम बोर्ड पर ६३ लाख रुपया खर्च करते थे जोकि आज बढ़ कर ८१ लाख रुपया हो गया है। ६३ लाख से बढ़ा कर हमने इसको ८१ लाख कर दिया है जिसका मतलब यह हुआ कि हमने २५ या २६ प्रतिशत की वृद्धि कर दी है। इस में हमने पांच एडिशनल बोर्ड के मेम्बर रखे हैं। अब तक चार मेम्बर काम करते थे। आइंदा पता नहीं आप ज्यादा मेम्बर भी बना दें। एक बार पंडित जी का एक आर्टिकल निकला था जिसमें उन्होंने

सिखा था कि ब्यूरोक्रेसी कैसे मस्टीप्लाई करती है। वही मस्टीप्लीकेशन यहाँ हो रहा है। यह मस्टीप्लीकेशन कब तक चलेगा? आज तक तो बोर्ड के खर्चों में कहीं भी कमी हुई दिखाई नहीं दी है। हाँ, सर्वाइनेट्स जहाँ पहले २६ हुआ करते थे वहाँ अब १६ हो गये हैं। और ऊपर वाले वर्ग में जहाँ कमी थी वहाँ उनकी तादाद बढ़ गई और ज्वाइंट डाइरेक्टर पहले ६ थे वहाँ अब उनकी तादाद ८ हो गई है और हम देखते हैं कि बड़े अफसरों के एलाउन्समेंट में बढ़ती हुई है और मैं यह कहने पर मजबूर हूँ कि यह चीज हमारे समाजवादी समाज के ढाँचे के अन्दर मेल नहीं खाती। हमारे रेलवे के डिप्टी मिनिस्टर साहब आज्ञादी की लड़ाई लड़ने वाली आई० ए० ए० के बीर सेनानी हैं और वे तो कम से कम इस चीज पर विचार करें कि हम किसर जा रहे हैं। हम क्या नारा लेकर आज्ञादी की लड़ाई लड़ा करते थे और वे देखें कि आज हम उस नारे को सक्रिय रूप दे रहे हैं कि नहीं . . . . .

एक जामनीय सबसब्य : मूल गये हैं।

श्री सिंहासन सिंह : अब मैं रेलों में जो भीड़भाड़ की समस्या है उसको और रेलवे मंत्रों महोदय और मदन का ध्यान आकषित करना चाहता हूँ। उस समस्या के ऊपर हमारे रेलवे मंत्री महोदय ने भी कुछ प्रकाश डाला और कहा कि जो डिलक्स ट्रेनें चला करती थी वह थर्ड क्लास के नाम का दुरुपयोग है। इन थर्ड क्लास डिलक्स एयर कंडिशनड ट्रेस में थर्ड क्लास का कोई मुसाफिर नहीं चलता और उनमें बड़े आदमी ही चलते हैं। लेकिन उन्होंने जो यह एक सुविधा दी है वह बड़ी स्वागत योग्य चीज है। उसमें तीन डिब्बे थर्ड क्लास के लगेंगे . . . . .

एक जामनीय सबसब्य : लग गये।

श्री सिंहासन सिंह : जी हाँ, लग गये। वह वाकई बड़े स्वागत की चीज है कि थर्ड

क्लास वाजों की सुविधा के निये डिलक्स नवारी गाड़ी चली लेकिन इसने इस अत्याधिक भीड़भाड़ की समस्या का संतोषजनक िति से समाधान नहीं हो सकता। उसके मूल कारण में जाना चाहिये और यदि हम उस पर गहराई से विचार करेंगे तो हम पायेंगे कि कहीं कहीं तो हम एक आदमी के लिये पूरा का पूरा सैलून दे देते हैं और दूसरी ओर इतनी अधिक रेलों में भीड़ रहती है कि लोग बैठ नहीं पाते और एक दूसरे पर धक्कम धक्का करते हैं। मैं नहीं समझता कि इस तरह की विषमता आज का हमारा प्रजातंत्री और समाजवादी देश कैसे बर्दाश्त कर सकता है। यहाँ पर अंग्रेजों ने यह सैलून की प्रथा कायम की थी क्योंकि अंग्रेज अफसर यहाँ की श्रेष्ठ भारतीय जनता से अपने आपको अलग बलग रखना चाहते थे। लेकिन आज हमारे मिनिस्टर लोग अपने लिये सैलूनों की व्यवस्था क्यों चाहते हैं? मिनिस्टर जब चाहे सैलून ले सकता है लेकिन उसको फर्स्ट क्लास में चलना चाहिये और डब के लिये एक आदर्श उपस्थित करना चाहिये। यह बड़े हर्ष का विषय है कि हमारे रेलवे के मिनिस्टर महोदय ने इस सम्बन्ध में एक आदर्श रखा। जिस समय वह मिनिस्टर हुये उस समय उन्होंने सैलून दूर किया और उन्होंने सेकेंड क्लास में चलना शुरू किया। मैंने देखा कि मिनिस्टर साहब वो सेकेंड क्लास में थे लेकिन जनरल मैनेजर वगैरह पीछे सैलून में थे और मुझे तो यह देख कर हैरत होती है कि मिनिस्टर साहब ने तो एक आदर्श उपस्थित किया लेकिन जो उनके नीचे अधिकारीगण हैं वे उसका अनुगमन नहीं करते। मैं समझता हूँ कि यह हमारे में एक कमजोरी है कि हम जो आदर्श उपस्थित करते हैं उसके अनुकूप आचरण और अमल अपने अधिकारियों से नहीं करा पाते। मैं रेलवे के अधिकारी वर्ग से अपील करूंगा कि जो रेलों में अत्याधिक भीड़ हो और उसके

[श्री सिंहासन सिंह]

भारे यात्रियों का बुरा हाल हो जाता हो और यात्री लोग छत पर सफ़र करने और हैंडिल पकड़ कर सफ़र करते हो, जहाँ गमियों में बहुत से यात्री भीड़ के कारण बेहोश तक हो जाते हो, वहाँ क्या आप इतना भी त्याग नहीं कर सकते कि अपने सैलून को छोड़ दें और जाहिर है कि जितने सैलून बंद छोड़ेंगे उनमें अतिरिक्त डिब्बे बंधे क्लास के लिये सुबह हो सकेंगे। अधिकारी लोग भी सैलून का इस्तेमाल न कर फ़र्स्ट क्लास के एक दो डिब्बे पूरे के पूरे ले सकते हैं और उनका जो यह कहना होता है कि हमें सफ़र में काम करना होता है, वे उन डिब्बों में बैठ कर कर सकते हैं। अधिकारी लोग जो अक्सर यह कहते हैं कि हमें रास्ते में काम करना होता है तो वे फ़र्स्ट क्लास का एक प्राधा कम्पार्टमेंट अपने लिये लेकर सफ़र कर सकते हैं और उसमें किसी को न घाने दें और वहाँ पर वे काम कर सकते हैं। उनका यह तर्क कि सैलून में ही चल कर काम किया जा सकता है यह मेरी समझ में नहीं आता। यह स्पष्ट है कि हमारे अधिकारी लोग जिस हद तक इन सैलून को छोड़ेंगे उस हद तक बंधे क्लास के अतिरिक्त डिब्बे रेलगाड़ियों को सुलभ होंगे और उससे किमी क्रॉवर भीड़भाड़ में कमी हो सकेगी और अक्कम धुक्की में कुछ कमी हो सकेगी। आज हमारे वहाँ डिब्बों की कमी है और जितने सैलून हमें सुलभ हो सकेंगे हम उनको फ़र्स्ट क्लास, सेकंड क्लास और बंधे क्लास में टर्न कर सकेंगे।

जहाँ तक ऐयर कंडिशन कोष का सवाल है मेरा कहना यह है कि अगर उनसे होने वाली धामबनी का हिसाब लगाया जाये तो आपको पता चलेगा कि उनका चलाया जाना जस्टिफ़ाइड नहीं होगा क्योंकि जैसा कि मैंने पहले भी कहा ऐयर कंडिशन कोष का उपयोग बंधे क्लास के मुसाफ़िर नहीं करते बल्कि कुछ थोड़े से बनी भादमी ही

करते हैं और मैं उन थोड़े से मुट्ठी भर भादमियों के बारे में और कुछ अधिक न कह कर यही कहूँगा कि जितने बड़े बनी भादमी हैं उनकी ईमानदारी पर हमें धाँका करनी चाहिये। दरअसल देखा जाय तो यह ऐयर कंडिशन कोष उन चन्द एक भादमियों के लिये ही बनी हुई है और अगर कोष को जारी ही रखना है और वे उनका इस्तेमाल करते हैं तो कम से कम उतना किराया तो उनसे लिया जाय कि ऐयर कंडिशन कोष अपना खर्चा खुद निकाल लें। मंत्री महोदय ने हमें बतलाया है कि ऐयर कंडिशन कोष उन्होंने कई लाइनों में काटी है, मैं तो उनसे कहूँगा कि सब लाइनों में काट दें, फ़र्स्ट क्लास और सेकंड क्लास तो पहले ही काफ़ी हैं और वहाँ न लगा कर अगर आप उनको बंधे क्लास में लगा दें तो बंधे क्लास के मुसाफ़िरो को बहुत राहत मिलेगी और रेलवे की प्राय भी बढ़ेगी। इस रीति से भी आप कुछ हद तक जो धाँव भीड़भाड़ होती है उस को दूर कर सकते हैं लेकिन उसके लिये आप को थोड़ी सक्ती से काम लेना होगा।

इसके बाद मैं आपका ध्यान सीक्युरिटी पुलिस की ओर दिखाना चाहता हूँ। मैं तो आपसे उसके लिये यही कहूँगा कि जब से आपने सीक्युरिटी पुलिस बनाई है तब से आप हिसाब लगा कर देख लीजिये कि देश में रेलवे क्लेम्स में पहले के मुताबिक कमी हुई है कि बढ़ाही हुई है और उन धाँकड़ों से ही आपको उसकी उपयोगिता मान्य हो जायेगी। अगर क्लेम्स की तादाद बराबर है, कम नहीं हुई है प्रचया वह बढ़ी है तब सीक्युरिटी पुलिस को बनाये रखने का कोई जस्टिफ़िकेशन नहीं है। अगर उनकी तादाद कम न हो कर बढ़ी है तब तो आपको यह समझ लेना चाहिये कि कुछ और ही बात है : इस सम्बन्ध

शे मेरी एक सीक्युरिटी पुलिस के अफसर से बात हुई और मेरी स्वयं की भी अपनी धारणा है कि आज सीक्युरिटी पुलिस और रेलवे प्रोटेक्शन पुलिस इन दोनों में सामन्जस्य नहीं है, कोआपरेशन नहीं है और दोनों में एक सौतिया डाह चलता है। आपने कानून बना कर सीक्युरिटी पुलिस को किसी व्यक्ति को पकड़ने का अधिकार तो दे रखा है और घर की तलाशी लेने का भी अधिकार दे रखा है लेकिन उसको आपने चालान करने का अधिकार नहीं दिया है जिसका कि परिणाम यह होता है कि सीक्युरिटी पुलिस वाले एक व्यक्ति को पकड़ कर जी० आर० पी० को सौंप देते हैं, जी० आर० पी० को उससे कोई मतलब नहीं, वह उससे हेब करते हैं और इस तरह केस कायम करने और मुकदमा चलाने में गड़बड़ी होती है और इसलिये मेरा सुझाव है कि इस तरह का नियम बनाया जाये कि जो पकड़े वही उसका चालान भी कर सके और रेलवे में दो तरह का पुलिस शासन न रखें, डाएरकी न रखें। इस डाएरकी के खिलाफ हमने देश ने बहुत धावाज उठाई और उसके कारण हमारे देशवासियों ने पिछले समय में काफी मुसीबतें और कठिनाइयां झेली हैं। आप रेलवे में यह दो तरह की पुलिस फ़ोर्स रख कर डाएरकी पैदा कर रहे हैं, एक तो सेंटर की पुलिस रखें और दूसरी प्रान्तीय पुलिस और दोनों में सामन्जस्य न हो। आप इन दोनों को एक दूसरे में मजं करके एक कर दें और ऐसा करने से ही आज रेलवे में जो चोरियां होती हैं वे बन्द हो सकती हैं।

अभी उस दिन हमारे बर्नन साहब ने हाउस के सामने कमिश्नल क्लर्क्स की समस्या रखी थी। मैं तो अनुरोध करूंगा कि उपाध्यक्ष महोदय कि आप स्वयं जा कर देख लीजिये कि कमिश्नल क्लर्क्स की आज क्या हालत है। हम आज करोड़ों रुपये बड़ी बड़ी इमारतों के निर्माण पर खर्च

कर रहे हैं और करोड़ों रुपये का हम बाहर से एयर कंडिशनिंग का सामान मंगाते हैं लेकिन घपे वहां पर छतें डाल कर जो माल पड़ा होता है उनको बचाने का इंतजाम नहीं कर सकते। रास्ते में प्लेटफार्मा पर माल फिका रहता है और कोई उसको पर्वह करने वाला नहीं है और अगर उसकी वजह से माल सड़ जाय या वर्षा से नुकसान हो जाये तो उस नुकसान के लिये कमिश्नल क्लर्क की तनख्वाह से वह रिकवर हो, यह बात मेरी समझ में नहीं आती है। यह कहां का इंसाफ़ है कि अगर माल खराब जाये और घाटा हो तो कमिश्नल क्लर्क को पैसे के काटा जाये। बर्नन साहब ने उनके रहन सहन की बाबत काफी बतलाया कि वह कौसी बुरी भवस्था में रह रहे हैं, उनका बेतन बहुत कम है और उनको हालत खेत के हलवाहे की तरह है और जो सारा खेत जोतता है और अन्न पैदा करता है उसको केवल २० रुपया तनख्वाह मिलती है।

कमिश्नल क्लर्क के जरिये रेलवे को इतनी अधिक ग्रामदानी होती है और यह उचित है कि उसकी आर्थिक दुर्दशा को ध्यान दिया जाये और उसको कम से कम इतनी सुविधायें और बेतन देवें जिससे वह ठीक से अपना काम कर सके। इसके अलावा आप जो क्लेम इंस्पेक्टरस मुकर्रर करते हैं उनमें आप कमिश्नल क्लर्क्स को चांस नहीं देते हैं हालांकि यह क्लेम का मामला उन्हीं से सम्बन्धित है और वे इसके जानकार होते हैं। मैं चाहूंगा कि कम से कम यह क्लेम इंस्पेक्टरी की जगह तो उन को देवें ताकि वह मन में यह धारा रखें कि किमी दिन भी तरक्की कर सकते हैं और ३००, ४०० और ५०० रुपये के ग्रेड में पहुंच सकते हैं। क्लेम इंस्पेक्टरस की जगहें केवल कमिश्नल क्लर्क्स के लिये रख दें और ऐसी व्यवस्था करने से उनको मुस्ती से काम करने के लिये बड़ा प्रोत्साहन मिलेगा।



[श्री सिंहासन सिंह]

आप स्वयं जा कर जहाँ वे काम करते हैं देख लें कि काम की क्या हालत है। मुझे स्टेशन पर उन्होंने दिखाया कि देखिये साहब यह ४ हजार पानों के बंडल ४० स्टेशनों को मुझे भेजने हैं और जब मैंने पूछा कि इस काम को कितने दिनों में करोगे तो कहा कि साहब मुझे आज १२ बजे रात तक यह काम खत्म कर देना है और यही कारण है कि क्लेमों को तादाद बढ़ती है क्योंकि माल चलत चलत चला जाता है और आप समझ सकते हैं कि ४ हजार बंडल ४० मुस्तलिफ़ स्टेशनों पर एक आदमी के द्वारा ४, ५ घंटों के भीतर भोजना क्या संभव है? यहाँ पर १५० की सैकशब्द स्ट्रुथ है लेकिन यहाँ पर आपने केवल १०० आदमी ही दे रखे हैं और उनके ऊपर इस ऊँदर काम का बोझ लदा रहता है कि उनको बिलकुल ही फुरसत नहीं मिलती है और जल्दी और घबड़ाहट में काम खत्म करने में भेजने में गलती हो जाती है और माल उलटे सीधे चला जाता है जिसके कि कारण क्लेम आते हैं। मेरा सुझाव है कि जो उनकी सैकशब्द स्ट्रुथ है वह उनको दी जाय।

दूसरी बात जिसकी कि और मैं आपका ध्यान दिलाना चाहता हूँ वह गोरखपुर के कुछ क्लेमों के सम्बन्ध में है। रेलवे बोर्ड ने इस तरह का नियम रक्खा हुआ है कि वार सर्विसेज से जो सम्बन्धित होंगे उनको ७० फीसदी भरत किया जायगा और ३० फीसदी जनरल लेंगे और और जगहों से लेंगे। आज वार को खत्म हुये १२ वर्ष हो गये और ७० फीसदी आदमी मैं समझता हूँ वहाँ पर लगे भी होंगे लेकिन अभी इस वर्ष तक लड़ाई के नाम पर ३० फीसदी जगहों पर भी प्रीपर चैनल से न भर कर बाहर से लोग भर लिये। वहाँ की रेलवे एगारिटीज ने पिट्टी मिली कि ऐसा

करना है और बोर्ड में लिख दिया कि अच्छा भाई यह ३० फीसदी भी दे सकते हो। आप इस पर विचार करें कि ऐसा क्यों हो रहा है और इस तरह की वार के नाम पर बाणलीबाजी से आपके कर्मचारियों में द्वेष की भावना फैलती है और आपके इंसाफ में उनको शुबहा होता है। हमारे रेलवे के कर्मचारियों को इस बात की आशा रहनी चाहिये कि अगर बोर्ड से इंसाफ न मिले तो आखिरी दरबार मिनिस्टर साहब का है और आखिरी अदालत उनकी है और वहाँ से उनको इंसाफ मिलेगा। बोर्ड वे एक कालम में लिख दिया जिसका मतलब निकला कि ३० परसेन्ट इन को भर्ती कर लो। इस तरह से १०० फीसदी वार वाले हो गये। जो प्रापर चैनल से आये उन के लिये कोई स्थान नहीं है। हमारे क्लेमों का रिप्रेजेंटेशन है, आप उस पर विचार करें। जो ७० परसेन्ट आप ने मुकर्रर कर रक्खा था, उस से अधिक न दें। लेकिन जो आँ उन को यह विश्वास होना चाहिये कि उन का हक नहीं छुड़ाया जायेगा, उन के ऊपर जबर्दस्ती नहीं की जायेगी।

टिकेटलेस ट्रेवलिंग के सम्बन्ध में डिप्टी मिनिस्टर साहब ने, जो हमारे यहाँ गये थे, आश्वासन दिया था कि अच्छा काम करने वालों को इनाम दिये जायेंगे और शायद आप को स्मरण होगा कि हमारे यहाँ का जो बैच है वह इतना अच्छा काम करता है कि वह खाली टिकेटलेस ट्रेवलर्स को ही नहीं पकड़ता है बल्कि रेलवे अधिकारियों को भी, जो कि टिकेटलेस ट्रेवल करने वालों को ले जाते हैं, उसने पकड़ा है। कई मुकदमे भी हुई हैं। लेकिन उन का स्वयम् का जीवन खतरे में पड़ गया है। टिकेटलेस ट्रेवल करने वाले भी नाराज और जो रेलवे अधिकारी ले जाते हैं वे भी नाराज। उन को दरकरी का कुछ अरोसा हो तो वह शायद

घौर भी जोर से काम कर सकें। वे लोग देश का काम करते हैं और देश का काम करने में उन के लिये बड़ा खतरा है। मैं उम्मीद करता हूँ कि आप इस के सम्बन्ध में उचित कार्रवाई करेंगे और जो लोग अपनी जान की बाजी लगा कर रात दिन परिश्रम कर के ऐसे अधिकारियों को पकड़ते हैं जो कि टिकटलेस ट्रेवल करने वालों को ले कर चलते हैं, बल्कि ऐसे लोग भी हैं जो कि पैसे ले कर ले जाते हैं, उन को भी पकड़ते हैं, उन के वास्ते खास योजना करेंगे। इस से मेरे खयाल में टिकटलेस ट्रेवेलिंग बहुत कम हो जायेगी।

मैं कहना चाहता हूँ कि आप इन बुझावों पर विचार करेंगे और राज्य की वो कम बेसी ग्रामदानी है, उसे पूरा करने की कोशिश करेंगे।

**श्री सुनसुनवाला (भागलपुर) :**  
उपाध्यक्ष महोदय, मेरे पूर्व बचता, ठाकुर साहब ने बताया है कि हमारे प्राइम मिनिस्टर साहब बराबर यह कहते रहते हैं कि सोशलिस्टिक पेटर्न आफ सोमाइटी हमारे यहां होनी चाहिये और उन्होंने यह भी कहा है कि जिस लड़ाई को हमारे शाहनवाज साहब ने इतनी जोर से लड़ा, उस डिपार्ट-मेंट में भी उन्होंने बहुत जगह देख लिया कि सोशलिस्टिक पेटर्न बहुत दूर पर है। मैं तो यह कहूँगा कि हम लोग उल्टे रास्ते ही चल रहे हैं। सोशलिस्टिक पेटर्न तो दूर रहा, अभी तक जैसा भी हमारा रवैया रहा है, हो सकता है कि और कहीं वह होता हो, परन्तु उस रविये से तो यही लगता है कि सोशलिस्टिक पेटर्न के ठीक उल्टे रास्ते से हम चल रहे हैं।

थर्ड क्लास के बारे में तो बराबर कहा जा रहा है। मैंने भी एक बार करीब इस वर्ष दूजे यहाँ पर एक प्रश्न किया था कि वह जो थोवरकाउंडिंग है थर्ड क्लास में

वह कितनी होती है और उस में कितना फायदा होता है और सरकार कब तक इस को दूर कर सकेगी। यह जल्दी से जल्दी दूर की जा सकती है या नहीं? तो जवाब में यह कहा गया कि यदि यह थर्ड क्लास में जो थोवरकाउंडिंग हो रही है उस को हम आज एक दम से रोक दें तो रेलवे का दीवाला निकल जायगा, हमारी इतनी ग्रामदानी नहीं होगी कि हम रेलवे को चला सकें। आज थर्ड क्लास को कई प्रकार की एमेनेटीज दी गई हैं, यह मैं मानूँगा। थर्ड क्लास में पंखे लगाये गये हैं, पाखाना जाने और पेशाब करने की सहूलियत दी गई है, परन्तु यह देखने में नहीं आता कि थोवरकाउंडिंग किमी भी हालत में कम हुई हो। ठाकुर साहब ने आप को बताया है कि क्या जस्टिफिकेशन है कि हमारे रेलवे अफिसर लोग सैलून आदि में चलें, या फर्स्ट क्लास में ही चलें। या वे एक थर्ड क्लास का डब्बा खाली करवा लें तो उन को सहूलियत नहीं होगी। एक थर्ड क्लास के डब्बे में, जैसे हमारी बेंच होती है, उस में बैठ कर नहीं जा सकते? पंखा लगा लें, और किमी को न भ्राने दें। इस में भी तो काम चल सकता है। वह कहते हैं कि इस लिये नहीं चल सकता है कि हमें रेल में मगज का काम करना पड़ता है, बिना मेलून के हम काम नहीं कर सकते। क्या भारतबर्ष में कोई हमें ऐसा आदमी बतला सकता है जो कि महात्मा गांधी से अधिक काम करता हो? उन के पास क्या किसी भी हालत में मगज का काम किसी और से कम था? परन्तु वे तो थर्ड क्लास में चलते हैं। हां यह ठीक है उनकी इज्जत के कारण लोग उनके लिये बोड़ी बहुत जगह कर देते थे, लेकिन चलते थे थर्ड क्लास में ही थे। हो सकता है कि उन लोगों का अग्र्यास ऐसा पड़ा हुआ हो जिस की वजह से वे वहां काम नहीं कर सकते हों, तो डब्बों में कुछ परिवर्तन कर सकते हैं। इस से एक तो लोगों के बैठने की कुछ सहूलियत

**[श्री मूनमूनवाला]**

अधिक हो जायेगी, दूसरे लोगो के ऊपर मानसिक प्रभाव बहुत अच्छा पड़ेगा। आज मुझे इस पर कुछ अधिक कहने की आवश्यकता नहीं थी, परन्तु चूँकि हमारे ठाकुर साहब ने कहा इसलिये मेरे मन में भी आ गया कि मैं इस बात को दोहरा दूँ और इस को और सपोर्ट कर दूँ।

हमारे रेलवे मिनिसटर साहब ने अपने वक्तव्य में आज या कल कहा था कि मैं एक सीक्रेट डिस्कलोज नहीं करता हूँ, परन्तु एक बात बतला देना चाहता हूँ कि हमारे मेम्बर लोग बहुत सी बातें रेलवे आदि के बारे में कह देते हैं जैसे कि यह ट्रेन यहाँ खड़ी हो, यह टाइम टेबल यहाँ पर बदल दिया जाये। परन्तु अगर उससे एक दूसरे का कन्ट्राडिक्शन होता है तो रेलवे अधिकारी क्या करें? मैं उन से यह कहना चाहूँगा कि यदि कोई इस प्रकार की बात उन के सामने आये कि यह चीज इस तरह होनी चाहिये और दूसरी ओर से ठीक दूसरी तरह की बात आये तो रेलवे अधिकारियों के लिये यह तो जरूरी है कि जो आदमी कुछ चाहता है उसे कम से कम जवाब तो दे कि इस कारण मैं हम यह नहीं कर सकते हैं ताकि हम जा कर लोगो को बतला सके कि आप ने यह चीज मागी लेकिन फला चीज करने से दूसरे लोगो को यह सुभीता है। अगर समूची बात को हम जनता में रखें कि फला चीज होनी सम्भव नहीं है, तो वे चुप हो जाते हैं कि शायद ऐसा ही होगा, परन्तु जब हम लोग जाते हैं तो वे पूछते हैं कि क्या तुम हमारी छोटी सी बात नहीं कर सकते? यदि रेलवे मंत्रालय हम को कारण बतला दे तो हम जवाब दे सकते हैं। और मैं कहता हूँ कि वे लोग ऐकोमोडेट करने के लिये तैयार हैं, वे इतने स्वार्थी नहीं हैं किन्तु यह जानना चाहिये कि उन के मन में क्या प्रभाव पड़ता है। वे सोचते हैं कि जिस का यहाँ पर जितना

ही प्रभाव होता है वह वैसा ही करवा लेता है। इस का परिणाम यह होता है कि लोगो में ऐसी भावना हो गई है कि यदि किसी की रेलवे में पहुँच है तो वही उन के काम को करवा सकता है। मैं जानता हूँ कि यहाँ पर कन्ट्राडिक्शन होता है, मेरे पास भी बहुत सी कन्ट्राडिक्शन की बातें आती हैं तो मैं उन को समझा देता हूँ और वह चीज को ठीक से समझ लेते हैं।

मैं एक छोटी सी चीज कहूँगा। एकचारी का एक हाल्ट स्टेशन खोला गया है। आज सात आठ साल से मैं बड़ा बुकिंग आफिस के लिये प्रयत्न कर रहा था। पिछली बार जब मैं बोला था तब कहा गया था कि इस का प्रबन्ध हो जायेगा। बड़ा एकचारी स्टेशन से पहलगवाव के बास्ते दो गाड़िया आती हैं। लेकिन आज उसको नौ महीने हो गये बड़ा पर टिकट बटने का कोई प्रबन्ध नहीं किया गया है ताकि बड़ा से चढ़ने वालो को ठीक से टिकट बट जायें। हो यह रहा है कि कोई कहता है कि हमको कट्टेक मिले, कोई कहता है कि हम को मिले। हम भी चिट्ठी लिख चुके हैं कि आप किमी न किसी तरह से प्रबन्ध कर दीजिये। बड़ा पर मुसाफिरो को बड़ी दिक्कत होती है, बहुत से रह जाते हैं। जो बिना टिकट चले जाते हैं वे पकड़े जाते हैं और उनसे कहा जाता है कि तुम बिना टिकट क्यों आ गये। मेरी समझ में यह नहीं आता कि ऐसा क्यों है कि इन छोटी छोटी बातो के लिये भी एम० पी० को लिखना पड़े तब वे की जायें। यह तो रेलवे अधिकारियो का निजी कर्तव्य है।

एक पुसिया स्टेशन है जिन पर हाल्ट के बास्ते रुकना हो चुका है। एक आदमी ने ५०० रुपया जमा भी कर दिया है। लेकिन मालूम होता है कि कोई दूसरा आदमी पहुँच गया है इसलिये पहले आदमी को कोई जवाब नहीं दिया जा रहा है। हम

जाते हैं तो लोग हमसे कहते हैं कि पुसिया स्टेशन पर हाट्ट नहीं हुआ। हम चक्कर में पड़ जाते हैं कि ऐसा क्यों नहीं हुआ जब कि उसके लिये आर्डर हो गया था।

बोली लाइन पर कोई दस पन्द्रह स्टेशन ऐसे हैं जिन पर कि ब्रिटिश सरकार के जमाने में हाट्ट होता था। उन जगहों पर गरीबों के कुछ मेले होते हैं। वहाँ पर पहले हाट्ट था। बहुत से स्टेशनों पर हाट्ट था उन सब के नाम तो मैं नहीं बतला सकता लेकिन उनमें से कुछ के नाम ये हैं— गोनूधाम, फमिया, गुरुधाम। यहाँ धार्मिक लोग आते हैं। यहाँ पहले हाट्ट था। यहाँ पर हाट्ट करने में तो आपको 'मे' का भी कोई खर्चा नहीं है। यहाँ पर पाच सात जगह पर हाट्ट दे दीजिये। यदि नहीं देते हैं तो कम से कम समझा तो दीजिये कि ऐसा करने में आपको क्या दिक्कत है। पहले यहाँ हाट्ट दिया जाता था और जो यात्री जाते थे उनको टिकट मिलती थी और वे अपना काम सहूलियत के साथ कर सकते थे। वहाँ से कचहरी जाने में भी सुभीता होता था। तो जब हम आज उसी बारे में रिप्रेजेंटेशन करते हैं तो कम से कम समझा तो दीजिये कि यह काम इमालिय नहीं हो रहा है।

आज सात वरस हो गये कि हमने रिपोर्ट की थी कि वीरगज स्टेशन पर एक गूड्स क्लर्क ने एक मरचेट को एव्यूज किया था हमने इसके बारे में गोरखपुर को लिखा और भी कई जगह लिखा लेकिन कोई जवाब ही नहीं मिला। हमारे तिवारी जी ने भी इमी तगह की शिकायत की थी। उनको जवाब देते हुये हमारे डिप्टी मिनिस्टर साहब ने कहा था कि वह शिकायत तो उनको मिली लेकिन वह दूसरे आदमी के बारे में थी, जिस आदमी का आपने जिक्र किया उस के बारे में नहीं थी। अगर दूसरे आदमी के बारे में भी थी तो भी आपको खबर तो दे देनी चाहिये थी।

श्री शाहनवाज खां . मैंने उनको खबरे तो दी कि इस आदमी का कुसूर है। लेकिन जब हम उसको सजा देने लगे तो उन्होंने खुद ही सिफारिश की कि उसको एक दूसरा मौका दिया जाये।

श्री झुनझुनवाला : अगर उन्होंने सिफारिश की तो गलती की। लेकिन आपने उनको कहा कि वह शिकायत दूसरे आदमी के बारे में है। मेरे कहने का तात्पर्य यह है कि जब हमारी चिट्ठी जाये, तो शिकायत चाहे किसी के बारे में हो उसका जवाब तो देना चाहिए। मैं तो कहता हूँ कि एम० पी० ही नहीं अगर कोई गरीब गाव वाला आपको लिखे और शिकायत करे तो उसे भी आपको उत्तर देना चाहिए। मैं कहता हूँ कि अगर किसी गाव वाले के पास या मुखिया के पास आपका पत्र पहुच जाता है तो वह गद्गद् हो जाता है। वह समझता है कि यह हमारी रेलवे है। हमारी बात की हमारे रेलवे के अफसर कद्र करते हैं। हमारी बात को सुनते हैं। आप चाहे उस काम को करे या न करे लेकिन ठीक कारण बताकर उनको खबर दे दें तो बहुत अच्छा हो।

यहाँ पर सोशलिस्ट पैटर्न आब सोसाइटी की बात कही जाती है। यह ठाक है कि थर्ड क्लास वाले के पास पैसा नहीं है इसलिए वह ऊचे दरजे में नहीं चढ़ सकता। लेकिन जो छोटे-छोटे स्टेशन हैं वहाँ पर लोगो को बहुत दिक्कत है उस तरफ भी आपको ध्यान देना चाहिए। मैंने नाथ नगर के बारे में पहले भी कहा था कि वहाँ पर प्लेटफार्म बहुत नीचा है। वह जैनिधो का बड़ा भारी तीर्थ स्थान है। प्लेटफार्म नीचा होने के कारण वहाँ अक्सर एक्सीडेंट हो जाते हैं। स्त्रियों को गाड़ी में से उतारने में बहुत कठिनाई होती है। अगर आपके पास सीमेंट नहीं है तो उसे

## [श्री सुनसुनवाला]

जाने दीजिये, आप कुछ ईटा लगाकर ही उसको ढंका कर दीजिये ताकि यात्रियों को धीड़ी सुविधा हो जाये ।

भागलपुर स्टेशन पर दो दरवाजे हैं। जिस बक्ता लोग उतरते हैं और भाते जाते हैं तो यहां बहुत भीड़ हो जाती है और लोगों को निकलने में दिक्कत होती है। लेकिन सिर्फ एक दरवाजा खुलता है। बहुत एजीटेशन के बाद दूसरा दरवाजा तो लग गया है लेकिन वहां पर भादमी नदारद रहता है। उसी की बगल में एक छोटा स्टेशन है मीटर गेज का। उसके बारे में मैंने कई दफा कहा है कि वहां पर बड़ी गन्दगी रहती है और इस वजह से एक स्टेशन से दूसरे स्टेशन को लोगों को जाने में कष्ट होता है। अगर वहां एक पैखाना बनवा दिया जाय तो यह कष्ट दूर हो सकता है। इसके बारे में कई बार मैंने कम्प्लेंट भी लिखी लेकिन कोई अफसर इस ओर ध्यान ही नहीं देते। ये बातें बहुत छोटी हैं परन्तु जनता पर इनका बहुत बड़ा असर पड़ता है क्योंकि लोग समझते हैं कि हमारी गवर्नमेंट हमारी जरूरत की तरफ ध्यान ही नहीं देती। आप बड़े-बड़े काम तो कर रहे हैं जो आपके पास पहुंच सकते हैं उनका काम हो जाता है। जैसे कि दिल्ली का स्टेशन और बड़ा बनाया जा सकता है। जैसा कि एक सज्जन ने कहा था कि इलाहाबाद के स्टेशन को खुदवाकर फिर से बनवाने का विचार है, और उसके खुदवाने में जितना खर्चा होगा उससे कम खर्चा उसको फिर से बनवाने में होगा।

श्री बजर्राज सिंह (फिरोजाबाद) :  
३८ लाख लगेगा।

श्री सुनसुनवाला : अगर किसी खास स्टेशन को फिर से बनाने की आवश्यकता है तो उसे बनना चाहिए। इलाहाबाद में अभी बहुत असुविधा है उसे बनना चाहिए। लेकिन मेरे कहने का मतलब यह है कि जो छोटी

छोटी चीजें हैं उनकी तरफ भी आपको ध्यान देना चाहिए।

टाइम टेबल के बारे में मैं कह चुका हूँ। कई बार टाइम टेबल के बारे में लिखा मगर उसका कोई जवाब ही नहीं आया। कल एक चिट्ठी आयी है। एक जगह का कर दिया है। लेकिन कई घाट स्टेशनों पर असुविधा है। जैसे कि तिवारी जी ने घाट पलेवा के बारे में कहा था। वैसे ही विहपुर घाट, बराड़ी घाट, माधोपुर घाट का भी सवाल है। वहां पर लोगों को बहुत दिक्कत होती है आप जाकर देख सकते हैं। भावोपुर घाट और बराड़ी घाट पर एक घाट हटाने के लिए हर साल बहुत खर्चा होता है। कई उपाय लिखे गये कि अगर इस तरह से न करके इस तरह से कर दिया जाय तो उनको तरद्द भी न हो और खर्च भी कम हो। पर इस तरफ ध्यान नहीं दिया जाता क्योंकि वहां के कंट्रक्टर खूब रुपया कमाते हैं।

मेरी कांस्टीट्यूएन्सी की ओर भी बहुत सी बातें हैं, छोटे आदिमियों की बातें हैं क्योंकि हमारे उधर गरीब भादमी ही ज्यादा है। मैं मिनिस्टर साहब से कहूंगा कि उन लोगों की दिक्कतों की ओर भी ध्यान दें ताकि वह भी यह अनुभव करें कि हमारा स्वराज्य आया है।

हमारे यहां पंचायत बन गयी है। गाब में मुखिया लोग हो गये हैं। यह सब है। और हम आशा करते हैं कि धीरे-धीरे गांव वालों का कचहरी जाना बन्द हो जायेगा...

श्री बजर्राज सिंह : नहीं।

श्री सुनसुनवाला : हमारे मित्र ना कहते हैं। लेकिन हमें पूर्ण आशा है कि जब लोगों को ठोकर लगेगी और वह देखेंगे कि कचहरी जाने में दिक्कत होती है तो यह पंचायत का काम आहिस्ता-आहिस्ता होगा। परन्तु

उनको घानी बहुत बार कचहरी जाना पड़ता है। आपने बम्बई में ऐसा कर दिया है कि हर दो मील पर रेल रुक जाती है और घावमी उतर जात हैं ऐसा ही आप दूसरी जगहों पर भी क्यों नहीं कर देते। मेरा सुझाव है कि भागलपुर के पचास साठ मील आस पास इसी तरह की सुविधा आपको वहां वालों को देनी चाहिए, और वहां पर हाट स्टेशन खोलने चाहिए। जैसे सारी में एक हाट खोल दिया गया है उसी तरह से घोषा और पहलगाव के बीच में भी आवश्यक है। वहां भी खोल दें। मैं जानना चाहूंगा कि इसमें सरकार को दिक्कत क्या है। इसमें विशेष खर्च नहीं है। और इससे लोगों को बहुत सहूलियत हो जायेगी। सरकार फिर लोगों की सहूलियत की ओर ध्यान क्यों नहीं देती। यह सहूलियत तो बगैर अधिक खर्च के दी जा सकती है। आपके बड़े-बड़े काम होते हैं। उनमें कहां कहां खर्चा कम किया जा सकता है यह बिना भ्रष्टी तरह से स्कूटीनाइज किये नहीं बतलाया जा सकता जिसका यहां पर समय नहीं है और न उसका मंत्री महोदय पर प्रभाव ही पड़ेगा। लेकिन मैं समझता हूँ कि अगर ठीक तरह से स्कूटीनाइज किया जाये तो स्टोर आदि दूसरी मदों में कम से कम १५ परसेंट खर्चा कम हो सकता है। कोयले में ही आप देखें कितनी चोरी होती है।

अन्त में मैं यही प्रार्थना करूंगा कि जरा गरीबों की तरफ ध्यान रखा जाय। उपाध्यक्ष महोदय, आपने मुझे समय दिया, इसके लिए मैं आपको धन्यवाद देता हूँ।

**Shri Ghosal (Uluberia):** Mr. Deputy-Speaker, Sir, my cut motions relate to the welfare amenities for passengers and also some problems relating to the railway employees.

The first problem relating to the railway passengers is—many hon. Members of this House have already made a mention of it—the security of their lives. Accidents are daily increasing, so much so it is rather more

risky to travel by rail than to travel by air. Our hon. Minister has mentioned several grounds for accidents. It is necessary that we consider all the reports of the various enquiry committees that are being instituted on different accidents in a comprehensive manner. A high-power committee should enquire into these reports and come to a decision so that in future these accidents may not occur.

As regards amenities to passengers, I would like to point out some things relating to my area. In Howrah, in the South-Eastern and Eastern Railways area, we find that in the suburban trains there is no light, no fan and no cushions even in the first-class compartments. Even people travelling by first-class are deprived of these amenities that are due to them. Not only that. Late running has been rather the tradition there, and the pulling of chains is related to this late running of trains. Because, the local trains run at such a speed and in such a way that no local train can arrive at the proper time; they go late by two or three hours. For this reason the local passengers board these passenger trains instead of the local trains and pull the chain by the wayside stations where the trains do not stop. Naturally, it is not possible for the local passengers to pull the chains in the suburban trains because there is no alarm chain in it. Therefore, the local passengers travel by the passenger trains and pull the alarm chain at the wayside stations where the passenger train does not stop. They do this because of the late running of the local trains. That is one of the problems. If the late running is done away with, then certainly the number of pulling of chains will automatically decrease.

**Mr. Deputy-Speaker:** Which is the cause and which is the effect it is difficult to say.

**Shri Braj Raj Singh:** They are inter-linked.

**Shri Ghosal:** As regards overcrowding, it is a sight to see, especially in the Saturday evening trains

[Shri Ghosal]

and in the Monday morning trains. People generally travel on the roof of these trains. Now-a-days they are accustomed to it and so only a few cases of accidents happen, because they always get cautioned when the train passes below overbridges. Though the incidence of these accidents has decreased, still the fact of travelling on the roof of these trains is still there, especially in the Saturday evening trains and Monday morning trains.

Now, Sir, the hon. the Railway Minister said that the funds in the Development Fund have decreased, but he has not mentioned what are the grounds why the huge wastage of material and money has not been stopped by the Railways. I shall give some instances. One is the wastage of coal. There are about twenty sidelines from Howrah station to Uluberia, which is in my constituency, for the jute and cotton mills. And at each sideline the engines pour down maunds and maunds of coal half-burnt and unburnt, and many coal shops are run there with this coal taken from the Railway. If the hon. the Deputy Minister pays a surprise visit to these places he will be able to find it out for himself.

There is another point about passenger fares. Some passengers of the locality, industrial workers, are avoiding the payment of the railway fares. Particularly in the Saturday afternoon trains and Monday morning trains, thousands of passengers, who are industrial workers of the locality, go without tickets. They give a one anna bit or a half-an-anna bit to the ticket collectors at these local railway stations and go away. That is a regular custom there. In fact, if the passengers purchase tickets, these railway officials become annoyed with them.

**An Hon. Member:** The concession is enjoyed by the poor people.

**Shri Ghosal:** While I was travelling with ticket, one ticket collector told me, "Why are you travelling with

ticket? You might have come without ticket and we might have earned something". That is the position there. If the hon. the Deputy Minister goes to Chengail, Bauria and Fuleshwar in my constituency he will find that thousands of passengers are avoiding payment of the railway fare.

Another thing I would like to mention is that there are big railway workshops at Bamungachi, Lillooh and Narkeldanga; and several workshops in Howrah town as also small engineering factories are run with the help of the materials smuggled from these railway workshops. Huge amounts of machinery etc. are coming out of the railway workshops and the Railways have made no arrangement to check all these things.

As regards freight also, I would like to mention how avoidance of paying it is taking place. By the night trains thousands of maunds of vegetables, fish, sweets and milk are coming to Calcutta and Howrah from all the suburban areas. Thousands of maunds of all these articles come daily, but not a single maund is booked: they pay something to the ticket collectors and go away. If the hon. Minister goes to Howrah station late in the night he will find these tips being taken openly. This should be stopped.

As regards security of the passengers, I would like to say this. The other day, on the 8th of February, about eighty M.P.'s were travelling by the Delhi-Kalka mail from Howrah station. In my compartment there were certain other hon. Members also travelling with me, and in that compartment just by our side Shri Duggal, another M.P., Member of the Rajya Sabha, was also travelling. At Howrah station, as he was talking with us, all of a sudden a man came into the compartment and took away his silver betel leaf case. This was in the absence of a large number of railway officials and watch and ward men. The chain was pulled and at once the train was stopped, but that man could not be traced out by the policemen.

Though there was a crowd, this is what happened. This is the security arrangement and this is the work done by the parties of the Watch and Ward Department and the Railway Police.

Now I come to the question of electrification. We expected that some announcement would have been made by the Railway Minister regarding electrification of Sealdah section, because that is the most crowded area. We expected that some announcement would have been made as regards the date by which the work of electrification of the Sealdah section would begin. We also expected some announcement as regards the new link from Burdwan—Sandragachi to Vishnupur via Arambagh. Because the local people have been demanding it. They also surveyed the line and estimated the income etc. and submitted it to the Railway Ministry. But it has had no effect. I therefore request the hon. Minister to consider the opening of this new chord line which will not only open up easy transport facilities in this vast area which suffers much at present due to extreme transport difficulty, but it will provide a shorter route for the people of the newly integrated district of Purulia.

Then I would like to mention about the Howrah-Ambta-Sheakhala Light Railway. This is one of the important Light Railways, not only in West Bengal but in the whole of India. Because, this railway links up a huge agricultural hinterland with the town of Howrah and the City of Calcutta. Moreover, this is not a losing concern like other Light Railways. Last year it has paid six per cent dividend to its shareholders. Now it has got about 8,000 maunds of traffic including 3,000 traders who supply vegetables, fish, milk, etc. for about one-third of the population of Howrah and Calcutta. It has got also a big workshop at Bangra. Therefore, if this Railway is taken over, the Railway Administration would suffer no loss. In this connection I would like to further state—it has been mentioned by another Member, Shri Banerjee—that the Study Group in the Light Railways

has not only valued its importance but also recommended its nationalisation. Also, in 1955, another committee, the Madhavan Committee, which was set up at the instance of the Eastern Railway has recommended not only nationalisation but also electrification of this line, because it has its importance in that respect.

17 hrs.

Sir, I would also like to mention the working of the other light railways under the managing agency of Messrs. Mcleod & Co. A huge amount is given to these light railways as subsidy from the Railway Administration.

Mr. Deputy-Speaker: Is the hon. Member likely to conclude within the next two minutes?

Shri Ghosal: I would require at least 5 minutes.

Mr. Deputy-Speaker: Then, perhaps, the House will sit. Let him conclude.

Shri Ghosal: If a probe is made into the affairs of the administration of the light railways, it will be found how this subsidy which is being granted by the Railway Administration is being squandered, because we know that from the houses of the Directors of this managing agency—I have mentioned to the Government—many jewels and smuggled gold were unearthed from flower vases. Therefore some probe should be made into the administration of this managing agency.

The next point is regarding some two lakhs of casual workers. These casual workers are never made permanent or even temporary in the railway services. In the engineering department, generally these casual workers are employed and after one month and three months—alternate months—they are discharged and after that again employed in the railway administration. This is also a source of bribery and corruption. Therefore, the hon. Railway Minister should look into this matter so that those employees, who are employed on a permanent nature of work in the engineering



[Shri Ghosal]

department, should at least be made permanent.

As regards the coolies and porters of railway stations their number will be about one and a half lakhs—nobody knows what is their status. Neither do State Governments recognise their disputes nor does the Central Government recognise them. Therefore, something must be done. That demand is there and at least the provisions of the Minimum Wages Act should be extended to them. That should also be taken into consideration and the Railway Administration should at least try to give some relief to the unfortunate workers.

The last thing that I would like to mention is regarding the recognition of the unions. The hon. Railway Minister has already said that he wants to recognise only one union. There is one union in Chittaranjan Locomotive Works and the hon. Minister had already given an assurance previously that it would be recognised, but no recognition has yet been granted to that union. Therefore I would request the hon. Minister to consider that also.

Mr. Deputy-Speaker: The following are the selected cut motions relating to Demand No. 1 which may be moved subject to their being otherwise admissible:

Demand No.	Nos. of Cut Motions
1	3 to 5, 16 to 21, 33 to 40, 72 to 75, 90 to 93, 124 to 128, 145 to 172, 176 to 184, 205 to 214, 218, 219, 229 to 244, 247 to 251, 266 to 271, 298 to 332, 345 to 349, 377, 400, 402 to 404, 406, 407, 412, 413, 424, 426, 427, 434 to 436, 442 to 456, 469, 504 to 507.

*Administrative and personnel policy*

Shri T. K. Chandhury (Behampore): I beg to move:

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

*Dismissal of low-paid employees*

Shri T. K. Chaudhuri: I beg to move:

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

*Labour policy*

Shri T. K. Chaudhuri: I beg to move:

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

*Failure to reconsider and review the case of victimisation*

Shri S. M. Banerjee: I beg to move:

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

*Nationalisation of light Railways*

Shri S. M. Banerjee: I beg to move:

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

*Failure to check over-crowding in trains.*

Shri S. M. Banerjee: I beg to move:

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

*Failure to consider the demands of the Railway employees put forward by the Railwaymen Federation*

Shri S. M. Banerjee: I beg to move:

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

**Failure to recognise All India Railwaymen Federation**

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

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

**Failure to have adequate measure to avoid accidents**

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

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

**To open a division of (1) Ahmedabad-Prantej Khebdrahma (2) Kalol-Decharaji-Chanasma, (3) Mehsana Patan-Kakoshi, (4) Manud Road Chanasma-Harij, (5) Mehsana-Tarange, (6) Mehsana-Viramgam, (7) Palanpur-Ahandidham, (8) Kalol-Vijapur-Ambakistan, (9) Ahmedabad-Abu-Road (10) Bhuj-Anjar-Ahandidham-Kandla with headquarters at Mehsana.**

**Shri P. R. Patel:** I beg to move:

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

**Necessity of economy in the Railway Administration**

**Shri P. R. Patel:** I beg to move:

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

**Failure to provide passenger-sheds on platforms of Kadi, Katosan, Becharajee stations.**

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

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

**Failure to lay down double line from Kalol to Abu-Road.**

**Shri P. R. Patel:** I beg to move:

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

**Need to run a Janata Train from Ahmedabad to Delhi**

**Shri P. R. Patel:** I beg to move:

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

**Desirability to run trains between Varetha-Timba and Varetha-Taranga Hill alternatively.**

**Shri P. R. Patel:** I beg to move:

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

**To provide gate-men on level crossings**

**Shri P. R. Patel:** I beg to move:

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

**Failure to relieve over-crowding third class passengers between Ahmedabad and Abu-road**

**Shri P. R. Patel:** I beg to move:

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

**Delay in constructing over-bridge at Mehsana Station**

**Shri P. R. Patel:** I beg to move:

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

**Failure to construct an under-bridge between the main platform and the island middle platform at Mehsana station**

**Shri P. R. Patel:** I beg to move:

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

**Desirability to connect Viramgam with Kandala by broad gauge rail**

**Shri P. R. Patel:** I beg to move:

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

*Need to connect Radhanpur with Becharjee*

**Shri P. E. Patel:** I beg to move:

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

*Need to stop the Bangalore-Madras Mail and Cochin-Madras Express at Lakkitti station*

**Shri Kunhan (Palghat Reserved-Scheduled Castes):** I beg to move:

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

*Inclusion of the Ernakulam-Trivandrum section in the Madura Division of the Southern Railway*

**Shri Kunhan:** I beg to move:

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

*Need to run a through express train between Trnakulam and Trivandrum*

**Shri Kunhan:** I beg to move:

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

*Failure to locate one divisional head-quarter at Khurda Road*

**Shri Panigrahi (Puri):** I beg to move:

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

*Regional disparity and concentration of developmental expenditure in the North*

**Shri D. E. Chavan (Karad):** I beg to move:

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

*Over-crowding between Miraj to Poona of third class passengers on the Southern Railway*

**Shri D. E. Chavan:** I beg to move:

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

*Need to electrify Karad, Koregaon, Nira and Satara Road Stations on the Southern Railway*

**Shri D. E. Chavan:** I beg to move:

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

*Need to convert Poona-Miraj-Kolhapur Meter-gauge section of the Southern Railway into Broad gauge*

**Shri D. E. Chavan:** I beg to move:

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

*Need to convert Miraj-Latur Narrow-gauge section of the Southern Railway into Broad gauge*

**Shri D. E. Chavan:** I beg to move:

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

*Failure to prevent increasing accidents*

**Shri Tangamani:** I beg to move:

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

*Failure to take effective measures to prevent increasing derailments*

**Shri Tangamani:** I beg to move:

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

*Failure to submit review of working after divisionalization on the South-eastern Railway*

**Shri Tangamani:** I beg to move:

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

*Need to run a Janata Express Train between Madurai and Madras*

**Shri Tangamani:** I beg to move:

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

*Failure to refix scales for ex-service-men on the basis of past service and past pay*

**Shri Tangamani:** I beg to move:

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

*Failure to place Tuticorin under Class 'G' for house rent and compensatory allowances*

**Shri Tangamani:** I beg to move:

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

*Need for increasing the line capacity of Cochin Harbour—Shoranur section to cater more goods traffic*

**Shri Kodiyam (Quilon—Reserved-Sch.-Castes):** I beg to move:

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

*Need for supplying more wagons to the Cochin-Harbour-Soranur line*

**Shri Kodiyam:** I beg to move:

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

*Need for increasing amenities for passengers*

**Shri Kodiyam:** I beg to move:

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

*Need for taking immediate steps to reinstate the victimised workers in the different sections of the Railways*

**Shri Kodiyam:** I beg to move:

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

*Need to include the Quilon—Ernakulam line on the Olavakkot Division*

**Shri Kodiyam:** I beg to move:

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

*Need to run an express passenger service between Mangalore and Trivandrum*

**Shri Kodiyam:** I beg to move:

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

*Need to open up a new railway line connecting Punalur with Kayamkulam in Kerala*

**Shri Kodiyam:** I beg to move:

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

*Inadequate steps to reduce overcrowding in the trains*

**Shri Kodiyam:** I beg to move:

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

*Need for taking adequate steps to fulfil the quota of appointments reserved for the Scheduled Castes in the Railway Service*

**Shri Kodiyam:** I beg to move:

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

*Need for opening a railway line between Kayamkulam and Ernakulam via Alleppy in Kerala State*

**Shri Kadiyan:** I beg to move:

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

*Ban on the appointment of female Khalasis in Loco Workshops and Loco Sheds of South Eastern Railway*

**Shri Kadiyan:** I beg to move:

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

*Abolition of contract system on goods sheds, loco sheds and engineering department*

**Shri Kadiyan:** I beg to move:

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

*Abolition of casual labour system in Engineering Department*

**Shri Kadiyan:** I beg to move:

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

*Need to improve the situation arising out of irregular and slow running of trains in the North East Frontier Railway*

**Shri L. Achaw Singh (Inner Manipur):** I beg to move:

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

*Inadequate supply of water to the railway colony and the railway station at Silchar in the North East Frontier Railway*

**Shri L. Achaw Singh:** I beg to move:

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

*Need to provide sufficient number of posts to members of Scheduled Castes, Scheduled Tribes and members of the Manipur community from Manipur*

**Shri L. Achaw Singh:** I beg to move:

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

*Need for increasing the number of trains in the Assam region of the North East Frontier Railway*

**Shri L. Achaw Singh:** I beg to move:

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

*Need for increasing the efficiency of the railways in the North East Frontier region*

**Shri L. Achaw Singh:** I beg to move:

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

*Need to co-ordinate the development of railways with the development of roads and water transport in the country*

**Shri Kadiyan:** I beg to move:

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

*Need for taking steps to increase the supply of wooden railway sleepers in the country*

**Shri Kadiyan:** I beg to move:

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

*Need to open a railway coach factory in Kerala*

**Shri Kadiyan:** I beg to move:

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

*Failure to take effective steps to prevent accidents on railways.*

Shri Kadiyan: I beg to move:

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

*Failure to check over-crowding in suburban trains of Calcutta*

Shri Ghosal: I beg to move:

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

*Nationalisation of Howrah-Amta-Seakhala Light Railway*

Shri Ghosal: I beg to move:

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

*Failure to de-casualise the porters working in the railway stations and godowns.*

Shri Ghosal: I beg to move:

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

*Failure to take adequate measures for preventing accidents.*

Shri Ghosal: I beg to move:

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

*Failure to check corruption in the suburban railway stations of Calcutta.*

Shri Ghosal: I beg to move:

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

*Failure to check corruption in the Howrah Goods Shed.*

Shri Ghosal: I beg to move:

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

*Disadvantages due to re-grouping*

Shri Ghosal: I beg to move:

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

*Failure to have an over-bridge on the siding line of Fuleshwar station of the South Eastern Railway.*

Shri Ghosal: I beg to move:

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

*Failure to provide accommodation to the first-class passengers at night.*

Shri Ghosal: I beg to move:

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

*Failure to keep up operational efficiency.*

Shri Assar (Ratnagiri): I beg to move:

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

*Failure to reduce the salaries and amenities of members of the Railway Board.*

Shri Assar: I beg to move:

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

*Failure to avoid overcrowding in the trains.*

Shri Assar: I beg to move:

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

*Lack of planning and concerted economy drive.*

Shri Assar: I beg to move:

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

*Attitude towards the Southern Railway Labour Union.*

Shri Kodiyam: I beg to move:

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

*Need for more trains on Suth-West broad gauges section of Southern Railway.*

Shri Kodiyam: I beg to move:

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

*Need to run Janta Express trains from Madras-Mangalore, Madras-Cochin Harbour terminus.*

Shri Kodiyam: I beg to move:

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

*Failure to check late running of trains.*

Shri Kodiyam: I beg to move:

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

*Failure to take adequate steps to overcome shortage of materials in loco and wagon sheds and repair shops.*

Shri Kodiyam: I beg to move:

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

*Need to undertake a job analysis in all departments.*

Shri Kodiyam: I beg to move:

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

*Failure to check over-crowding in trains.*

Shri Kodiyam: I beg to move:

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

*Failure to reconsider and review the cases of victimisation.*

Shri Kodiyam: I beg to move:

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

*Working of the Railway Service Commission.*

Shri Kodiyam: I beg to move:

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

*Corruption in Howrah Goods Accounts Office.*

Shri Kodiyam: I beg to move:

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

*Failure to set up Joint Committee at all levels.*

Shri Kodiyam: I beg to move:

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

*Failure to separate C. & W. Branch from Loco as suggested in para 157 of Accident Enquiry Committee.*

Shri Kodiyam: I beg to move:

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

*Failure to implement recommendation of Railway Accident Enquiry Committee to modify pay scale of Train Examiners to bring the same on par with other technical supervisors of Workshops and Loco-Shed.*

Shri Kodyan: I beg to move:

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

*Failure to take effective measures to prevent accidents*

Shri Kodyan: I beg to move:

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

*Failure to extend goods shed facilities at Tiruppur on Southern Railway.*

Shri Kodyan: I beg to move:

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

*Failure to redress grievances of staff and public regarding goods shed facilities at Erode Junction on Southern Railway.*

Shri Kodyan: I beg to move:

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

*Need for economy measures in Railway Administration.*

Shri Kodyan: I beg to move:

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

*Delay in filling certain clerks posts in Railway Board.*

Shri Kodyan: I beg to move:

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

*Granting of paid holidays to Shift-duty staff.*

Shri Kodyan: I beg to move:

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

*Abnormal delay in filling up vacancies caused by retirements and deaths, and medical retirement.*

Shri Kodyan: I beg to move:

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

*Delay in answering representations in Olavakkot Division of Southern Railway.*

Shri Kodyan: I beg to move:

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

*Confirmation of Temporary and Officiating Staff on completion of three years of service.*

Shri Kodyan: I beg to move:

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

*Giving option to R.P.F. staff to go to other departments.*

Shri Kodyan: I beg to move:

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

*Irregular supply of Provident Fund Account Slips.*

Shri Kodyan: I beg to move:

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



*Indifferent attitude of South Eastern Railway in providing avenue of promotion to educated unskilled staff of Carriage and Wagon Branch to posts of train examiners by accelerating promotion to semi-skilled cadre.*

Shri Kodyan: I beg to move:

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

*Denial of over-time to carriage and wagon staff working in train passing and washing line duties for their work in excess of 48 hours a week.*

Shri Kodyan: I beg to move:

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

*Attitude of South Eastern Railway, Central Railway, North Eastern Railway and Northern Railway administration in implementing up-grading of posts of train examiners as per 'new deal'.*

Shri Kodyan: I beg to move:

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

*Practice in Eastern Railway of deputing technical personnel supervisors to execute non-technical jobs.*

Shri Kodyan: I beg to move:

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

*Inadequate lighting arrangements for examination of trains at night in maintenance yards.*

Shri Kodyan: I beg to move:

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

*Need to run Local Trains in Kanpur City to provide more transport facilities to passengers.*

Shri Jagdish Awasthi: I beg to move:

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

*Late running of Passenger Train between Agra and Kanpur.*

Shri Jagdish Awasthi: I beg to move:

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

*Late running of Parcel Train between Mughal Sarai and Delhi.*

Shri Jagdish Awasthi: I beg to move:

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

*Failure to check over-crowding in Trains.*

Shri Jagdish Awasthi: I beg to move:

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

*Need to run one Passenger Tram in the morning between Kanpur and Jhansi*

Shri Jagdish Awasthi: I beg to move:

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

*Failure to take effective steps to prevent accidents.*

Shri Jagdish Awasthi: I beg to move:

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

*Failure to up-grade Madurai into "B" Class Station for House Rent and compensatory allowances.*

Shri Tangamani: I beg to move:

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

*Injustice of putting Assistant Fitter Communication in 35 rupees grade in the Southern Railway.*

Shri Tangamani: I beg to move:

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

*Failure to apply the principle of "Equal pay for equal work" in the signal and tele-communication Department of Southern Railway.*

Shri Tangamani: I beg to move:

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

*Failure to provide N + 3 instead of N + 2 sleepers (N is the length of rail in yard sleepers.)*

Shri Tangamani: I beg to move:

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

*Failure to provide number of gangmen as per E.T.M. (Equated Track Mileage.)*

Shri Tangamani: I beg to move:

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

*Failure to provide number of gangmen as per E. T. M. in Madurai Division of Southern Railway.*

Shri Tangamani: I beg to move:

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

*Need to improve periodic overhauling of wagons in carriage workshop at Perambur.*

Shri Tangamani: I beg to move:

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

*Failure to pay fixation arrears under Pay Commission recommendations to workers in Carriage Repair Shop of Perambur workshop.*

Shri Tangamani: I beg to move:

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

*Attempted Reduction of days of out-turn for one Locomotive in the Perambur workshop.*

Shri Tangamani: I beg to move:

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

*Failure to increase workmen corresponding to the number of Locomotives and carriages diverted from Golden Rock to Perambur workshop after zonalisation.*

Shri Tangamani: I beg to move:

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

*Delay in publishing Tapse Committee Report regarding class IV staff*

Shri Tangamani: I beg to move:

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

*Existence of dead end posts like Fettlers, Tindall Slings, grinders Riveters etc., with no promotion avenue in carriage works in Perambur workshop.*

Shri Tangamani: I beg to move:

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

*Failure to promote 4,000 Khalassies of Loco and Carriage works of Perambur workshop.*

**Shri Tangamani:** I beg to move:

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

*Failure to appoint Leave Reserves in the Loco shop and carriage shop of Perambur workshop.*

**Shri Tangamani:** I beg to move:

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

*Approval of wagon repairs in carriage works in Perambur workshop by the Neutral Train Examiner appointed specially by the Railway Board.*

**Shri Tangamani:** I beg to move:

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

*Disparity between the wages of Class I and II services and that of Class III and IV services of the Railways.*

**Shri D. R. Chavan:** I beg to move:

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

*Problem of accidents in the Railways.*

**Shri D. R. Chavan:** I beg to move:

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

*Steps to remove over-crowding.*

**Shri D. R. Chavan:** I beg to move:

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

*Employment potential of the Railway Plan*

**Shri D. R. Chavan:** I beg to move:

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

*Operational efficiency of the Railways especially in the Southern and Central Railways.*

**Shri D. R. Chavan:** I beg to move:

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

*Claims for compensation and refunds.*

**Shri D. R. Chavan:** I beg to move:

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

*Indifferent attitude in implementing the assurances in regard to modification of pay scales of train examiners to bring the same on par with the pay scales of chargemen of loco-sheds and workshops.*

**Shri D. R. Chavan:** I beg to move:

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

*Need to change the designation of train examiners to carriage shed-charge-men, carriage-shed foremen etc.*

**Shri D. R. Chavan:** I beg to move:

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

*Attitude of the administration of South Eastern Railway, Central Railway and North Eastern Railway in not implementing the scheme of upgradation of posts of train examiners as per 'new deal'.*

**Shri D. R. Chavan:** I beg to move:

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

*Attitude of the Railway Board in not implementing the recommendations of Isaac Latham Committee on Derailment and para. 157 of Accident Enquiry Committee Report.*

**Shri D. R. Chavan:** I beg to move:

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

*Attitude of the Railway Ministry in keeping the designation of assistant train examiners in Central Railway.*

**Shri D. R. Chavan:** I beg to move:

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

*Adequate alternative employment and proper avenues of promotion for train examiners who are declared medically unfit for that cadre but are fit for other supervisory jobs.*

**Shri D. R. Chavan:** I beg to move:

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

*Attitude of the South-Eastern Railway authorities in providing avenue of promotion to the educated unskilled staff of the Carriage and Wagon Branch as train examiners.*

**Shri D. R. Chavan:** I beg to move:

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

*Unreasonable attitude of the Railway authorities in utilising the unskilled staff of the Carriage and Wagon Branch to work as semi-skilled and skilled staff without paying remuneration.*

**Shri Sugandhi:** I beg to move:

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

*Need to create adequate number of posts in the semi-skilled and skilled cadre of the Carriage and Wagon Branch in South Eastern Railway.*

**Shri D. R. Chavan:** I beg to move:

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

*Denial of over-time to the Carriage and Wagon staff working at train passing and washing line duties for their work in excess of 48 hours a week.*

**Shri D. R. Chavan:** I beg to move:

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

*Attitude of the Railway Ministry in changing the designation of the technical supervisors of the carriage shed from the present designation of train examiners, head train examiners to carriage shed charge-men foremen etc.*

**Shri D. R. Chavan:** I beg to move:

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

*Attitude of the administration of South Eastern Railway, Central Railway, North East Frontier Railway and Northern Railway in implementing upgradation of posts of train examiners as per ‘new deal’.*

**Shri D. R. Chavan:** I beg to move:

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

*Slow progress in regrading and strengthening of piers of bridges Nos. 8, 63, 76 and 91 on the Gadag-Holgi metre gauge section of the Southern Railway.*

**Shri Sugandhi:** I beg to move:

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

*Slow progress in extending the additional transshipment yard at Hotgi junction of the Central Railway.*

Shri Sugandhi: I beg to move:

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

*Need to improve behaviour of Railway staff towards public.*

Shri Assar: I beg to move:

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

*Failure to check without ticket travelling in Central Railway.*

Shri Assar: I beg to move:

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

*Failure to check thefts of Railway materials on Central and Western Railways.*

Shri Assar: I beg to move:

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

*Failure to check corruption in Railway Departments*

Shri Assar: I beg to move:

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

*Need for catering and tea stalls on various stations*

Shri Assar: I beg to move:

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

*Failure in fixing the seniority of the permanent and senior clerks of the Board's Office in Assistants Cadre on the basis of the length of service in clerical grades according to Railway Board reorganisation scheme.*

Shri Kunhan: I beg to move:

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

*Confirmation of employees who have put in more than a year's service*

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

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

*Merger of dearness allowance in the pay*

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

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

*Need to remove discrimination in the grant of post-retirement passes to class IV employees*

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

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

*Inadequate leave reserve for running staff*

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

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

*Victimisation of Railway employees*

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

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

*Question of recognition of All India Railway-men's Federation*

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

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

*Question of granting extension to a certain high officials after super-annuation.*

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

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

*Need for a rail link between Kazipet and Nellore via Macherala*

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

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

*Necessity for the formation of a separate Railway zone with Secunderabad as Head Quarters*

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

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

*Failure to redress grievances of the pre-1926 staff of Ex-Nizam State Railway.*

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

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

*Failure to redress grievances of ex-Barsi Light Railway Staff*

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

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

*Failure to give the pay of Rs. 100/- to Accounts Clerks Grade I from the date on which they passed the qualifying examination.*

Shri Ghosal: I beg to move:

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

*North-East-Frontier Re-grouping disadvantages*

Shri Ghosal: I beg to move:

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

*Failure to recognise the Union of Chittaranjan Locomotive Employees*

Shri Ghosal: I beg to move:

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

*Possibility of re-opening of the Ajmer Workshop and developing it to manufacture Locomotives*

Shri Warior (Trichur): I beg to move:

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

*Necessity of constructing an over-bridge in Shoranur junction in the place of the level-crossing of the Palghat-Trichur Road*

Shri Warior: I beg to move:

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

*Increase in the amount of compensation paid by the Railways on account of goods or parcels lost or damaged during 1956-57*

Shri Warior: I beg to move:

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

*Inadvisability of engaging in services persons retired and thereby blocking the avenues of promotion of junior servants.*

Shri Warior: I beg to move:

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

*Failure of the Vigilance Organisation that many cases registered were not substantiated*

Shri Warior: I beg to move:

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

*Unsatisfactory nature of measures adopted by the authorities to prevent the increase of accidents of passenger trains*

Shri Warior: I beg to move:

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

*Increased number of deaths and persons injured in the Railway accidents.*

Shri Warior: I beg to move:

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

*Increase in the number of accidents in Railway Work Shops resulting in larger number of injured during 1956-57*

Shri Warior: I beg to move:

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

*Failure of the Administration to recruit the prescribed quota of servants from the Scheduled Castes, Anglo-Indian, etc.*

Shri Warior: I beg to move:

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

*Failure to increase the percentage of promotions from lower grades of employees instead of encouraging direct recruitment*

Shri Warior: I beg to move:

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

*Unweildy size of the Railway Zones and the consequent loss in the administrative efficiency*

Shri Sampath (Namakkal): I beg to move:

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

*Regional disparity in the concentration of railway developmental works in the North and neglect of the South*

Shri Sampath: I beg to move:

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

*Failure to prevent accidents*

Shri Sampath: I beg to move:

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

*Failure to check the late running of trains*

Shri Sampath: I beg to move:

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

*Failure to check over-crowding in trains*

Shri Sampath: I beg to move:

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

*Increasing number of officers of the Board and their high salaries*

Shri Braj Raj Singh: I beg to move:

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

*Traffic bottleneck in Ore producing areas*

Shri Bhanja Deo: I beg to move:

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

*Necessity of locating a Divisional Office at Khurda Road in the South-Eastern Railway Zone.*

Shri Bhanja Deo: I beg to move:

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

*Insanitary food sold at the Railway Stations by vendors*

Shri Bhanja Deo: I beg to move:

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

*Amenities given to travellers in the Indian Railways*

Shri Bhanja Deo. I beg to move:

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

Mr. Deputy-Speaker: These cut motions are now before the House. A list of the selected cut motions will be circulated to Members tonight.

17.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 7th March, 1958.