

towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

DEMAND No. 134—DELHI CAPITAL OUTLAY.

"That a sum not exceeding Rs. 52,98,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Delhi Capital Outlay'."

DEMAND No. 135—CAPITAL OUTLAY ON BUILDINGS

"That a sum not exceeding Rs. 47,68,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Buildings'."

DEMAND No. 136—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND SUPPLY

"That a sum not exceeding Rs. 29,64,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Supply'."

DEMAND No. 137—CAPITAL OUTLAY OF THE DEPARTMENT OF ATOMIC ENERGY

"That a sum not exceeding Rs. 43,25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Department of Atomic Energy'."

DEMANDS FOR GRANTS—RAILWAYS—Contd.

Mr. Speaker: The House will now resume further discussion on Demand No. 1 in respect of Railways—1958-59.

Out of 7 hours agreed to by the House on this Demand, 5 hours and 21 minutes have already been availed of and 1 hour and 39 minutes now remain.

The list of cut motions relating to Demand No. 1 moved on the 4th March, 1958, has already been circulated to Members on the same day.

Kumari M. Vedakumari may now continue her speech. Before she starts, may I know how long the Minister proposes to take to reply?

The Minister of Railways (Shri Jagjivan Ram): May be 45 minutes.

Mr. Speaker: So I would call him at 1 o'clock.

[**MR. DEPUTY-SPEAKER in the Chair.**]
12-09 hrs.

Kumari M. Vedakumari (Eluru): Yesterday, I dealt with zonalism and departmentalism and the delay in the running of trains in this country. As regards the late running of trains, I would like to mention five more points. The first is engine failure. The second is chain pulling. Then there is timing and speed restriction. Fourthly, we have electric failures, and fifthly, improper guidance to railway passengers—the travelling public.

About engine failures and chain pulling, we know a lot. I would like to mention that departmental vigilance is required to prevent these. In dealing with the question of the delinquency of chain pulling and speed restrictions, I should say that the rules and regulations which are framed for the purpose of making the trains move speedily and regularly are not followed at all. There is the departmental vigilance that is there for checking any irregularity or machine trouble or any restrictions on speed. They are not at all looked into.

Another thing is the remodelling of yards in the station for the further implementation of operational facilities. They are taking their own time

and I do not know when they are going to finish. We know only the beginning of the work for the construction of yards but we do not know when it will finish.

Whenever any work is being done in Bezwada, people think of three points. It will certainly take a disagreeably long time; secondly excessive expenditure and, thirdly, bad construction. Whenever contract is signed, even a poor contractor begins the work with Rs. 10,000. He knows the difference will be available within 2 or 3 years.

There must be supervisory staff and there must be departmental check whether the work is done in a regular way, whether the quality is there. Inferior quality of stuff and every other thing is poured in and the works are carried on in their own way. That becomes an age-long question. Everybody, the Members of Parliament and even the common citizens know how the contracts are going on.

I can give my own experience. In Eluru station, there is some low-lying area. A contractor has begun the work there I used to go to the station every week, not for the purpose of checking—because I do not have the authority to check these people—but simply to see how the work is going on, how many days they will take, what material they are using. When I ask them whether there is any supervisory staff to check, they say, nobody is there but, now and then, some people come and ask how the work is going on. This is how contract works are being done. If things are to be done, they have to be done in a better way and we should see that funds are not wasted on them. That is the main point I would like to say.

Coming to chain-pulling, even the Railway Minister has dealt with it in his speech. Chain-pulling has become too much. The hon. Minister wanted public co-operation. We are ready to give co-operation; but, what about the Police? When we are travelling in the train somebody pulls the chain and

gets down and goes away calmly. When I ask the policemen, "why are you not stopping him, when he does it under your nose" they say, "It is very difficult to deal with an organised group." But, they must also organise themselves and deal with this evil because they are doing so much havoc to the country, to the passengers and the trains. The policemen are not doing anything; they simply sleep in their own coaches. They are not bothered about chain-pulling or the difficulty of the passengers or the travelling public. This is how vigilance staff is working.

Then, I come to the amenities for the railway employees. There are two categories of employees, the train clerks and the guards. If anybody has got experience about the difficulties of the train clerks, he will say how deplorable their conditions of work are. These train clerks have to check every minute where the wagons have come from, where they are going and how many wagons are there etc. They have to do this work every minute, all the 24 hours, tallying with a tally book and they have to despatch the wagons to particular places. Even in the rain and winter, they have to do the work. They are not supplied with rain coats even. They have to carry an umbrella in one hand, a lamp in the other and also the tally book and a pencil, to do the work. Sometimes, I have seen these train clerks mounting on the wagons to see that indistinct labels tied to them. Nobody can understand how much compensation they have to pay if they commit one mistake. If one wagon which has to go to Vellore, goes, by mistake to Eluru, then, heavy compensation has to be paid by the train clerk. How could he see these things minutely? Nobody cares about him. No rain coat is supplied to him. But, when he has committed any mistake, then, he is responsible for the mistake he has done.

About the guards of goods trains also, I would like to deal. Their amenities also should be attended to.

[Kumari M. Vedakumari]

Ninety per cent. of them have got to take much trouble. They are not supplied with any fans or lights. They have to withstand the vagaries of the weather. They have to prepare cards at night on some small tables which always keep moving about. They do not know when they will fall down. They have to prepare the card tickets at night. These are some of the difficulties.

Another thing I would mention is about railway hospitals. I must mention one case to show how they are dealing with the staff. There is a commercial clerk in Bezwada Division. He was having acute pain in the stomach and he went to the hospital and requested the concerned authorities to admit him into the hospital, or to put him on the sick list. They refused to put him on the sick list. There is a general rule that unless one has got some minimum temperature, he will not be allowed in the hospital. But, how can a man with gastric pain have temperature? He was refused admission; he got an order that he should go and join his office and work. He appealed to the departmental head and said: I have got acute stomach pain. But the departmental head said: "No, we cannot give any concession to you, because the medical authority says you are not having any trouble." After two days, the commercial clerk requested and appealed to the medical authority to put him under observation. Then, they put him under observation for two days and then discharged him. Nobody was there to care for him.

After two days his condition became so precarious that with the interference of a local civilian doctor he was saved. He had a major operation for appendicitis. This is how the railway hospitals work. I would like to have an enquiry made into this case. It will prove how the poor train clerks are suffering. The sheer irresponsibility, the sheer arrogance of the medical officer made this poor train clerk

suffer and he would have lost his life but for the civil surgeon. I will prove it. The Civil surgeon is there. Nobody cares whether he is suffering from toothache, or cerebral haemorrhage. They won't bother; he must have temperature. I do not understand this. They say it is so because there are so many bogus cases. But, why is the doctor not able to discriminate between bogus cases and genuine cases? Then why is the doctor paid from the public funds? He has to look after the cases. When a patient goes to the hospital, one day one doctor will ask him to buy a tonic for seven rupees. The next day another doctor will write down a ten rupees worth tonic. When the poor man says, "Yesterday I was asked to buy this, I could not get it", the doctor says, "No, no, that man is different, you buy this". No tonic is supplied and no injection is given in railway hospitals. Then what is the fun in going there? I request the hon. Minister to look into the matter. It is not a simple matter. It is a matter involving the precious lives of the poor people. I appeal to the hon. Minister to have an enquiry made into the particular case I have mentioned. That will serve as a lesson to the higher officers and do some service to the poor suffering section of the people.

श्रीमती कुशवा नेहता (जम्मू तथा काश्मीर) : माननीय उपाध्यक्ष, जी मैं माननीय रेलवे मंत्री जी को धन्यवाद करती हूँ कि उन्होंने उत्तर रेलवे में काफी सुधार करने की कोशिश की है जिसमें काश्मीर मेल प्रादि भी शामिल है जिससे काश्मीर जाने वाले यात्रियों को बहुत सुविधायें मिलती है। जो टुपलीकेट ट्रेन गमियों में चलायी जाती है उससे काश्मीर जाने वालों को बड़ी आसानी हो गयी है। फिर भी काफी भीड़ भाड़ होती है और मैं प्रार्थना करती हूँ कि रेलवे मंत्री इसकी तरफ ध्यान देंगे और कुछ प्रबन्ध करेंगे क्योंकि दिन प्रति दिन गमियों में काश्मीर में बहुत

से लोग जाने लगे हैं। मैं चाहती हूँ कि पठानकोट के लिये सीधी जनता एक्सप्रेस भी चलायी जाये क्योंकि गाँवियों में बहुत शीङ होती है। यह ठीक है, जैसा कि मैं पहले कह चुकी हूँ, कि उत्तर रेलवे में काफी सुधार हुआ है, परन्तु फिर भी जनता को बहुत सी कठिनाई भरी भी है। उस तरफ ध्यान देना जरूरी है क्योंकि कमी कमी छोटी बातें भी बहुत बड़ी हो जाती हैं।

मैं रेलवे मंत्री जी से यह जरूर कहूँगी कि सन् १९५८-५९ के बजट में हमें यह देखकर बड़ी निराशा हुई कि उसमें जम्मू तक रेलवे लाइन की और ध्यान नहीं दिया गया है। हमारी मांग तो बहुत बड़ी थी परन्तु जब हमने देखा कि उसके लिये कुछ नहीं किया गया है तो मुझे बड़ी निराशा हुई।

सन् १९५७ से पहले सियालकोट से जम्मू तक रेल चलती थी परन्तु सन् १९५७ में यह सब खत्म हो गया। जम्मू की जनता को इसकी कमी बहुत महसूस हो रही है। जब भी मैं वहाँ जाती हूँ तो लोग मुझमें प्रश्न करते हैं कि तुमने रेल के लिये क्या किया? उनकी मांग जायज है क्योंकि उनको रेल की श्राद्धत थी और इसीलिये अब वह उनकी मांग करते हैं। यह माना कि वहाँ के लिये यातायात का ढंग बहुत सुन्दर है परन्तु जो आसानिया रेल से मिलती है वे कैसे पूरी हो सकती है। जम्मू और काश्मीर के लोग दिन प्रति दिन उन्नति कर रहे हैं, इसलिये वहाँ रेल का होना बहुत जरूरी है।

पठानकोट से जम्मू लगभग ७० मील है। अगर पठानकोट से जम्मू के लिये रेलवे लाइन बन जाये तो उसमें जनता को बहुत आसानी हो जायेगी। माधोपुर तक तो कुछ बन भी चुकी है। अगर हम आर्थिक, भौतिक, साहज नया रक्षा की दृष्टि से भी देखें तो भी हमें इससे बड़ी आसानी मिलेगी।

जम्मू और काश्मीर में जो भी माल ले जाया जाता है वह पठानकोट से होकर जाता है। रेल न होने से उसकी संभाल बहुत कठिन होती है। पठानकोट पर सामान उतार कर ट्रकों में लादा जाता है फिर जम्मू में उसको उतारना पड़ता है। जम्मू ही राज्य में एक ऐसी मंडी है जहाँ से माल सारे राज्य को जाता है। रेलवे मंत्री जी जानते ही हैं कि जम्मू काश्मीर राज्य बहुत दूर दूर तक पहाड़ी इलाकों में फैला हुआ है। ऐसे ऐसे भी स्थान हैं जहाँ पर लोगों को पाँच पाच छः छः रौब पैदल चल कर सामान ले जाना पड़ता है क्योंकि वहाँ पर यातायात का प्रबन्ध होना अभी बड़ा कठिन है। राज्य सरकार इस तरफ़ काफी ध्यान दे रही है और जो कुछ वह कर सकती है कर रही है। परन्तु रेल के बिना हमारे सामने बहुत कठिनाई है।

हमारे राज्य में टिम्बर का बहुत बड़ा उद्योग है। उसको जम्मू से पठानकोट को लाने में बड़ी दिक्कत होती है। पहले तो जम्मू से उसे ट्रकों पर लादना पड़ता है। उसके बाद उसे पठानकोट में उतार कर रेलो में डालना पड़ता है। इस तरह यह काफी महंगा पड़ता है। अगर जम्मू तक रेल हो जाये तो हमारी बड़ी कठिनाई दूर हो जाये।

इसके अलावा जम्मू और काश्मीर राज्य में कोयला और दूसरी खनिज सम्पदा भरी पड़ी है। यात्रियों को ही ले लीजिये। उनको सिर्फ ७० मील के लिये अपना एक दिन जाया करना पड़ता है। जो लोग काश्मीर आते हैं उनको इस ७० मील की बजह से रास्ते में दो दिन लग जाते हैं। माननीय रेलवे मंत्री यह सब जानते हैं परन्तु मैं नहीं समझती कि वह यह सब कुछ कैसे भूल गये। शायद कुछ कठिनाइयाँ होंगी बरना मुझे उनसे ऐसी आशा नहीं थी। मैं उनसे बार बार आग्रह करती हूँ कि लोगों की कठिनाइयों को देखते हुए कुछ न कुछ जरूर करें। हर्ष आशा थी कि सब का काम जल्दी शुरू होगा। उससे भविष्य के लिये कुछ आशाएँ बँधती।

[बीमती कुप्पा मेहता]

एब भी कुछ दूर नहीं है। यानी भी आप इस धोर ध्यान दे सकते हैं। आप जम्मू काश्मीर के लोगों की आशाएँ पूरी करें। वे आशा भरी नज़रों से आप की धोर देख रहे हैं। मैं आशा करती हूँ कि रेलवे बोर्ड वहाँ की आवश्यकताओं को देखते हुये धोर उसके महत्व को देखते हुये भी इस लाइन के निर्माण की आशा देगा धोर सर्वप्राथमिकता देकर दूसरी पंचवर्षीय योजना में इस काम को ह्राथ में लिया जायेगा।

दूसरी पंचवर्षीय योजना में कोयले की खानों धोर औद्योगिक स्थानों को मिलाने का महत्वपूर्ण कार्यक्रम है। हमारे क्षेत्र में भी कोयले की खानें हैं धोर टिम्बर का बड़ा उद्योग है धोर हमारा इलाका पिछड़ा हुआ भी है, इसलिये हमारी रेलवे लाइन की मांग भी जायज़ है।

एक धोर बात में आपके सामने रचना चाहती हूँ। थर्ड क्लास के जो यात्री काश्मीर से वापस आते हैं या जाते हैं उनको २७० मील का सफर करने का बाद रेल में थर्ड क्लास में सोने का कोई प्रबन्ध नहीं है। इससे उनको बहुत विपकृत होती है। काश्मीर का रास्ता ज्यादा पहाड़ी धोर कम मैदानी है। जब वे लोग यह बड़ा सफर करके आते हैं धोर उनको रेल में सोने की कोई व्यवस्था नहीं होती तो उनको बड़ी कठिनाई मालूम होती है।

यही छोटी बड़ी बातें हैं जो कि मैंने आपके सामने रखी हैं। आशा है कि आप इन पर गौर करके कुछ सहायता करने की कोशिश करेंगे।

Shri Rajendra Singh (Chapra): Mr. Deputy-Speaker, Sir, a large number of speakers have participated in this discussion on the Railway Budget. Many significant and intelligent observations and submissions have been made. But the way, the

cavalier way in which the hon. Minister has made replies to them leaves nothing for me to hope. Last year when the hon. Minister came on the scene, knowing his earlier background I believed that he would clean the Augean stables, turn a new corner and turn the tide; but I feel profoundly disappointed. And today if at all I have chosen to address this House it is with a sense of great regret and sorrow.

Sir, in this brief span of time, I would like to confine myself to the consideration of certain human values. The hon. Railway Minister, some time ago, had made a brave declaration that the industry, which is not in a position to pay the minimum wages, has no right to exist. Railways are a big nationalised public endeavour and there are two lakhs of coolies, porters and casual labourers in it. May I know from the hon. Railway Minister what has been done so far during these ten years of independence, when we have completed one Five Year Plan and we are through the mid-days of the Second Five Year Plan, for these sub-human species? The coolies are the same, their lot is the same. They are there where they had been during the British days or the Company days.

At Howrah Station—just imagine that great city of Calcutta—we have thousands of coolies, porters and casual labourers. What are their earnings? They do not get even the minimum wage prescribed by the enactment of this House. The hon. Railway Minister can very well say that these persons do not belong to the railways. They work for the railways just in a casual way. But, Sir, I very humbly submit that the coolies, the porters and the casual labour as much happen to be the important part of the railways as these members of the Railway Board on whom the hon. Railway Minister has so much of pride and in season and out of season he must go on praising them even for their faults.

Some days back the hon. Railway Minister had declared at Patna that

the amenities, the privileges and all these things, which are given to the officers, shall continue so long as he is in office. I do not mind his giving air-conditioned coaches, big salaries and many other things that go by to the big officers.

Shri Jagjivan Ram: I do not think I said anything like what you are saying.

Shri Rajendra Singh: You made that observation at Patna. Those things are there. It came out in the newspapers. Anyway.

But, if the members of the Railway Board must have all those privileges and comforts, which are denied to many of us for the smooth and efficient functioning of the railways, I do submit, Sir, that the coolies, porters and the casual labourers, who happen to render so much important service to the railways, too have a right to demand from you the minimum that you can give.

Sir, last time while the hon Railway Minister was replying, he pooh-pooed our charges of victimisation that is so much rampant in the railways. I would like to make him know that these coolies, who are treated by him and his Ministry as sub-human species, worse than dogs in the street, have been victimised. When I was at Howrah Station last, I came to know of not one or two, but more than two dozen persons, who were the active workers of the union and who voiced their grievances, their demands and the anguished feelings of the workers. They have been dismissed without any rhyme or reason. I would like to know from the hon Minister. Is this not victimisation? And victimisation does not go by one uniform pattern. It changes pattern from time to time and from place to place and all these things happen there.

Similarly, I can tell you a story of a close friend of mine, who happens to be a coolie. Unfortunately, he is a coolie. He has been dismissed from railway service only because the C.I.D., Bihar, found that some ten years ago he was having a concubine. If the

officers can boast of having such high morality that those, who some ten years ago had a concubine, must be dismissed without going through the formalities and procedure of law, I think very few people in the Railway Board, the General Managers and all those big officers at the top would be left in the seats that they occupy if the hon. Railway Minister does care to go into their private life.

Shri Jagjivan Ram: Was this report by any railway officer?

Shri Rajendra Singh: Yes, by a railway officer.

I want to know that if the railway officer must have the C.I.D.'s report about a coolie, then surely you are under compulsion to see that every railway officer gets a clean certificate from the C.I.D., otherwise they do not have a right to be there. If that could be applied in the case of a coolie, it should similarly be applied to all officers. You say that your officers are honest and efficient. The common man knows how efficient and how honest they are. But you say that there is nothing on paper. So, if there is nothing on paper, take the advice of the C.I.D. and the Home Ministry. If you cannot do it in the case of these officers, I do not think you have any moral right to do the same thing in the case of railway workers.

Sir, there are 679 categories of workers and during this brief span of time it is not possible for me to recount the gross injustice, which is being perpetrated by your officers. Anyway, I would like to touch upon a few things that are just *sure festers*. Take, for instance, the gangmen. These gangmen keep your track going. If they do not work, I do not think railway transportation would be possible. But, what is done for them? They get Rs. 30 to Rs. 35 all the thirty years that they would put in railway service. They would get simply an increment of Rs. 5. You just look at their conditions of service. They have to work from six in the morning till seven in the evening and only three hours' respite is given to them. They

[Shri Rajendra Singh]

do not have even a shed to protect them either from the winter or from the sun or rain. All the time they have to be out of their houses. You do not know just how they cook their meals, where they live and how they manage to work. But they work for you and transportation is possible entirely because of their sacrifice. The hon. Railway Minister would do a distinct service to these underdogs if he cares to look into their conditions of service and do something for them. I do not say that they be given an air-conditioned coach, but at least whatever be the bare demands for the life of a human being, that can be given to them.

You say that accidents happen. Yes, accidents happen.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Rajendra Singh: Sir, I want five minutes. There are many things to say.

Mr. Deputy-Speaker: That, I am sure, the hon. Member has managed.

Shri Rajendra Singh: Why do accidents happen? Not because the drivers are bad, not because it has come into their heads to derail the train, but simply and entirely because you do not have officers who could know things connected with railways intimately. You appoint officers directly and after one or two years, you place them as the district head or divisional head, with the result they do not know their work. From my personal knowledge, I can tell you that these drivers, firemen and certain other persons are never given good links. A driver who is on the rails has to work continuously for many hours. He does not have respite and he does not know where to rest. Many a time I have found drivers resting themselves on the stations because of the bad link. You play hanky-panky with these drivers and firemen. After all they are human beings and they have certain limited resources which they cannot outgrow and naturally something goes wrong. I think this should be taken note of.

The Railway Minister has given the House a big purse of Rs. 27 crores. That is a very big achievement and he needs compliments and congratulations from all quarters. But I would say with all sense of restraint and responsibility that this whole big bag of money is tainted money in the sense that the money has been accumulated on the one side by torturing the workers and on the other side by bleeding the people white.

The Deputy Minister of Railways (Shri Shah nawaz Khan): Is it your suggestion that no fares should be charged?

Shri Rajendra Singh: I do not say that, I only say that fair fare should be charged and the dues to the workers should be paid to them without any grudge. You do not do that. Those workers who overwork and those who officiate in higher jobs do not get their dues. Not only that I can give you instances of several persons who retired ten years before and their dues have not yet been paid. Some persons have died also and some of their relatives are just rolling from pillar to post.

Shri Jagjivan Ram: I would like to have a list of such persons.

Shri Rajendra Singh: I will give you, but it will take a long time for you to remove them.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Rajendra Singh: I only want a few minutes for dealing with victimisation cases.

Mr. Deputy-Speaker: That would be a victimisation of the Chair. There are three other Members who want to speak.

Shri Asoka Mehta (Muzaffarpur): The Minister will give a part of his time.

Shri Rajendra Singh: It is very kind of him to have given the promise that so far as cases of victimisation are

concerned, he will look into them and give them his kind consideration. I would request the Railway Minister to take me into confidence, because though I cannot claim to be his colleague. I had once the opportunity of following in his footsteps and we were moving very very intimately. Therefore, I would make this request to him. If at all you want to be posted with honest facts, please give us time so that we can acquaint you with all possible details on these matters of victimisation. Be not under any delusion because it is not a case of a dozen or even 100. I can give you 2,000 cases of persons where the victimisation simply takes the shape of dismissing the persons outright. I do not have time to refer to all the cases of victimisation here.

Shri Jagjivan Ram: You may advise him to send a note to me. I will look into them.

Mr. Deputy-Speaker: Yes

Shri L. Achaw Singh (Inner Manipur): At the very outset, I would like to thank the Railway Ministry for opening a new zone with headquarters at Pandu. The north-east region of India is the most backward area in the country. There are vast jungles, big mountains, big rivers as well as rich natural resources, but the area is very much backward from the economic point of view. From the point of view of transport and communications also, this area is very much underdeveloped. From the strategic point of view, the States and Territories are all surrounded by foreign countries and at the time of emergency, the present system of transport cannot cope with the requirements of the situation. So, the establishment of the new zone is welcome from various points of view. My only hope is that the Railway Ministry will make a serious effort for expanding the various facilities available to other parts of India to this zone also.

The condition of the North-Eastern Frontier Railway system is far from satisfactory. Here trains are very few

and far between. Trains also run very irregularly and very slow moving. The general public and the businessmen have been experiencing very great difficulty on account of these inconveniences. The goods traffic also is very inefficient. It takes months for goods to reach their destination. From the point of the expanding economy and also the expansion of various industries in Assam and in the north-east of India, the present position is very deplorable. There has been talk of a socialist pattern of society, but the regional disparity in the rate of progress in economic development is necessarily a stumbling block towards the achievement of that goal. It is very difficult to carry out the development work in the N.E.F.A. area, Naga Hills, Manipur and Tripura and even to spend the sanctioned money of the Plan with this transport bottleneck.

The north-east region of India has a population of about 1½ crores spread over about 100,000 square miles. The people there cannot get corrugated iron sheets, cement and iron rods for developmental works, not to speak of proper facilities for the movement of foodgrains. It is, therefore, very difficult now to imagine how the people of N.E.F.A., Naga Hills, Manipur and Tripura can reach the standard of the rest of India at the present rate of progress. In the north-east of India, we are not provided with many facilities, though a lot of improvements have taken place in the other railways. In that part of India amenities, particularly of catering standard, have gone down. We have sometimes to do without fan in the first class compartment. We have discarded bogies on the old metre-gauge line and sweepers and cleaners do not attend the compartments properly.

Trains are very much overcrowded and irregular. We have got in other parts of India air-conditioned *de luxe* trains, third class reservation and sleeping facilities. But there is a great contrast in this part. Then again, the waiting rooms are also always crowded. I have got practical experience of Silchar and Manipur Road stations.

[Shri L. Achaw Singh]

There are upper class waiting rooms meant for first and second class passengers in both the stations. The standard of sanitation and cleanliness has deteriorated a great deal. I wonder whether this is the price of independence which we have to pay. In Silchar particularly in the station and in the railway colony, there is no provision for water supply. The railway people have to make their own arrangements for water supply. There are no rest houses in these places. At Manipur station, we experience great inconvenience when we have to spend the night in the crowded waiting room. We do not have even sitting accommodation there because Manipur Road is the railway terminus and we have to wait there for the bus service to Kohima, the headquarters for the Naga Hills and also to Imphal. There is no connecting transport service to these places and there is only one service a day. I urge the Railway Ministry to expand the waiting room at Manipur Road station so that there may be better accommodation for the passengers and also to make immediate provision for water supply at Silchar.

We have great difficulty in obtaining our daily necessities. Most of the supplies come from Calcutta, the nearest commercial centre and goods take some six months to reach Kohima and Imphal by train. Some goods are carried by air but they are too costly. That is why we cannot carry out most of our plan projects in time and even if we carry them out, they are done at great cost and the common people do not get the benefit in time. I would like to suggest that priorities should be given to goods booked for NEFA, Naga Hills, Manipur and Tripura so that the development works there may not suffer and their progress may keep pace along with the rest of India.

For the whole North-East India, where coal, timber, tea and oil industries are expanding and sugar and paper industries are being started, it is necessary that additional line capacity should be provided. Improvements in

the existing track with speedy renewal and rehabilitation of bridges are compelling necessities. Sufficient number of wagons and engines should be arranged for the replacement of outmoded stock. Proper ballasting of the track, speeding up of trains, quicker movement of goods and the development of workshops are the need of the moment. From Maniharghat to Tinsukia a double track should be provided and broad gauge lines should be extended to North-east Frontier region.

With regard to special transport problems of Manipur, it should be borne in mind that there is no rail connection. Manipur Road is 135 miles from Imphal, the headquarters of Manipur Administration. Manipur is surplus in rice; it is only Rs 7-50 per maund whereas in Assam it is double or treble and even four times and its artistic handloom products cannot compete with such products elsewhere in India because of the transport cost. It is necessary in the interest of Manipur as well as India that Manipur should have a rail link with Assam. Alternate routes have been suggested via Haflong in the North Cachar Hills and Cachar district. It is advisable that the shortest and most convenient route shall have to be explored and measures taken to construct a new rail link to Manipur. The other day, a friend suggested another connection via Manipur Road and Kohima. That will take much time and enormous amount of money and it may not be possible to have a rail-line on this route because of the high mountainous region and steep hills. I would like to urge upon the Railway Ministry to take measures now so that we may have the new construction on the most convenient and shortest route after a careful survey.

Lastly, in this railway system, we should have sufficient number of members of the Scheduled Tribes and tribals of the area. They are very much neglected. This is directly concerned with the economic life of the

large number of tribals in these areas and so they should be given some chance in the railway service so that they may feel that it is their duty to further and promote the common national enterprise. Special measures should be taken to ensure a minimum number of railway jobs to tribals and Manipuris.

Shrimati Benn Chakravartty (Basirhat): Sir, I should like to draw the attention of the hon. Minister to the delay in starting the Barasat-Basirhat Light Railway. For the last three years, this promise had been given and yet construction had not started. Actually, the predecessor to the present Minister had said in June 1954 that it would be completed before December, 1955. However that be, the first objection came when one hon. Member of this House himself objected and brought forward certain objections of the local people. The General Manager immediately stopped the construction on receipt of that letter.

After that, the District Magistrate had gone into the entire matter. Still the construction had not started. The second delay started again when there was a demand from the State Government to give a guarantee that there would be no further acquisition. That again took a long time and the State Government again delayed. Now, after the State Government had given the assurance in January, we thought that the work would start and at least a part of Rs 18 or Rs 20 lakhs would be utilised. But now we find another letter has been forwarded by the Railway Board saying that the State Government should assure that no buses will ply or the extra buses there will not ply in future. It is a peculiar position. While we say that we want road transport and buses, the sanctioned scheme is held up because the Railway Board wants an assurance from the State Government that the buses will not ply.

That also, I believe, has been given by the Chief Minister. But whatever that be, I feel that the delay is not only causing sufferings to the people

but also increases the cost of the rolling stock and other material. So, I would like to know what exactly is the position regarding this line. What is the amount allocated for it this year? whether or not any construction work is going to start or whether certain further objections will be raised by the Railway Board, General Manager, etc to hold this up.

The second point is regarding the nationalisation of the light railways. After my experience of the Barasat-Basirhat light railway, I find that on the one hand it is very difficult for our national Exchequer to bear the cost of setting up broad-gauge to cater in the areas that are already being served by the narrow gauge. On the other hand, we are saying that we will not have these small light railways. The Barasat-Basirhat, the Bengal Provincial Railway and the Kalighat and Falta Railway have been stopped and the others such as Howrah-Amta, Howrah-Scakhala, Arrah-Sasaram and Sahadara-Saharanpur are about to be closed down.

I agree that it will be better to have a broad-gauge. But until such time as we have them, we should try to keep these small light railways in a functioning order with some subsidy or help. Until we remodel them and put them under broad gauge, they must be allowed to function. That is the point which I want the Government to reconsider.

The third point is about the wagon assembly. Everybody has mentioned that there is shortage of wagons. I have been in the manganese and iron ore belts. Everybody has complained that wagons had been in short supply. Recently, wagon assembly work was given to one D. C. Dheman Brothers in Vizag. The railways were to give the yard, free conveyance from port and cheap electricity. The security amount was Rs 2 lakhs. They were the contractors who had neither tendered the lowest nor could they pay the security money. The contract was given to them. In 1955, the contract was given. But later on they

[Shrimati Renu Chakravartty]

refused to pay or could not pay. Whatever it may be, the Railway Board came forward and asked them to continue the work on indemnity bond.

13 hrs.

Now what happened? The contract was for 10,800 wagons and the wagons were to be delivered by 1956. It was only a draft agreement; the final agreement, I do not think has been signed even today, although Rs. 16 lakhs have been given to this gentleman. Approximately thirty wagons were to have been assembled every day, but actually not more than ten to twelve wagons have been assembled. Foreign ships bringing parts for the assembly were delayed in the waters and the railways has had to pay demurrage.

According to the terms of the draft contract the assembly cost of each wagon was Rs 318, in the case of open wagons, and Rs. 373 in the case of covered ones. The railways calculated that there would be an overhead charge of Rs. 28. So each wagon was to be assembled at Rs. 346 for open ones and Rs. 401 for covered wagons. The overhead charges of the railways went up to Rs 137, as a result of which the total cost was far more than other firms. Not only is it a question of costing. Actually the turn out has been less; not even 50 per cent of the contract has been fulfilled by November 1956. But no penalisation has been made, and although the South-Eastern Railway Authorities have taken it up with the Railway Board, every time we find that the Railway Board has given this contractor a pass, and now they have ordered that assembly parts of 2,000 wagons should be sent from Vizag to Calcutta to this gentleman without any transport charges. When the C.M.E, South-Eastern Railway took up the matter, the Railway Board wrote back to him to arrange to send Dhiman to Delhi. Then we do not know what happened. The Senior Accounts Officer, S.E. Railway had

not passed his bill. But Mr. Dhiman seems to be such a powerful man that he gets telegraph orders from the Railway Board.

Now my main point is that such instances show that all is not well and at a time when we are short of wagons, such favouritism should not be shown. We should see that orders placed for wagons should be got executed. If tenderers are not able to execute the orders, they should be entrusted to others who would be able to fulfil the contracts.

Another important point to which I would like to draw the attention of the House is the large number of engine failures and the the difficulties which are being experienced on account of them. Kharagpur is one of our biggest railway workshops; actually it is a prize workshop. Here the minimum time required for engine overhaul is six hours. But actually I am told that the pressure on the engines is so much, the workshops are booked to such an extent, that the full overhauling is sometimes not done in a perfect way. Also, there is a great shortage of material in the loco works. So, from these points of view the idea of introducing the incentive schemes gives rise to certain fears in my mind, and though it may be introduced in certain other sections we must be very careful in the overhauling section. Recently, as the hon. Minister knows the engine bar of the Bombay Mail came out at Karaigunta and the whole train had to be stopped and there was delay for a long time. Such things should be looked into and the cause of these stoppages must be gone into, especially the question of overhauling.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shrimati Renu Chakravartty: I have one small point to mention and that is about the Howrah Goods Enquiry. This question has already been raised here. Although the Financial Adviser and the Chief Accounts Officer

recommended the person who has been suspended to be taken back, actually the Divisional Commercial Superintendent, Howrah, has not taken him. The question of victimisation was raised by earlier speakers. I can give many instances of it. I remember our Railway Minister stated last time that he would be prepared to look into the cases of all those who had been thrown out of their jobs under the President's order. I know in the South-Eastern Railway there were the cases of Messrs. Bhadra, Brinda, Ganguli and A. K. Bagchi. Up to now they have not been taken back.

On the other hand, I would like to lay on the Table of the House a small leaflet which came to my notice. This leaflet says that at a meeting held under the auspices of the Kharipur Mandal Congress Committee a committee was set up of which Shri K. P. V. Menon, the D.C.M.E. (S) was made the President. If that can be done by the D.C.M.E. (S), I do not see any reason why the National Safeguarding Rules should be applied in the case of ordinary workers. What should apply to the ordinary worker should also be made applicable to the highest officer. If the cause is a good one all alike should be permitted to participate in it, irrespective of the party organising it.

There are many points to which I wanted to refer, but since you have asked me to conclude, I shall send a note to the hon. Minister.

Mr. Deputy-Speaker: The hon. lady Member said that she would like to lay some document on the Table of the House. As she knows more than anybody else, if any hon. Member desires to lay any paper on the Table, he or she has to give previous notice to the Chair, so that the Chair may go into that document and see whether it can be permitted to be laid on the Table or not. It is not left to the option of an hon. Member to lay any paper on the Table.

Sarimati Renu Chakravarty: I do not wish to lay it on the Table.

Mr. Deputy-Speaker: She can write to the hon. Minister and send him the documents.

Shri Jagjivan Ram: Sir, I have listened to the debate; I have also gone through the report of the speeches of the Members. It may not be possible for me within the time at my disposal to cover all the points that have been raised by hon. Members, but I shall deal with the important points broadly.

Many hon. Members have tried to see socialism in the Budget; many Members have tried to see some fundamental principles on which they would like the Railway Budget to be framed. If they have been disappointed, perhaps, the fault is not with the Railway Budget. My hon. friend Shri Sinhasan Singh, who is not here was trying to find socialist pattern in the Railway Budget and his yard stick of socialist pattern is the levelling down of the salaries of the few officers in the Railways.

I am sorry, Sir, to say that this is perhaps a very poor yardstick of socialism. Levelling down or reduction of the salaries of the officers is not going to produce a socialist pattern of society. I wish he had devoted some more time to understanding what socialism means, and when we talk of introducing socialist pattern of society what actually we mean. I will not labour this point, Sir, but I would say that we in the railways are trying in our own modest way how far we can contribute to the development of the country, how far we can increase the wealth of the country and thereby increase the prosperity of the citizens of the country. That is our conception of socialism. Unless we increase the prosperity of the country, there is no chance of individual prosperity being increased. We are in our humble way contributing to the development of the country. If he looks at socialism from that angle he will find that there is something in the

[Shri Jagjivan Ram]

Railway Budget and that we are trying in our own way to advance towards the goal of socialist pattern of society.

In this connection questions were raised about the salaries and wage scale of certain categories of employees, commercial clerks and others. The Pay Commission is sitting and the Commission will take into consideration all these factors and make their recommendations. But sometimes when Members make certain allegations they are not properly informed or properly briefed.

Shri Sinhasan Singh said that commercial clerks had no opportunity to be promoted as Claims Inspectors. That is entirely wrong. The majority of Claims Inspectors are taken from the rank of the commercial clerks.

The question about the Class IV employees was raised. As the House is aware, I have been myself anxious to do something for Class IV employees. The House is also aware that I set up a committee known as Tapase Committee to go into the question as to how far we can have additional avenues of promotion for Class IV employees. The Committee has come to the end of its labours and we are expecting its final report within the course of this month. As soon as the report is received, I will see that the examination of the report is expedited in the Railway Board, and the report is published.

Some Members have raised the question of salary and pay-scale of Class IV employees like gangmen, *khalasis* and others. There is no doubt that the increment that has been given to them or the grade given to them, rising from Rs. 30 to Rs. 35 within the course of their service period, is not satisfactory. But that question also is before the Pay Commission, and I am sure the Pay Commission will take into consideration the conditions of their work and the work they are expected to put in, and

make recommendations in that connection.

I have asked the Railway Board to point this out to the Pay Commission also. The difficulty is that when we talk of the Class IV employees, the picture of the ordinary peon in the Secretariat is generally brought before us. People forget that on the railways, the posts and telegraphs department and in some other departments, the Class IV employees are not only peons but are part of the operational staff or the executive staff. So they will have to be treated separately from Class IV employees in the Secretariat. That aspect of the problem, I have asked the Railway Board to bring to the notice of the Pay Commission. I have no doubt that the Pay Commission will keep all these factors in their minds while making the recommendations for the grade of salaries for the Class IV employees in the railways, posts and telegraphs department and other such departments.

I will not say anything about accidents and about the construction of new railway lines, because I have nothing to add to what I have said in reply to the general discussion of the railway budget. But I will again reiterate and repeat what I said on the previous occasion, namely, that it will be our constant endeavour to improve our efficiency, to decrease the chances of lapses and to see how far we can minimise the chances of accidents.

I must express my thanks to Shri Goray for what he said about discipline among the railway employees. I wish all Members of this House and leaders of public opinion outside this House also will support Shri Goray and will take the same line so far as the question of discipline among the railway staff, all categories of staff, high and low, is concerned. That will no doubt improve the efficiency of the railways. That is very necessary not only on the railways but in all departments of Government. I

again thank Shri Goray for the bold way in which he placed this point before the House. I hope leaders of public opinion outside the House also will follow that up, wherever cases arise for them, to emphasise upon all people, the workers, that discipline is primarily needed in a country which wants to develop.

Shri Rajendra Singh. Also victimisation

Shri Jagjivan Ram. Victimisation is mentioned. That is a word which has to be used by those who think that they are doing something in the labour field. Whether that word is justified or not, all cases are thought to be covered by that word. We have, on the railways, certain rules and regulations for taking disciplinary action against railway employees. There are channels for appeals and second appeals in those cases. Wherever any Member feels that certain actions have been taken against any railway employees, it will be better for him to advise the railway employee to approach the proper authority or appeal to the proper authority through the channels prescribed for that purpose.

Shri Rajendra Singh. Where the Member himself is convinced that injustice has been perpetrated on a worker, what have the Members to do to make good the grievances?

Mr. Deputy-Speaker. Write to the Minister.

Shri Jagjivan Ram. The Members should advise the employees concerned that when disciplinary action has been taken under the ordinary rules of procedure, there are channels for appeals and Members should therefore, advise the employees concerned to approach the proper authorities and proper channels prescribed under the rules.

Shri Rajendra Singh: That is the majesty of this House!

Shri Jagjivan Ram: There are other categories of cases reference to which has been made by Shrimati Renu

Chakravarty, and references were made by some Members in the previous sessions also, regarding some action taken against certain number of railway employees under the President's order or under the discretionary powers of the General Managers. In those cases, where the workers were suspended, discharged or dismissed under the President's order, I offered that I will review those cases and wherever I found that there was an occasion or a case for altering the orders already passed in those cases, I would do that. I have already reviewed a number of cases. The final decisions on them are likely to be taken very soon. In other cases, I have called for reports from the General Managers concerned and from the State Governments. As soon as I received those reports, I will review those cases.

As regards the actions taken under the discretionary powers of the General Managers, orders have been issued from the Railway Board to the General Managers that when the recognised unions do take up those cases with the General Managers, the General Managers will review those cases and report to the Railway Board. So, these are the two types or categories of cases.

Shrimati Renu Chakravarty: What will happen in the case of unrecognised unions? Nothing can happen!

Shri Jagjivan Ram: The cases may be taken up by the recognised unions. The case of the individual employees can be taken up with the General Managers. It is not necessary that the recognised unions will not take up the case of others. But, if there are a few cases like that, of course the Members are welcome to write to me in those cases. These are the two categories of cases. But I am not prepared to review the cases where disciplinary action has been taken under the ordinary rules of procedure for such cases. There, action will have to be taken according to the rules laid down in that connection.

[Shri Jagjivan Ram]

The Members are confused whenever they say that there are two thousand cases of victimisation. There may be two thousand cases or even five thousand cases in such a huge organisation where we have more than a million employees. Do you think, Sir, that there would not be a number of cases where disciplinary action be taken? There will be cases. If the disciplinary actions have been taken under the ordinary rules of procedure, there are channels laid down for an appeal, and the employees concerned should appeal to the proper authorities in that behalf. I am not going to entertain representations in such cases. Where actions have been taken and the employees have not been given any opportunity because the action was taken, under the extraordinary rules of the President's power, by the General Managers, I have already said that I would review those cases.

Shri Rajendra Singh: Will that be applicable to coolies also?

Shri Jagjivan Ram: I am coming to the coolies. In the first place, coolies are not railway employees.

Shri Rajendra Singh: Then, whose employees are they?

Mr. Deputy-Speaker: Let us hear the hon. Minister.

Shri Jagjivan Ram: If the hon. Member exercises a little bit of his imagination, he will find his own answer.

A question has been raised about porters, coolies and casual labour. In the first place, porters are not employees of the railways. They are there for the facilities of the travelling public, and they get their wages or remuneration from the travelling public. We do not pay anything. We have provided a facility for the passengers. In many countries such an institution does not exist at all. Perhaps, it is due to our way of life—this institution.

Shri Rajendra Singh: Is this an arrangement under the socialistic pattern of society?

Mr. Deputy-Speaker: Order, order. Let the Minister continue his speech.

Shri Jagjivan Ram: I want to make it clear that this has nothing to do with the socialistic pattern of society. I will request my hon. friend to try to understand what socialism is.

I want to make it clear here that I am not going to departmentalise these porters. They will remain as they are. Then, compared to previous years, as you will also remember—you also are travelling—what is paid for a unit of luggage now is very much higher.

Mr. Deputy-Speaker: It will be one to three times.

Shri Jagjivan Ram: Whether there has been an increase in remuneration or not, it is for you to decide.

As regards casual workers, they are, again, not our employees, in that sense. But we have got certain rules. If a worker works continuously for six months as a casual labour, then he is taken temporarily and then permanently. But, to treat all casual labour as railway employees, if the hon. Member himself considers it he will know is a thing which cannot be done. Any commercial organisation or industrial organisation cannot function unless some number of casual employees or casual workers are employed. When the tempo of work increases all of a sudden, we will have to engage them.

On such a huge organisation like the railways we will have to have contracts for various works. We will have to see that the contractors pay fair wages to their workers. In certain contracts we have also a clause like this. But most of these labourers, the casual workers, are governed by the Minimum Wages Act in the different States. I have been going into that question and I have

found that whenever we employ casual labourers we ascertain from the District Magistrate concerned what is the minimum wage prescribed in that district and we on the railways also pay the same wage, which has been prescribed by the several authorities in that area for the workers of that category. So, we have been implementing the clauses of the Minimum Wages Act wherever that Act is in force. But, if certain State Governments do not prescribe minimum wages for that category of labour, we do pay to the casual workers the wages prevailing in the locality. I do not know what more we can do in that respect. Here too, the question of departmentalising all the casual labourers is a thing which perhaps is not practicable.

Questions have been raised about the recognition of unions also. Mr. Banerjee, who is not here in his seat, raised the question of recognition of registered unions. I do not know what chaos and confusion will prevail if we were to recognize all the unions which are registered on the railways. Perhaps there are registered unions of every category of employees on the railways, and I am afraid perhaps we will have unions in the railways, not in dozens but in hundreds, if we have to recognize all the unions that have been formed and registered. That, I feel, will not be to the advantage of the railway workers themselves.

I attended one of their conferences at Jamalpur and I told them—they appreciated and agreed—that category-wise formations of unions on the railways will be detrimental to the interests of the railway workers. Today unions have been formed and registered category-wise for drivers, firemen, station masters, goods clerks, commercial clerks and ministerial staff, and if we were to recognize all these unions, only confusion will be created in the ranks of the railway employees, and perhaps there will be no trade unionism worth the name in the railways.

So, as I said on the previous occasion, I will repeat again that it will be our effort to see that there is united trade union on the railways, most likely only one federation. I am happy that the employees and their leaders themselves are trying for the achievement of that object, and we will wish them all success in their efforts.

Mr. Barua, who is not here, raised the question about the railway schools in Assam. But it is not a question for Assam only. We have got a number of schools on the railways, and the salary of the teachers in the railway schools has been determined by the Ministry of Education on the recommendations of the Pay Commission. So, no discrimination or distinction is being made in the case of the railway schools in Assam. The salary scales of the teachers in the railway schools are the same as prescribed by the Education Ministry. For other schools, the railways are not responsible, and Mr. Barua will be better advised to take up the question with the State Government.

Then, about the freight rates for the goods traffic from Assam, we have a uniform rate throughout the country, except for certain hill tracts, where we have got the system of the inflated mileage. I do not think we are in any way unfair to Assam in charging the same rate of freight as we charge in other parts of the country. I will say that indirectly it will give a certain concession to Assam, because the cost of construction and maintenance in Assam of the railway track is much higher than in most other parts of the country. So, there is no occasion for any further concession to Assam in that matter.

A point was raised by Mr. Tangamani about ex-servicemen. That has been examined and whatever has been laid down in the rules in that connection has been implemented. Mr. Narasimhan raised the question about the directly-recruited station masters for Southern Railways. They went

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to the court and lost their case. Again they have preferred a Letters Patent Appeal before the High Court of Madras, and their decision is awaited. So, we do not propose to do anything in that matter at the present moment.

Mr. Banerjee raised the question about the absorption of the retrenched and surplus personnel of the Central Government departments. We have done that. Whenever people were retrenched or declared surplus to the requirements of the ordnance factories or other departments, we have tried in the railways to absorb as many of them as possible. Now, it will not be fair to the railway employees themselves if the previous services of these people, who have been retrenched from other departments, were to be taken into consideration on the railways. As a matter of fact, we have tried to absorb them. But where we find that some of them had previous experience or service in the railways, we will examine such cases and see whether something can be done for their past railway experience.

Shri Daljit Singh referred to the representation of the Scheduled Castes and Scheduled Tribes in the recruitment to the Railways. Their representation in the Railways has been far from satisfactory. During the past one or two years, we have been taking certain steps to see that the vacancies meant for them are filled up by them. I may say that the results of the 1957 recruitment has been more or less satisfactory so far as the Scheduled Castes are concerned. But, in the case of the Scheduled Tribes, it is still far from satisfactory. Certain further steps will have to be taken. I may inform the House that in 1957—we carry forward vacancies for one year more—perhaps you will find that the recruitment has been more. In the four Commissions at Allahabad, Bombay, Calcutta and Madras, the total

vacancies reserved for the Scheduled castes were 4,321 and the number of people selected has been 5,454. But in the case of Scheduled Tribes, out of 2,074 vacancies reserved, the number of people selected has been 342 only. In the case of the Scheduled Castes, in the lower category in Class IV, all the scavenging staff that is required comes from among the Scheduled Castes and therefore, here also, perhaps, their number becomes slightly inflated. We are always looking into this aspect and trying to see that the representation of the Scheduled Castes and Scheduled Tribes is up to the quota reserved for them.

Shri Thirumala Rao referred to the expansion of the training facilities. No doubt, with the expansion of the Railways very rapidly, We could not keep pace in respect of training facilities. But, in recent times we have been increasing the capacity. We have increased the capacity of the Railway Staff college at Baroda. It will now be possible to give longer training and adequate refresher and special courses. The training schools at Chandausi, Sini, Udaipur and Gauhati have now accommodation for 1,750 seats at a time against 1,050 before. The Training School on the N. E. Railway is being moved to Muzaffarpur and the capacity is increased from 600 to 850. Also, additional hostel accommodation for apprentices at Jhansi, Lallaguda and Khargpur has been provided and Training Establishment for Mechanical and Electrical Apprentices has been started at Lucknow with a capacity of 40 and at Ajmer and Bangalore City. Further, construction of a Central Training School with a capacity of 225 Apprentice Mechanics and 800 Trade Apprentices is in hand at Khargpur. Apart from this, three schools at Mhow, Shahjehanpur and Madhupur with a capacity of 600 Civil Engineering men have been set up. Altogether, the training facilities have been from 21,000 per year in 1955-56 to 53,000 up-to-date. So, we

are ourselves very careful to see that the training facilities available to the employees on the Railways are adequate to our requirements.

The question of Light Railways comes up every time. I want to make it clear that we have decided not to nationalise Light Railways as a policy. That is not with a view to give protection to the owners or the companies of these Light Railways. It has been taken with a view to greater utilisation of whatever resources we have at present. The House is aware that the allotment to the Railway Ministry is not enough for all the commitments that we have undertaken. The terms and conditions of these Light Railways are such that if we ourselves decided to take over, perhaps, we will have to pay them compensation at a very inflated rate which, I feel, is not desirable at the present stage. As I said on the previous occasion, wherever we find that deterioration on a particular Railway is such that it is likely to go out of service and if it goes out of service, the area and the people of the locality are likely to adversely suffer on account of that, we will see whether to take that Railway or not. This has been our policy and we are pursuing that.

About the Baraset-Basirhat line, every year we do make provision in the Budget and it is not utilised because certain difficulties have come in the way, and up till now, we have not been given possession of the land. The land acquisition work has to be done by the State Government. The State Government, in spite of their best efforts, have not been as yet able to deliver the land to us. Unless the land comes into our possession, we cannot start work. All arrangements for starting the work of construction of that Railway are ready so far as the Railways are concerned. As soon as we are put in possession of the land, we will go ahead.

Shrimati Renu Chakravarty: The West Bengal Government has already promised that the land will be available.

Shri Jagjivan Ram: The land has to be acquired. The land there, as the hon. Member herself is aware, is not vacant land. It is a heavily congested area. Unless the land is acquired and put at the disposal of the Railways, we cannot start work. The land acquisition has not been completed yet. As soon as it is completed, and we are given possession of the land, we will start work. It has been delayed in spite of the best efforts on the part of the Railways and the State Government of West Bengal.

Shrimati Renu Chakravarty: At least let the construction of stations start

Shri Jagjivan Ram: Even for the construction of stations, we require land. Unless the land is there, we cannot construct the station buildings

Shrimati Renu Chakravarty: Do not put forward such excuses as buses must not ply, something else must not ply.

Shri Jagjivan Ram: I am not aware of that I here assure you and the House that plying of buses will have nothing to do with this. Of course, we will take that up with the State Government separately. As soon as we are in possession of the land, we will start the work. Provision is there

About the Barsi Light Railway, so far as the question of seniority of the ex-employees is concerned, that has been fixed in consideration of their past services. There are a few other points which are being examined and I think they will be finalised very soon.

They have all my sympathy.

Shri D. R. Chavan (Karad): The great difficulty is about continuity of service.

Shri Jagjivan Ram: I said that their seniority has been fixed taking into consideration their past service. That point has been finalised and finalised to their satisfaction.

The next question is about the construction of new railway lines on which I cannot say anything more than I said while replying to the general discussion of the Budget. There are many areas where there is necessity for railways.

Shri Radhelal Vyas (Ujjain): What about the Guna-Ujjain line? It was declared in the last session that Government had accepted that.

Mr. Deputy-Speaker: That is one of the many.

Shri Radhelal Vyas: We were told here that the Government had taken a decision to take up construction of that line in the Second Plan.

Shri Jagjivan Ram: I am afraid the hon. Member is not improving his case by arguing for a line which is already included in the Second Plan.

Shri Radhelal Vyas: It was said that construction will be taken up.

Shri Jagjivan Ram: That would be included in the Second Plan. In answer to some question by him or by some other Member, the answer was given that the report of the Engineering survey has been received and is being examined. I say that he is not improving his case by repeating it over and over. He should feel happy that it is included in the Second Plan.

Shri Radhelal Vyas: I heard that there was some hitch.

Shri Jagjivan Ram: Regarding overcrowding, I am as anxious as hon. Members of this House to reduce overcrowding if I possibly can. Whatever steps are possible are being taken: some steps which are not very popular steps also.

I have disconnected restaurant cars from certain trains. Well, I am receiving protests from some areas. We have discontinued air-conditioned coaches or reduced their capacity from certain trains. Protests are coming from those areas also. But we are taking such unpopular steps also in order to increase the number of coaches or capacity for third class passengers. So, we are taking all these steps, wherever possible increasing the number of coaches, introducing new trains wherever the capacity on the track is available. There are demands either for the introduction of Janata Express or additional trains in many areas. But we have shortage either of coaches or of the sectional capacity.

Take the Janata train from Delhi to Ahmedabad. Well, there is incessant demand for it, or for a train from Delhi to Amritsar as my friend Sardar Ajit Singh demanded. There may be necessity for such trains.

In the first place, we require coaches for running additional trains, and in the second place, there should be capacity on the track for running a train.

Some friends may say: "Why do you not give priority to passenger trains? Why do you give priority to goods traffic?" It is a matter which is not so simple. In many places we have to decide whether, for the benefit of the passengers themselves, priority has to be given to goods traffic or to passenger traffic. Unless there is increased economic activity in the country, we cannot develop the country, and for the development of the country, certain goods have to be moved from one part of the country to the other, and therefore we have to see what is the minimum number of goods trains that has to be maintained in a certain area, on certain sections. If we stop those goods trains, perhaps the people in that area will be very adversely affected, and we may not get the requisite number of passengers even.

So, it is not as simple as saying: "Why do you not stop a goods train or cancel a goods train and introduce a passenger train?" I wish it were so simple to do. It is not. Therefore, the question of capacity on the track comes

We have engineering work going on in many sections. There also, our capacity is limited, but wherever we find that we have got the coaches or the locomotives and the capacity on the track available, we try to introduce new trains. If the hon. Members will go through the various reports that we have presented, they will find that during the course of the year we have introduced many new trains in many areas of the country. So that is our endeavour.

Then again, about the development of new railway lines in certain areas where the hon. Members urge that mineral wealth is available and we can earn foreign exchange. It was very elaborately argued on behalf of friends from Orissa, Madhya Pradesh and Andhra for the development of Kakinada port and also the railways in the hinterland.

Well, Kakinada is a very important place, but the railways will be necessary to move the goods if there is capacity in the port for the export of that commodity. There have been occasions when I have found that there has been congestion at the Calcutta port or the Vizag port, and we have transported iron ore or manganese ore from the place of production to the ports and found there was no place for the wagons to be unloaded, and at this time, when there is shortage of wagons, to keep wagons unloaded for a few days is not very desirable.

There is shortage of wagons, but there is difficulty in supplying the available wagons also because in certain areas, especially on the South-Eastern Railway, we have difficulty

regarding the capacity on certain sections, where engineering work is going on either in connection with development or something else. Also, the expansion work in the Tatas and also our construction work in Rourkela and Bhilai have been responsible, to a certain extent, for abnormal detention of wagons that we send there. They have their own difficulties also, but now they are trying to expedite the unloading or release of the wagons that were sent to them.

The case which was referred to by Shrimati Renu Chakravarty just now is one of such cases where we have the difficulty of the wagons, not due to the physical shortage of the wagons but their detention either at the port or at the works in Tatas and Rourkela, or due to the sectional incapacity on the railways.

That raises another question about the construction of wagons by some contractor at Vizag. I am not aware of the details, except that a few months back I came to know of some labour trouble in that factory. I received a large number of telegrams from them and also from the employees' unions and public men of Andhra. I told them I was not going to intervene in the matter, and that they should settle it themselves. I know that the labour Ministry here intervened in the matter and some settlement was effected. I was told that due to the labour dispute going on there, their production was delayed for some time and they could not keep to the schedule. More than that I am not aware, but I shall go into that matter and examine it and see how far the commitments have not been fulfilled by that contractor. I propose to go into that matter.

There are many questions which have been raised about providing certain amenities and facilities at certain stations, or stopping a train at a particular station, or introducing a new halt or constructing a new railway station. I do not think it will be possible for me to give a reply to

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all those points except to say that I will get all of them examined by the Railway Board. It may not be possible, and it has not been possible, to introduce new halts at all the places where there have been demands.

Some times demands come, and when I enquire, I am told the existing station is one mile from that place but that it will be more convenient if a new halt is provided there. Normally I feel that if a station is there at a distance of three miles there is no case for the introduction of a new halt or a new station, but if a station is at a considerable distance, we may examine whether we can make certain trains halt at those places.

Then also, there are many stations where it is necessary to construct new buildings, or parcel godowns or goods sheds. Well, they were constructed at a time when the traffic was many times less than what it is today, and there is necessity for expansion of accommodation; and connected with that is the office accommodation for the staff. I also agree that at many places the staff has increased and the accommodation has more or less remained the same as it was ten years or 15 years or 20 years ago when the staff was much less. Wherever we are taking up construction of new stations or godowns, we are providing more of office accommodation for the staff. We are ourselves alive to all these deficiencies. But I cannot assure that all these deficiencies will be overcome during the course of the next two or three years, because with the arrears of many years, it will take a considerable time to fill up the gap.

• About railway hospitals, as I said on a previous occasion, and I want to make it clear once again, we are trying to improve the standard of the railway hospitals. There may be lapses here and there. As for the case quoted by Kumari M. Vedakumari, I shall look into that. But I do not think there would be any rule—

and I am not aware whether there is any such rule, and in fact, I cannot imagine that there will be any such rule—that only those patients who are running temperature will get admission into the hospitals. There cannot be any rule like that, and if there is any such rule, I say that it has no commonsense. If there is any such rule, I will see that it is changed from tomorrow. But it may be that it may be difficult even for a good doctor to detect a case of appendicitis, as she put it. There may be no *mala fide* on the part of the doctor. He might have made a genuine mistake; he might not have been able to diagnose whether it was a case of only ordinary stomach pain or it was a case of appendicitis. Even experts at times make mistakes. All the same, I will make an enquiry into that case. I do not think there will be any rule that anybody who is not running temperature will not be admitted into the hospital. On the whole, we have got quite competent staff on our medical side, and it is always our effort to see that when we recruit we take people with good qualifications and good experience.

Shri Braj Raj Singh (Ferozabad): They are very expert in issuing certificates.

Mr. Deputy-Speaker: That knowledge is also necessary.

Shri Braj Raj Singh: Of course.

Shri Jagjivan Ram: I do not think that issuing certificates can be done without some knowledge of the medical science.

Shri Braj Raj Singh: Other things also.

Shri Jagjivan Ram: Yes, the others also; and the Members might have certain opportunities to take advantage of such certificates.

Shri Braj Raj Singh: I do not need any.

Shri Jagjivan Ram: I cannot say that he should not; it is for him.

Shri N. B. Maiti (Ghatal): What about the construction of the Khajuria-ghat-Malda line?

Shri Braj Raj Singh: Fifteen years hence.

Shri Jagjivan Ram: About construction of new lines, I would say this. For instance, there is the question of taking the line from Pathankot to Jammu and from there north, where timber is available; at present, we are losing quite a sizable quantity of timber, because it is washed away to the country adjoining ours. So, there is a case for the construction of a railway line there. There is a case also for the construction of the Khajuria-ghat-Malda line. Only, I say let my resources improve, and I will be able to undertake the construction of some of these new lines, whether it be in Kashmir or whether it be the railway line from Kasganj or Etah or the railway on the West Coast, or the railway connecting the ports of Paradip and Visakhapatnam to the areas near Bastar and others.

Shri Ajit Singh (Bhatinda—Reserved—Sch Castes): What about the Mogha-Bhatinda line?

Mr. Deputy-Speaker: At least all these have linked together today.

Shri Jagjivan Ram: So, all these railway lines are under our view.

Shrimati Renuka Ray (Malda): But this is an area which has been specially affected by Partition.

Shri Jagjivan Ram: There are areas which have been specially affected by Partition. And there are areas which have been long neglected, and so on. So, we will keep them in view; when our resources improve, we will try to construct as many miles of new railway lines as we possibly can.

I assure hon. Members that we shall keep their criticisms and suggestions in view and try to benefit by them.

Shri Harish Chandra Mathur (Pali): We quite appreciate that it is not

possible for the hon. Minister to deal with each and every suggestion. But my hon. friend Shri Radhelal Vyas made a statement that there was a practice when Shri N. Gopalswami Ayyangar was the Railway Minister that he dealt with each suggestion and communicated the result of his enquiry to the Member concerned. And a request was made to revive that practice. Though it is not possible for the Minister to say at this time whether a train stoppage would be arranged at a particular place, whether a shed would be constructed or a platform would be constructed at a particular place and so on, what is the Minister's reaction to this suggestion to revive the practice of communicating to the Member concerned the result of his examination of the particular point?

Shri Braj Raj Singh: May I say that there is one more Director in the Railway Board for this purpose?

Mr. Deputy-Speaker: The immediate reaction has not been very good.

Shri Radhelal Vyas: I just want to add that this practice was followed up by Shri Lal Bahadur Shastri also, at least for one year.

Shri Jagjivan Ram: I shall tell you what happened last year. Last year also, this question was raised, and the hon. Speaker said something. I do not remember exactly what it was. Most of the points raised by hon. Members in this House have been examined in the Railway Board, and we are in correspondence with your Secretariat Sir as to the procedure that we should follow in that behalf. I think whatever communication has to be made will have to be channelled through your Secretariat. On that point, the Railway Board and your Secretariat are in correspondence.

Shri Sadhan Gupta (Calcutta-East): The question of review of dismissals under the President's powers and the General Managers' powers has been hanging fire for quite a long time, particularly the dismissals under the

[Shri Sadhan Gupta]

President's powers. When could we expect a statement in this House on the action taken in respect of cases of this kind which have been reviewed or which will be reviewed, because it has been pending for a long time, and we do not hear anything except that they are going to be reviewed very soon? We have heard nothing so far.

Mr. Deputy-Speaker: Perhaps, the next answer would be 'as soon as possible'. A positive thing cannot be said just at present; it is not possible to say anything very definite just at present.

I propose to put this Demand and the cut motions thereto along with the other Demands at the end to the vote of the House. Now, we might proceed to the other Demands.

DEMANDS NOS 2 TO 18 AND 20

Mr. Deputy-Speaker: The House will now take up the remaining Demands for Grants, that is, Demands Nos. 2 to 18 and Demand No 20 in respect of railways for the year 1958-59. As the House is aware, 5 hours have been agreed to for discussion and voting on these Demands.

There are a number of cut motions to these Demands. Hon. Members may hand over at the Table by 3 p.m. the numbers of the selected cut motions which they propose to move. I shall treat them as moved, if the Members in whose names those cut motions stand are present in the House and the cut motions are otherwise in order.

As for the time-limit for speeches, it is for the hon. Members to decide. Should I keep it at ten minutes, because there is a large number of hon. Members who want to speak? Or should it be maintained at fifteen minutes?

Shri Naushir Bharucha (East Khandesh): May I suggest that it may be maintained at fifteen minutes, but

that fifteen minutes' time-limit must be strictly enforced?

Mr. Deputy-Speaker: That is for the hon. Members. I would be impertinent if I enforced it very strictly. I can only make requests, and when the rings go on some hon. Members do not care at all. Of course, I have got the powers given by the House. But certainly it would not be proper that the Member should be just called to order so many times. It will be better if when the second ring is given, the hon. Member himself stops at that moment or at least immediately after that. That should be left to the Members; if hon. Members want me to enforce it, I can do it all right.

Normally then, the limit may remain at ten minutes, though in certain cases, we may extend it to fifteen minutes when it is necessary to do so.

Shri Naushir Bharucha: I think that is better.

14 hrs.

Shri Nanjappa (Nilgiris): The Railway Board begins with a feeling of complacency.

Mr. Deputy-Speaker: The speech will not be well begun with the 'Railway Board' again.

Shri Nanjappa: I am only narrating the achievements of the Board, call them new records. They have created records in their earnings, both gross and net. They have also created new records in carrying goods and in providing amenities. There is the other side also—the very wrong side. They have also created a record in accidents.

Shri Braj Raj Singh: Record?

Shri Nanjappa: Yes. Again, there is unpunctuality. They have also a record in overcrowding. In spite of all this, recently they have taken a retrograde step in withdrawing the railway concessions given to students.

The Deputy Minister of Railways (Shri Shah nawas Khan): We have not withdrawn any.

Shri Nanjappa: They have withdrawn concessions in suburban trains. They have fixed an age-limit for this. My submission is that students who pursue their studies should be allowed this concession.

14.02 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

Shri Shah nawas Khan: We have withdrawn this concession in respect of businessmen who try to travel as students.

Shri Nanjappa: I am referring in particular to students who belong to the backward communities, Scheduled Castes and Scheduled Tribes. If they come from suburban places, they must be given the railway concessions.

Member after Member has spoken regarding accidents. I do not want to dwell on them. I only want to refer to the recent one that occurred at a place called Sonapur. The curious thing about that accident was that the driver and the man in the signal cabin ran away from the place of accident. The point is that there was a feeling of irresponsibility on the part of the driver and the signalman. Very recently, I witnessed a function where in a driver was given a medal for bravery. Of course, he is no more. My point in mentioning this is to stress the responsibility of these people. What I want to suggest is that people who select these people must have a stricter examination of them both in regard to their morality and habits. There may be drunkards, there may be people with loose character. Besides these, a stricter examination may be made of their physical fitness.

I know of cases where people with bad sight—they may not realise it themselves—owing to their age develop incipient cataracts or atrophic changes in the retina. Such people are very dangerous to be put in responsible

positions as drivers, signalmen and others—people working on the railway line. They should be tested now and then for vision, physical fitness and also for their habits and morality.

Shri Shah nawas Khan: How are they to be tested for morality?

Shri Nanjappa: There are superior officers. If there is a drunkard or man with loose morals, the superior officer has to look into it.

Regarding medical facilities, I have got a very good word to say. The facilities given to railwaymen are far far better than those given to other employees in other departments, barring of course Defence. They are so popular that even the other civilian population go there for medical aid. As regards treatment of railwaymen, they not only treat them but in cases which they are not competent to handle, they send the patients to other places where they can be treated. They do not do it with the idea of washing their hands off, they follow up the cases and do what they can.

The Railway Minister has failed to appreciate the notable part played by railwaymen in the field of sports and games. They have established their reputation in their own region and also in the all-India field as well as in the international sphere.

The next thing I want to refer to is about electrification. In my State, there is the Vilupuram-Thambaram line to be taken up for electrification. In his budget speech, the Minister has said that this electrification will be slowed down on account of the Madras Government failing to give electric current in time. But a few days ago I read in the *Hindu* of Madras a statement from the Madras Government that they will provide electric current at all costs. I mention this only for verification.

Next I come to the distress caused to third class passengers. Here too, I do not want to take much time. The only thing I want to stress is that

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sleeping accommodation should be provided to third class passengers also. In long distance trains, one cannot sit the whole night. In third class compartments, we have heard about deaths occurring of old, infirm or sickly people. They cannot sit up the whole night and finish their journey. So deaths occur. So in long distance trains, during night sleeping accommodation must be given to third class passengers. For this, I suggest that the so-called second class may be withdrawn and in its place, third class sleeping accommodation be given.

I have mentioned long ago that for short distances, they need not have air-conditioned coaches at all. For example, they are running air-conditioned coaches from Madras to Coimbatore and Madras to Bangalore. We have been impressing on the authorities that this is quite unnecessary. There are air passage facilities and good roads to travel by motor car. So most of the people use these routes rather than air-conditioned coaches. But the Minister says that they are popular. They are popular at the expense of the third class passengers who pay the maximum but at the same time are denied the comfort of travelling stretching themselves in the third class compartment.

Regarding the Chamarajnagar-Satyamangalam railway line I do not want to emphasise the need for its construction. But, I want to suggest this that if the Chamarajnagar-Satyamangalam line is not feasible for the present due to finance, I want them to look on the other side, to the Coimbatore-Satyamangalam line. That is a short distance line and it runs through even ground and rich tract. So, they can think of this line being constructed in the first instance. But, if they can do the Chamarajnagar-Satyamangalam line, I have no objection.

About the replacement of old lines. We have a line from Coimbatore to Pollachi, just a distance of 20 miles. For any train it takes 2 hours to run

It is because the original line was constructed with very small rails. It is nearly 25 years old and these rails were not renewed for one reason or the other. And, to cover this short distance, any train takes nearly 2 hours. I submit that this rail line may be done at an early date.

Shri Panigrahi (Puri) I think the Railway Minister has told us, that new lines cannot be taken up at present. Still while moving my cut motion to Demand No 15, I will refer to certain observations which were made by the then Railway Minister, Shri Lal Bahadur Shastri, so far as certain essential railway lines in Orissa are concerned. If the Railway Ministry will kindly take the trouble of looking into the route mileage in India and its proportion to area and population, Statewise, they will find that the two most unfavourably and so unfortunately placed States in this respect are Assam and Orissa in the eastern region.

So far as route mileage is concerned, UP has 5050 miles of railway lines, Madras, 4494 miles, Bombay, 3822 miles, Bihar 3230 miles, Madhya Pradesh 2598 miles, West Bengal 2016 miles, Punjab 1672 miles, Assam 1108 miles and Orissa 888 miles.

It is well known that since 1892, in Orissa, 25 lines were surveyed by the railways and not one of them has been implemented so far. In the First Five Year Plan the State Government was asked to recommend the lines which may be taken up in the First Plan. The Government of Orissa recommended 12 lines out of the 25 lines which were already surveyed. After this, the Railway Board expressed its inability and informed the Government of Orissa that in the First Five Year Plan projects only those lines could be taken up which suit the urgent needs of the development projects and also which assist in the economic, mineral and industrial development of the States concerned.

At that time, the then Railway Minister, Shri Lal Bahadur Shastri, said—I am quoting—

“In fact, I am very particular myself that this Sambalpur-Titlagarh and Rourkela-Talcher lines, either one or the other should be taken up in Orissa as soon as possible. In fact, I was on the point of including it in our present programme. But, then, the matter of the location of the steel plant is still under the consideration of the Planning Commission. As soon as they have decided regarding the location of the steel plant, we will be able to decide about taking up one of these two lines.”

Again, in one of his letters to the Finance Minister of the Government of Orissa, dated 15th April, 1953, he stated as follows:

“The construction of new railway lines in Orissa in the near future is intimately connected with the mineral developments in that State. The main schemes under consideration are:—

Steel plant,
Ferro-manganese plant,
Export of additional ores”—iron or manganese.

The Railway Minister has stated:

“The various railway lines required in connection with these schemes are the following and they are under investigation.

Bonaigarh-Sambalpur,
Rourkela-Talcher,
Sambalpur-Titlagarh.”

I would like again to refer to a statement, a statement which was made by the Chairman of the Railway Board on 17th March, 1954, at Cuttack in a Press Conference. He said:

“The Sambalpur-Titlagarh line will permit coal trains between

Bengal Bihar fields and the south being routed over a shorter route and would thus relieve the heavy load on Khargpur-Cuttack-Vizianagaram section, where the released capacity could be used for other purposes like additional passenger trains and goods trains for forest, agricultural products and general merchandise.”

I need not quote another statement which he made in the Press Conference.

Sir, since then, all these requirements have been fulfilled. The steel plant has been located at Rourkela, the Ferro-manganese plant has been located at Joda in Orissa and the Hirakud dam project has completed its first stage. Many other factories are going to be established in this region. And, in fact, it is going to be one of the industrial regions so far as the eastern part of India is concerned. Almost all the requirements as the Railway Board wanted have been fulfilled; but, still, nothing has been done in this respect.

Recently, the Japanese team came and visited the port of Paradip in Orissa and also surveyed some mining areas in Orissa. Orissa will supply iron ore to the tune of 2 million tons to Japan. The foreign exchange and the credit thus available to Orissa is being planned to be first spent in developing further the port at Visakhapatnam. I do not object to that port being developed. But, it has got its limitations. Even those who are in charge of that port development say that the Vizag port has got its limitations for further development. But still, this foreign exchange and the credit available from the export of iron ores from Orissa to Japan, Poland and other countries will be first spent not in developing the railway communications in those mining areas but in other parts of the country. Such acts of the Ministry, I think, would be questioned more and more by the people concerned, when in future....

Shri Shah nawas Khan: We are thinking of India as a whole.

Shri Panigrahi: But, you are not thinking so; that is what I say. The people of those parts of our country which are neglected will question your acts more and more. It may be said that when the need comes you will have to run to the State Governments. That is what you are doing today.

Then, I will come to the question of shortage of wagons. So far as the east-coast section of the South Eastern Railway is concerned, there is chronic short supply of wagons. The Railway Board has decided and has fixed a quota of 65 wagons daily for Khurda Road district, and in item (e), 16 categories of goods have been included beginning from iron, manganese, jute, pulses, timber, beedi leaves and salt to rice. It is enough to say that this quota which has been fixed has been most irresponsibly fixed.

Leave aside the question of iron and manganese ores. The difficulties in the Jaipur-Keonjhar areas are known to the Railway Board. Every time they write to the Railways to supply them with wagons but only a few are given.

Take one instance, the case of Bamboos to the West Bengal Paper Mills. The West Bengal Paper mills require 1200 wagons a month but the quota that has been fixed is 600 wagons per month. So, how can we supply all these bamboos to the West Bengal Paper Mills? There is great difficulty in that respect—leave aside iron and manganese which require immediate facility for transport.

I was looking into the Report of the Railway Board. It has been said there that in order to assist maximum lifting to the ports for export and to eliminate delays, a day-to-day watch was maintained by the Railways. I would cite one instance. It was said that on 31st March, 1956 the iron ore awaiting shipment at Calcutta port was 36,883

tons, and it increased to 90,017 tons on 31st March, 1957. Of course, there is a slight improvement. But there is nothing to feel self-satisfied over it. I shall just give you one figure. I am citing only one instance, that of iron ore—not manganese or iron. At the end of February, 1956 there was a stock of about 9,20,000 tons of iron ore at the pit-heads of all the iron ore mines in Orissa. The position of manganese export also faces the same situation. And due to the short supply of wagons, the Government of Orissa is not able to lift the quarterly quota of cement and iron to Orissa. I think we should take into consideration this matter so that more facilities may be given to this area and an adequate number of wagons provided. There must be some consideration at least to the actual requirements of the trade in this region.

In conclusion I would just refer to the need for an underbridge at the level crossing near Cuttack station. There is a great traffic congestion there. There is no direct road communication between Cuttack and the new capital, Bhubaneswar except by cutting across the railway line. And in the absence of an underbridge there is great congestion and traffic jam there. I hope the Railway Board will take into consideration this question. We were told that the question of constructing an underbridge there is under consideration. I hope they will consider it quickly so that something could be done about it.

Mr. Chairman: Shri Padam Dev. He is not in the House.

श्रीमती सहोदरा बाई (सागर—रक्षित—अनुसूचित जातियाँ) : सभापति महोदय, एक मिनट का मौका मुझे भी बोलने का मिलना चाहिये ।

सभापति महोदय : प्रायः तो पहले रेलवे बजट पर बोल चुकी हैं ।

मीनती सहोबरा बाई : पहले बोल तो चुकी हूँ, लेकिन मुझे कुछ और कहना है।

सभापति महोदय : ध्यान की ठहरना पड़गा।

Dr. Pashupati Mandal (Bankura—Reserved—Sch. Castes): Madam Chairman, I thank you for the chance you have given me to speak in this debate.

At the outset I wish to say a few words about Bankura station on South-Eastern Railway in West Bengal. It is a junction station handling a good deal of goods and passenger traffic. But you will be surprised to know the conditions if you give me a patient hearing. The platform is as low as possible. There are two night trains, one going to Calcutta and the other coming from Calcutta, and special bogies are attached to these trains. When this train comes to the station, the special bogie remains out of the platform. The platform itself is low; you can imagine what the position of the passenger will be outside the platform for getting into the train or coming out of it. This was brought to the notice of the General Manager and the Ministry. We have received an acknowledgment, but no action has been taken.

Now I come to the overbridge. The outer wing of the overbridge is so stiff that the passengers have to cross the overbridge with great trouble. The inner wing is all right. We have repeatedly brought to the notice of the General Manager's Office the need to construct the outer wing on the same lines as the inner wing, but no action has been taken.

Then I come to the sweetmeat stall at Bankura. It is a big stall, and passengers coming from Howrah and Kharagpur, all buy sweetmeats there. But it has been closed since 1956. We brought this to the notice of the General Manager and the Deputy Minister here. We received an acknowledgment, but no action, has

been taken. Actually it is the passengers who are suffering a great deal on account of the closure of this sweetmeat stall.

Then I wish to suggest the diversion of one of the trains from Delhi to Howrah; I want it to be diverted via Adra, Bankura and Kharagpur from Gomoh and Asansol. There is no express train on this line, and if this diversion is done, the people of Purulia, Bankura and Midnapore will get the facility of travelling up to Delhi. And there is no express train on this line on the South-Eastern Railway also. The hon. Minister once travelled from Puri via Kharagpur; he came down at Adra and reached his destination by car—he was so disgusted by the journey. It is a long-standing desire of the people of this locality to have this diversion.

Then I come to the minimum amenities at Ondagram and Peardoba on the South-Eastern Railway. The facilities of drinking water and waiting room are required at these places. At Bankura the climate during summer and winter is just like Delhi, but there is no water supply and no waiting room. So a permanent water man should be appointed and a waiting room should be constructed.

One thing more I would like to say about the Ondagram station. For a period of about six months there are no printed tickets available though the daily sales is four hundred. Repeated reminders have been sent, but no action has been taken, whereas at Bheduasol where the daily sale is only fifty tickets, they receive excess quota every month. And many of the requisite forms are also not available at many stations, and the stationery supplied is of inferior quality. Repeated reminders have been given about the ticket supply at Ondagram but nothing has happened so far. In this way the administration is deteriorating day by day.

Then I would like to refer to the Vishnupur-Santragachi line. It was

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surveyed by Mr. Tulach, the then Chief Engineer of the B.N. Railway, and he assessed that Rs. 60 lakhs will be the income by transport of coal alone, and within ten years, he said, it would meet the expenses of this line. This line has also been recommended by the ex-General Manager, Mr. N. C. Ghosh and by Mr. J. C. Ghosh, Member, Planning Commission and by the West Bengal Government also. Shastriji also gave an assurance and accepted the necessity for this line, but no action has taken place during the Second Five Year Plan.

Then I wish to say that medical men are getting different pay scales in different zones. I think it should be the same in every zone.

Railway reservation in respect of South-Eastern and Eastern Railways should be placed at the main Howrah station instead of at Fairlie Place and Esplanade for day and night. Otherwise the passengers suffer greatly in regard to reservation. A special quota should be allotted to the existing reservation offices also.

Wagon movement must be checked by surprise visits. Otherwise the station masters will make extra income by allowing extra time for loading and unloading over the specified time of six hours.

Then I come to accidents. In regard to accidents I suggest one thing, namely, to remove the dissatisfaction of the commercial staff. Then to that extent it will be averted. I also wish to suggest to give incentive to the thoughts of the public to prevent accidents.

Shri Shah Nawaz Khan: But commercial staff has nothing to do with train operation.

Mr. Chairman: The hon. Member may continue.

Dr. Pashupati Mandal: Then, I suggest that incentive must be given to

the public thoughts and improved means for prevention of accidents should be adopted. There is, for instance, one patent by Dr. L. N. Das. The Indian Patent specification is 45-318. He has submitted it long long ago, but no trial is given to it.

Mr. Chairman: Shri D. R. Chavan. He is not here. It is not possible to go and call him.

Pandit J. P. Jyotishi.

Shri D. R. Chavan: I am here.

Mr. Chairman: I am sorry, I thought he had gone out.

Shri D. R. Chavan: I could not catch your eyes.

Shri Subiman Ghose (Burdwan): My name was there first and that was his impression.

Mr. Chairman: Hon Members should not interpret the mind of the Chair. Better it be left to the Chair itself.

Shri D. R. Chavan: Mr. Chairman, I am referring to only one question and that is concerning the grievances of the Barsi Light Railway employees. The hon. Railway Minister was pleased to refer to it and he stated that this question was being examined

This question has been pending before the Railway Board since 1st January, 1954. I would like to place the grievances of the ex-Barsi Light Railway employees before this House and in some little detail will invite the attention of the hon. Minister to their genuine and legitimate grievances. I would like to point out that their grievances are not only genuine, but are just and legitimate.

The management of the ex-Barsi Light Railway Co. was taken over by the Government of India and integrated with the Central Railway on 1st January, 1954. But before this

take-over, the management of the Barsi Light Railway gave one month's notice to its employees on 11th November, 1953 terminating their services. Accordingly their services were terminated on 31st December, 1953, i.e., a day prior to the take-over of the Management of the Barsi Light Railway. The employees of the Barsi Light Railway, after its integration with the Central Railway, were treated as new entrants. The question is that their services were terminated a day prior to the take-over of the management of the Barsi Light Railway Co. and when this system was integrated with the Central Railway, the original employees were also taken over by the Central Railway but as new entrants. That means that on the 31st December, 1953, they were working under the Barsi Light Railway management and no sooner this take-over was completed on the 1st January, 1954, these ex-Barsi Light Railway employees were treated as new entrants.

What is the grievance of these people? The grievance of these people is that the Railway Board should consider their cases sympathetically and should grant them full continuity of service and established service conditions. These are their demands. These demands, according to me, are absolutely real and genuine. My opinion is that their demand is not only genuine but it is legitimate and just. In this connection, I would like to point out that almost all the railways that are now nationalised and State-owned were just like the Barsi Light Railway. They were originally established and run by private companies under similar specific contracts with the Government of India, i.e., the Secretary of State for India before 1947. When all these railways run and managed by private companies were taken over by the Government of India after the termination of their specific contracts, the employees of these respective railways were *ipso facto*, as of natural course, taken over by the Govern-

ment of India in continuity of their service and established service conditions. The question now is that when other railways were nationalised and taken under State management and when they were integrated with other railway systems which were owned and controlled by the Government of India, the services of those employees were guaranteed. Their established conditions of service were given to them and the continuity of their service was also maintained. Then, the question arises as to why the employees of the ex-Barsi Light Railway Co. should be given a differential treatment. Why should there be discrimination? On the same principle and under the same practice why should these persons not be given their continuity of service and established service conditions? That is the question. It is very difficult to understand why in this case the Railway Board of the Government of India has made a deliberate discrimination. Their continuity of service is interrupted and in addition to that these persons are forced under pain of unemployment to enter service as new entrants from the date of the take-over, i.e., 1st January, 1954. This has created an odd state of affairs and has inflicted severe losses on these employees.

Further, I would like to point out a few specific cases of certain persons. I am quoting only two cases. These two cases are of the two medical officers previously employed by the Barsi Light Railway Co. The grade of one of them was Rs. 200—500 on 31st December, 1953 and no sooner this take-over was effected on 1st January, 1954, he was put in the grade of Rs. 200—300. His pay on the 31st December, 1953, was Rs. 500/- and after the take-over he was given Rs. 300/-. That is the case of the medical officer, whose name is Shri B. V. Nivargi. Another medical officer is Shri G. Daniel.

Then, I would quote the cases of persons who were working in the Accounts Department of the Barsi

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Light Railway Co. They are about 12 or 13 persons. I will quote the cases of some of these persons only and not all because it is impossible to enumerate the cases of all the persons here. It is a long list and I am quite sure that the hon. Minister might be in possession of this list. So, I am quoting the cases of only two or three persons as an illustration. One is Shri D. P. Deshpande. He was working in the Accounts Department of the Barsi Light Railway Co. His grade was Rs. 300—400. Then, on 1st January, 1954, when this take-over was effected he was put in the grade of Rs. 80—220. His pay on 31st December, 1953, was Rs 340/, while on 1st January, 1954, the Railway Board started giving him Rs. 220/- by way of salary. And, his future prospects of promotion are completely blocked. There is another case of one Shri V. H Nerlekar. He was also in the grade of Rs 200—300 On the day on which the management of the ex-Barsi Light Railway Company was taken over by the Railway Board, he was put in the grade of Rs 80—220 His pay on 31-12-1953 was Rs. 240 and on 1-1-1954, that is the day after, he started getting Rs. 220.

These are only some of the cases. There are about 300 such cases. So, may I request the hon Minister to look into this matter very carefully, because this matter has been represented to the hon. Minister several times.

Not only that, I would like to refer the hon. Minister to what the Labour Minister, Shri Nanda stated on the floor of the House on 20-5-1957 when he was speaking on the Industrial Disputes (Amendment) Bill. This is what Shri Nanda stated on the floor of this House with reference to this particular case:

“Even as regards the Barsi Light Railway case I have been in touch with some friends who are

interested in the welfare of the workers to see whether we could find independently of this legislation some means of ensuring continuity of service to these workers and do something for them. This is being tried, and I hope something may be done with it.”

Therefore, I would like that the hon. Minister should look into this matter and not allow this matter to continue like this, the grievances of the people not being redressed. There is a lot of agitation and commotion amongst these people. Those who were getting high salaries have been put in lower grades and are getting lower salaries. It is these people whom you have to care for because, after all, it is these persons who run the Railways. I would, therefore, like the hon. Railway Minister to consider this point, and also the assurance given by the Labour Minister on the floor of this House that something in respect of these persons would be done, so that the continuity of service may be guaranteed to them.

The Railway Minister just now said that he is examining this question. The cases of certain persons could be examined, there is no doubt about that, but I would like a categorical assurance from the Minister on the floor of this House that the cases of all these employees—there are some 300 to 400 such type of employees—would be considered, continuity of their service would be given to them, their prospects would not be blocked and the established service conditions would be restored to these persons.

पंडित ज्वा० प्र० उशीतवी (मन्तर)

माननीय सभानेत्री जी, मेरा दर्शन है कि मैं मन्त्र के एक ऐसे हिस्से में बैठा हूँ कि जो मेरे इनामों की तरह ही उपेक्षित है। जिस तरह मेरे इनामों की तरह लोगों की कम दृष्टि जाती है वैसे ही मैं समझता हूँ कि मेरी तरह की

बहुत कम वृद्धि प्राप्त कर पाती है और इसलिये मुझे अपने स्थानांत इजाजत करने का बहुत कम मौका मिलता है। बहरहाल आज प्राप्त मेरी तरफ वृष्टिपात कर सकी इस के लिये मैं शुक शुबार हूँ और मुझे उम्मीद है कि मेरा इलाका भी आज रेलवे मंत्रालय का ध्यान आकर्षित कर सकेगा और उम की दिक्कतें दूर हो सकेंगी।

महोदया, हम बहुत बात करते हैं सोशललिस्टिक पैटर्न की, और निश्चित रूप से हम सोशललिस्टिक पैटर्न का ममाज ग्यापित करने के लिये कृत पथरप है। हमारे रेलवे विभाग में बड़े बड़े कर्मचारी हैं जिन को बड़ी बड़ी तनखाहें दी जाती हैं। लेकिन हमारे विपक्षी लोगों का भी जब इस बात पर ऐन-राज नहीं है तो मैं ही इस बात पर क्या ऐन-राज करूँ। लेकिन मुझे दुःख तब होता है जब मैं अपने इन्जिनियरों वगैरह कर्मचारियों की दशा को देखता हूँ। उनके भ्रष्टाचार प्रमान में बूते हैं। वे माना ऐंसे हैं कि जिन में कोई मदिवल से ही जिन्दगी बसर कर सकता है। वही पर आक्रमण के भी ममान हैं। उन का दुःखत किया जाता है। अगर एक बार भी माग को जाये तो उन को तैल नींग धार देखा जाता है। लेकिन जो छोटे छोटे कर्मचारी हैं वे मिड-गिडाा हैं, लेकिन उन में अर्ज का रेलवे पी० डब्ल्यू० ई० के कर्मचारी नहीं मुनत और हमारे छोटे कर्मचारियों के कान मरमान में उन को बहुत तबल्लफ है। उन के दूटे हुए खपरे तब नहा टटाय जा। ताकि पानी भरने न गिरे। मुझे ज्ञानाम है कि शामल इम और अनरय ध्यान देगा।

मुझे खूनी इस बात की है कि इस बार बहा पर एक ऐसा बचाव आ बनेगा जिम में कि कुछ रोगी रह भी सकेंगे। अगर वह रोगी ही न हो इस की व्यवस्था करना ज्यादा आवश्यक है। उन के वे मीलदार ममान दुःखत चिये जाये ताकि उन में पानी न गिर सके। यह बहुत जरूरी है।

अपने इलाके के मुताल्लिक मुझे एक बात एक भरसे से अर्ज करनी थी और हमारे इलाके की जनता ने बार बार इन को मरकार के कान तक पहुचान की कोशिश भी की है। लेकिन न मालूम क्यों आज तक इस तरफ मरकार का ध्यान आकर्षित नहीं हुआ। वहा के लोगो की एक लम्बे अग्रमे में यत्र भाग है कि वहा पर एक तेज गाडी चलाई जाये। नया मध्य प्रदेश बन जाने के बाद इस की आवश्यकता बहुत हो गयी है। जबलपुर लाइन पर दो तेज गाडिया पहले में चलनी थी मगर वटा एक तेज गाडी और दी गई है। मैं चाहता हूँ कि इस तरफ भी प्राप्त एक तेज गाडी दें। कटा गया है कि मगर और कटनी के बीच का ट्रेक अच्छा नहीं है, वह मौकड क्लाम ट्रेक है। लेकिन मैं अदब से पूछना चाहता हूँ कि बिलासपुर और कटनी के बीच भी तो नैकिट क्लाम ट्रेक है। अगर वहा पर तेज रफतार में गाडिया चल मकना है तो इस लाइन पर क्यों नहीं चल मकी। कटनी जबलपुर की और कई तेज गाडिया चल रही है, लेकिन मुझे उम में कोई ऐंगराज नहीं है। मैं तो चाहता हूँ कि बीना कटनी के इलाके को जो माग है कि वहा पर एक तेज गाडी दी जाये, उम की तरफ ध्यान दिया जाना चाहिये। दो गाडिया वटा चलनी हैं लेकिन उन में बहुत भीड रहती है, इन तरफ शामल का ध्यान निश्चित रूप में जाना चाहिये।

बहुत में छोटे छोटे स्टेशनों को कवर किया गया है। बहुत समय में मगर के लोग चिल्लाने चले आ रहे थे कि इस स्टेशन को भी कवर किया जाये, क्योंकि शैड न होने में माल खराब हो जाना है और यात्रियों को भी कष्ट होता है। इस स्टेशन के प्लेटफार्म को कवर तो किया गया है लेकिन बंदल बीच के कुछ हिस्से को कवर किया गया है, ऊपर और नीचे के हिस्से को छोड़ दिया गया है। मैं समझता हूँ कि यह तो वहा पर लोगों के लिये झगड़ा करने का इत्तजाम कर दिया है क्योंकि बरसात में सब

[पंडित ज्वा० प्र० ज्योतिषी]

कोय उसी हिस्से से चढ़ने की कोशिश करेंगे। केवल तीन डिब्बों का स्थान कवर किया गया है और पश्चिम और पूर्व के भाग को अनकवर्ड रखा गया है। यह गलत चीज है। मेरा निवेदन है कि पूर्व और पश्चिम के हिस्से के प्लेटफार्म को भी कवर किया जाये तभी ठीक होगा। अगर यही भवस्था रही तो बरसात के दिनों में जब सारे यात्री कवर्ड जगह से ही घुमने की कोशिश करेंगे तो उन में बहुत धक्का धक्का होगा।

इस के प्रतिरिक्त हमारे यहा एक अंडर-ब्रिज और एक ओवर ब्रिज की बहुत आवश्यकता है। सागर के स्टेशन का प्लेटफार्म उत्तर की तरफ है जब कि शहर का तीन चौथाई भाग दूसरी तरफ है। पुराने अग्रेजी जमाने में उत्तर की तरफ कटोमेट था जहा कि शहर का पंचमांश या इस से भी कम हिस्सा रहता था। उसी तरफ प्लेटफार्म बनाया गया लेकिन शहर का तीन चौथाई हिस्सा दूसरी तरफ रहता है और उम तरफ प्लेटफार्म नहीं है। उस स्टेशन पर से माल गाड़ियों को मिला कर दस बारह गाड़िया रोज गुजरती हैं और उन का शॉटिंग होता रहता है। जिस के कारण आदमियों को आधा आधा घटा खडा रहना पड़ता है। इस प्रकार रोज मैकडो आदमियों को रुकना पडना है। इस का मतलब यह है कि हमारे शहर के और जिले में लोगों की जिन्दगी के बरस के बरस इस प्रकार इन्तजार में बीत जाते हैं। रोज वहा पर हजारो आदमियों को बीस बीस मिनट के करीब रुकना पड़ता है। इस प्रकार हजारों आदमियों की जिन्दगी के बीस बीस मिनट रोजाना वहा पर इन्तजार में खर्च हो जाते हैं। इसलिये बहुत जरूरी है कि वहां पर एक ओवर-ब्रिज और एक अन्डर-ब्रिज बनाया जाये।

इस के प्रतिरिक्त मेरा निवेदन है कि हमारे यहां पर एक तीर्थ स्थान बांदक पुर है जहां कि एक काफी बड़ा मेला लगता है।

लाशों यात्री वहां धाते हैं। वहां के प्लेटफार्म को ऊंचा किया जाय और वहां पर शौड बनाया जाये ताकि जो लोग धाते हैं उन को एकोमोडेट किया जा सके। दुर्भाग्य है अब तक शासन ने इस और ध्यान नहीं दिया है। मैं उम्मीद करता हूँ कि इस बार शासन का ध्यान इस और जायेगा। वहां पर सारे प्रान्त के लाशों पिछड़े तबके के भादमी धाते हैं। वहा पर बड़ा भारी मेला होता है। अगर हम ऐसे लोगों का सहूलियत न दे तो यह उचित चीज नहीं होगी।

मुगावली मेरे इलाके में एक तहसील का सदर मुकाम है। वहां पर भी स्टेशन का प्लेटफार्म बहुत नीचा है। वहा पर गल्ले की काफी अच्छी मंडी है। वहां पर कोई भी क्वारिंग नहीं है। छोटा सा शौड है कि जिन में बीस आदमी मुश्किल से बैठ सकते हैं। इस स्टेशन से शहर मील सवा मील है। यात्रियों को बरसात में आना पडता है, धूप में आना पडता है, और वहा पर लोगों को बैठने का इन्तिजाम नहीं है और न माल लादने का कोई ठीक इन्तिजाम है। बरसात में माल चढाने में असुविधा होती है। मैं ममन्नता हू कि इस ओर भी ध्यान दिया जायेगा।

हमारे यहा गुन्हा सेकशन पर एक फ्लेग स्टेशन सेमर खेड़ी तीस बरस से है। यह इतने समय से फ्लेग स्टेशन है। वहा के लोगों की मांग है कि यहा पर प्लेटफार्म बनाया जाये और स्टेशन बनाया जाये, इस से ग्रामीण यात्रियों और किसानों को बड़ी सुविधा होगी।

आपने जो मुझे थोड़ा सा समय दिया उस में मैं ने थोड़ी सी बातें आप के सामने रख दी। मेरा इत्नाका बहुत उपेक्षित रहा है और इस कारण वहां की जनता बहुत दुःख है। अगर वह किसी चीज की भाशा करती है तो वह यह कि उन को रेल की सुविधा दिसायी जाये। वहां पर लकड़ी का बड़ा लम्बा चौड़ा व्यवसाय होता है। बीड़ी का व्यवसाय तो

सब पर है हावी ही। हमारे यहां के ट्रंक को माल गाड़ी के लिये रख छोड़ा गया है। लेकिन शायद यह है कि बहा की जनता को अपने माल के लिये डिब्बे नहीं मिलते। जगल वाले इस बात की शिकायत करते हैं कि उन को डिब्बे नहीं मिलते। गल्ले वाले शिकायत करते हैं कि उन्हें डिब्बे नहीं मिलते जब इस इलाके के ट्रंक को मालगाड़ी के लिये रखा गया है फिर भी हमारे इलाके के लोगों के लिये माल डिब्बे बन्त पर नहीं मिलते। मैं शासन का ध्यान इस धोर आकाषित करना चाहता हूँ ताकि यहां के लोगों की इस दिक्कत को दूर किया जाये।

मैं एक बार फिर आप को धन्यवाद देता

श्री मोहन स्वरूप (पीलीभीत) . समापति महोदया, मैं आप का बहुत मशकूर हूँ कि मुझे बोलने का मौका दिया गया। कई रोज से बराबर रेलवे क मुताल्लिक डिबट चल रही है लेकिन एक चीज जो कि मुसाफिरो के मुताल्लिक है उस की तरफ किसी ने गौर नहीं किया। वट केटरिंग का मामला है।

वेटरिंग के मुताल्लिक एक भ्रमगेशन कमेटी ३ दिसम्बर, सन् १९५३ को मुकुरर की गयी थी जिन को कि यह गौर करना था कि केटरिंग का विस्तार किस प्रकार किया जाये और ठेकेदारो के प्रबन्ध में जो खराबिया है उन को किस प्रकार दूर किया जाये। इस कमेटी ने गौर से खोज किया। सारी लाइनों का दौरा किया और जो नतीजे निकले उन पर गौर किया और वह कमेटी इस नतीजे पर पहुची कि जहा गुजाइश हो वहा पर डिपार्टमेंटल केटरिंग लागू किया जाये। और ठेकेदारो के प्रबन्ध में जो खराबिया है उन को दूर किया जाये।

दूसरी सिफारिश जो भ्रमगेशन कमेटी ने की थी वह यह थी कि डिपार्टमेंटल केटरिंग को प्राफिट नो लॉस बेसिस पर हो। और साथ ही जहां पर डिपार्टमेंटल केटरिंग हो वहा पर

ठेकेदारों को भी सुविधा देनी चाहिये ताकि कम्पिटेशन हो और मुसाफिरो को यह देखने का मौका मिले कि कौन भ्रच्छा काम करता है। और मुसाफिरो को यह बात देखने का मौका मिले कि खाना किस तरफ से भ्रच्छा मिलता है, डिपार्टमेंटल केटरिंग की तरफ से या ठेकेदारो की तरफ से जिन। वक्त भ्रमगेशन कमेटी की सिफारिशत पर भ्रमल किया जाने लगा, उस वक्त तमाम हिन्दुस्तान में ठेकेदारो की तादाद ६,५०० थी, जिन ~ से ५० डाइनिंग-कार्रें व ठेकेदार थे, ४८ रेस्टोरांज के ठेकेदार थे, ३४८ रिफ्रेशमेंट रुम्ज के ठेकेदार थे और ५,९५४ वेडिंग कन्ट्रेक्टर्ज थे। अब रेलवे ने सभी खोन्ज में डिपार्टमेंटल केटरिंग लागू हो चुकी है, लेकिन इसके जो नतीजे निकले हैं वे कुछ हीसला-भ्रफजा नहीं है, ऐसे नहीं है कि जिससे मुसाफिरो को कोई राहत मिलती हो या कोई आराम मिलता हो। बरबिलाफ इम्वे गवर्नमेंट की रिपोर्ट यह है कि गवर्नमेंट को हर जॉन में बगबर घाटा हो रहा है। मिसाल के तौर पर आप दिल्ली जक्शन को ले लीजिए। डिपार्ट-मेंटल केटरिंग के लागू होने से पहले करीब करीब २८,००० रुपए कन्ट्रेक्टर्ज से लाइसेन्स की सूरत में गवर्नमेंट को मिलते थे, लेकिन अब वह आमदनी खत्म हो गई है। बल्कि अब गवर्नमेंट को करीब करीब ५०,००० रुपए सालाना घाटा हो रहा है। इससे भलावा यह भी देखने में आता है कि खाने पीने की चीजों का जो स्टैंडर्ड था, वह भी गिर गया है, केटरिंग और सर्विस ठीक तरीके से नहीं होती है, चीजों को आने में घटो लग जाते हैं उनके लिए कई बार तकाजा करना पड़ता है। आज दिल्ली स्टेशन पर पेजा ३-८-० रुपए प्रति सेर और पुरी २-०-० रुपए प्रति सेर मिलती है, जब कि ठेकेदारो के खमाने में पेजा या बर्फी २-८-० रुपए प्रति सेर और पुरी १-८-० रुपए प्रति सेर मिलती थी। मेरे कहने का मतलब यह है कि एक तरफ चीजों का स्टैंडर्ड गिर गया है और दूसरी तरफ उन की कीमते बढ़ गई हैं। इसी तरह

[श्री मोहन स्वरूप]

ग्रान्ड ट्रक एक्सप्रेस में ठेकेदारों के जमाने में एक घाल १ रुपए में मिलता था, जब कि आज वह १-२-० रुपए में मिल रहा है। सदर्न रेलवे में जो घाल पहले १० आने का मिलता था, आज १-२-० रुपए का मिल रहा है। पहले चाय का कप २ आने में मिलता था, लेकिन आज वह ०-२-७ आने का मिलता है। इस तरह हमो २ बढ़ने और स्टैंडर्ड के गिरने से एक मुनीबन सी पैदा हो गई है।

दूसरी तरफ हम यह देख रहे हैं कि हज़ारों ठेकेदार हो गए हैं। जो बर्नन, क्राफरी वर्गएर वे इन्फेमान करने थे, वे भी बेकार हो गए हैं। जिन लोगों को इस काम का कई सालों में तजुर्बा था, आज उनमें पाम कोई काम नहीं रहा है। वे सब बेकार हो गए हैं।

श्री शाहनवाज खा वेवार नहीं हो गए हैं।

श्री खुशबकत राय (खेरी) : बेकार हो गए हैं।

श्री मोहन स्वरूप : उनका काम नहीं दिया गया है। मैं शर्मा फिजर्ज देना हूँ।

गवर्नमेंट : ताका रुपए बर्नन और क्राफरी खरोदन में लिख खर्च करने पड़े हैं, वह अलग खर्चा हो गया है। इसमें अनावा चीजों की कीमतें बढ़ गई हैं और मुआफिरा को तकनीक अलग हुई है। मेरी समझ में नहीं आता कि डिपार्टमेंट एरिय की एफिनेन्सी क्यों घट रही है। रेलवे मिनिसटर माहब हम पर गौर करें और रेलवे प्रशासन का यह फर्ज है कि वह इस तरह तबज्जह दें।

श्री शाहनवाज खा : ज्यादा सोच तो बहुत हुआ है।

श्री मोहन स्वरूप : इसके साथ ही मैं यह निवेदन करना चाहता हूँ कि डिपार्टमेंटलाइजेशन के बाद भी बड़े बड़े ठेकेदारों को किसी न किसी सूरत में कायम रहने दिया गया है और उनको पहले से भी ज्यादा आयदा पहुँचाया गया है, जब कि छोटे छोटे ठेकेदारों को खत्म कर दिया गया है। मिसाल के तौर पर मेमबर्न मोहन लाल एड सन्ज को कहा गया कि फाजा स्टेशन छोड़ दो, जो कि अच्छे नहीं थे, और उन्होंने उनको छोड़ दिया और इसके बदले में पंडरा स्टेशन उनके पास रख दिए गए। उन्होंने अपने बिज़नेस को अपने लड़कों वर्गएर के नाम कर दिया है और इस तरह वह बदरतूर अपना काम चला रहे हैं।

नाथ-ईस्टन रेलवे पर गणेशी नाल का पाम बहुत बड़ा काम है। जब उस ज़ोन को डिपार्टमेंटलाइज किया गया, तो भन्नी और मुजफ्फरपुर, जो कि अच्छे स्टेशन हैं, उसके पाम करने दिए गए और सपरनीपुर, जो कि घाटे वाला स्टेशन है, उसमें ले लिया गया। जो छोटे छोट कन्ट्रेक्टर्ज थे, उन का बिल्कुल वाइप आउट कर दिया गया। अगला काम कमेटी की मिकारिय यह थी कि माथ ही गाय कन्ट्रेक्टर्ज को भी करने दिया जाय, लेकिन उस पर बिल्कुल गौर नहीं किया गया और उन लोगों का निकाल दिया गया।

ईस्टन और नाथ-ईस्टन फ़ोटीयर रेलवे पर इंडियन केटरिंग कम्पनी ६६ स्टेशनों पर बराबर काम कर रही है, मगर छोटे कन्ट्रेक्टर्ज का बिल्कुल वाइप आउट कर दिया गया है।

श्री शाहनवाज खा : यह बिल्कुल गलत बात है। प्रायकी इतिला गलत है।

एक कामचीय सबस्य : वह कई माथों से काम करती है।

15 hrs.

श्री मोहन स्वरूप : नार्दन रेलवे पर श्री वी० एल० मित्तल एंड सन्ज एक बहुत बड़ी कंटेरिंग कम्पनी है। जो अच्छे स्टेशन हैं, उन पर उन को काम करने का मौका दिया जा रहा है, जबकि खराब स्टेशन उन से ले लिये गये हैं। इस पालिसी का नतीजा यह है कि जो छोटे कन्ट्रेक्टर थे, वे बिल्कुल मर रहे हैं और बड़े कन्ट्रेक्टर सरसब्ज हो रहे हैं और उन को बराबर राहत मिल रही है।

श्री ब्रजराज सिंह : सोशलिस्टिक पैटर्न ग्राफ़ सोसायटी है।

श्री मोहन स्वरूप : छोटे कन्ट्रेक्टर्स ज्यादातर रेफ्यूजी हैं और पाकिस्तान से आये हुए हैं। पहले उन के पास कोई रोज़गार नहीं था, लेकिन जब उन को यह काम मिला, तो उन की रोज़ी चलने लगी। अब वह भी खत्म हो गई है। उन को समझ में नहीं आता कि किस तरह से वह अपना काम चलायें। मैंने और खुशवक्त राय जी ने कई रिप्रेजेंटेशन इस बारे में दिये, बात-चीत हुई, लेकिन कोई नतीजा नहीं निकला। मैं मिनिस्टर साहब से दरखास्त करूंगा कि वह इस मसले पर गौर करें। इस बात की बड़ी जरूरत है कि कंटेरिंग की एफ़िशेन्सी बढ़े और जो छोटे ठेकेदार बेरोज़गार हो गये हैं, उन की रोज़ी का सवाल हल किया जाय।

इस के बाद मैं यह अर्ज़ करना चाहता हूँ कि रेलवे में करप्शन बहुत बढ़ रहा है। मैं आप के सामने बरेली की मिसाल रखता हूँ। दिवाली के मौके पर एक बुकिंग क्लर्क छः हजार रुपये ले कर भाग गया। अभी तक उस का कुछ पता नहीं चला है। अभी मैंने अखबारों में पढ़ा था कि एन० ई० रेलवे में गोरखपुर में कुछ ऐसे गाडर्ज और टिकट-कलेक्टर पकड़े गये हैं, जोकि इल्लीगल

तौर पर मुसाफ़िरों से रुपया वसूल करते थे। मुझे ऐसा भी बताया गया है कि शायद उस के मुताल्लिक एन्क्वायरी चल रही है। मैं यह अर्ज़ करना चाहता हूँ कि करप्शन एक ऐसी हद पर पहुँच गई है, जबकि वह रेलवे एडमिनिस्ट्रेशन पर एक बदनुमा धब्बा बन गई है। गवर्नमेंट को इस तरफ़ ध्यान देना चाहिये।

पारसलों की रोज़ चोरियां होती हैं और नतीजा यह है कि गवर्नमेंट को क्लेम्प की शकल में लाखों करोड़ों रुपये देने पड़ते हैं। उस में एक छोटी सी चीज़ है। पहले वैगन्ज में जो लेबल लगा करते थे, उनमें एक पीतल का छल्ला लगा होता था, लेकिन इकानोमी ड्राइव में वह छल्ला निकाल लिया गया और उस की जगह पर कागज़ का छल्ला लगा दिया गया, जोकि बरसात में गल जाता है और गिर जाता है। इस का नतीजा यह है कि वैगन एक जगह से दूसरी जगह चला जाता है। जैसाकि गोरे साहब ने कहा है, बहुत से कागज़ात चोरी हो रहे हैं, फ़ाइलें चोरी हो रही हैं, जिस से सामान का पता नहीं चलता है कि किधर जाना है और किधर से आया है। रेलवे मंत्री महोदय को इस पर गौर करना चाहिये।

अब मैं अपनी कांस्टीट्यूएंस की बारे में कुछ कहना चाहता हूँ। पीलीभीत से टनकपुर ३६ मील का फ़ासला है। इस स्पूटनिक की एज में, इस स्पेस ट्रेवलिंग के ज़माने में यह ३६ मील का सफ़र आठ घंटे में तय होता है। कितनी मज़हकाखेज़ बात है यह। कई मर्तबा मैंने ज़ाती तौर पर मिनिस्टर साहब से कहा है कि इस ज़माने में, जबकि दुनिया आगे बढ़ रही है, पापुलेशन, बढ़ रही है, रेलवे में भी कुछ सुधार होना चाहिये, लेकिन अभी तक इस तरफ़ कोई तवज्जह नहीं दी गई है।

पीलीभीत-बिसालपुर लाइन और पीलीभीत-लखनऊ लाइन का भी यही हाल है।

[श्री मोहन स्वस्व]

वहाँ तक पीलीभीत-सखनऊ लाइन का सम्बन्ध है मैं समझता हूँ कि जब से वह बनी है तब से शायद उस की मरम्मत ही नहीं हुई है। इन सब बातों की तरफ रेलवे एडमिनिस्ट्रेशन को तबज्जह देनी चाहिये।

श्री हूल राज (कागडा) : महानेत्री महोदया

श्री श्री० चं० शर्मा (गुरदामपुर) :
भाप भाये भा जाये।

श्री हूल राज : मैं वही से खड़ा हो कर बीलना चाहता था और भाप को बतलाना चाहता था कि हम जो पिछड़े हुए लोग हैं उन की क्या हालत है। सभानेत्री महोदया, हालत वैसी ही है जैसे किसी पिछड़े हुए इलाके की होती है। यहाँ पर हम पीछे ही बैठे हुए हैं। ऐसा मालूम होता है कि जो लोग पहाड़ों पर रहने हैं उन की तरफ लोगों की नजर कम जाती है। इन पहाड़ों पर जो लोग रहते हैं उन की तरफ नजर कम जाने का एक कारण यह है कि नजर नीचे नीचे ही रह जानी है और देखने वालों को ऊँचे रहने वालों की क्या दशा है, यह दिखाई नहीं देता है।

श्री शाहनवाज खां कुमूर नजर का है।

श्री हूल राज : हा, उनी का है।

जिस तरह से जो लोग पहाड़ों पर रहने हैं, वे लावारिस होते हैं, उसी तरह से जो वहाँ रेलें चलती हैं नैरोगेज की वे भी लावारिस ही बन गई हैं। इस साल की जो एनुअल रिपोर्ट इश्यू की गई है, उस में जो तालिका दी गई है उस को भाप देखें तो भाप को पता चलना जो शीवर-गंज रौलिंग स्टाक है, वह वहाँ ब्राड गेज पर ३० परसेंट लोकोमोटिव्स

का है, मीटर-गेज पर २३ परसेंट है वह नैरोगेज में घा कर ३५ परसेंट बन जाता है। इसी तरह से कोचिंग स्टाक की हालत है। ब्राडगेज पर वह ३४ परसेंट है, मीटर गेज पर २८ परसेंट और नैरोगेज पर ५२ परसेंट वह बन जाता है। यही हालत बैंगन स्टाक की है। ब्राड गेज पर वह १५ परसेंट है, मीटर गेज पर १६ परसेंट है और नैरोगेज पर घा कर वह ५२ परसेंट बन जाता है। मेरे कहने का मतलब यह है कि इन लाइनों को लावारिस सी लाइने गिना जाता है। मिसाल के तौर पर मैं कागडा वैलो रेलवे को लेता हूँ। वहाँ पर अखल तो बहुत कम डिब्बे लगाये जाते हैं और रौलिंग स्टाक इस किस्म का है कि उस की मरम्मत के लिये पंजाब में केवल कालका में ही जगह है और कहीं नहीं। वहाँ पर अगर ३८ गाड़िया हैं तो उन में से २२ खराब पड़ी हुई हैं। माल जो होता है वह पठानकोट में बूक नहीं हो सकता और हजनेवागी वहाँ पर बारिया जाती है और जिस में व्यापारियों को बहुत तकलीफ का सामना करना पड़ता है। इस की एक और वजह भी है। ज्वाना-मूखी में ड्रिलिंग प्राप्रेसस चल रहे हैं। यह भी जरूरी हो जाता है कि उस जगह के लिये जो सामान ले जाना हो उस को प्रायो-रिट्टी दी जाय। लेकिन मे माननीय मंत्री जी का ध्यान इस ओर दिलाना चाहना हूँ कि जहाँ वह इतना खपया स्टाक अगैरह के लिये खर्च कर रहे हैं वहाँ वह इन लाइनों के लिये भी नई गाड़िया और नई बैगन भगवाये ताकि वहाँ का जो काम है वह एकने न पाये और वह चलता रहे।

हमारे मंत्री महोदय कुल्सू की तरफ जाना चाहते हैं लेकिन अभी तक वह उधर जा नहीं पाये हैं। जब वह वहाँ जायेंगे तो देखेंगे कि वहाँ पर रेलें भी पहाड़ों के दर-म्यान में हो कर चलती हैं और उन के ऊपर लोग चक्को हैं। दरम्यान में कई जगहों पर

सुएँ भी हैं और वहाँ पर अगर किसी का खिर धा कर नभ जाये तो फट सकता है और कुछ नहीं हो सकता है। इन गाड़ियों में भीड़ भाड़ भी बहुत रहती है। इन पहाड़ों पर जो लोग रहते हैं वे गरीब हैं और वहाँ पर जो गाड़ियाँ चलाई जायें वे टूटी फूटी नबी होनी चाहियें, भन्धी गाड़ियाँ चलाई जानी चाहियें : बूँक वे गरीब हैं, इस वास्ते उन के लिये भन्धी गाड़ियाँ न चलाई जाये, यह ठीक नहीं है। मैं माननीय मंत्री जी तथा रेलवे बोर्ड का खास तौर से इस और ध्यान दिलाना चाहता हूँ और उन से प्रार्थना करता हूँ कि वे इन लोगों की दिक्कतों को दूर करे।

पहाड़ों में जो लोग रहते हैं, वे अत्यन्त गरीब हैं और इस वास्ते उन को ज्यादा सहूलियत मिलनी चाहिये। लेकिन आज हालत यह है कि उन इलाकों के लिये इन-फ्लेटिड माइलेज रखा गया है और कहीं पर यह दो गुना है, कहीं पर तीन गुना और कहीं पर चार गुना। मैं रेलवे बोर्ड का आभारी हूँ कि पिछली मसँबा उस ने १।४ के करीब की कमी इन किरायों में की है। लेकिन वहाँ पर रहने वाले लोगों की गरीबी को अगर ध्यान देलें तो ध्यान पानेगे कि यह भी किराया जो उन्हें देना पड़ता है, बहुत ज्यादा है। इस के अलावा एक और भी बोझ हम पर लादा गया है। एक तो हम से इन-फ्लेटिड माइलेज के लिहाज से चार्ज किया जाता है और दूसरे उस के ऊपर सरचार्ज लगा दिया गया है। इस से हम लोगों की जो दिक्कत है वह और भी बढ़ जाती है। चाहिये तो यह था कि हम को कोई राहत पहुँचाई जाती लेकिन इस से हम लोगों की तकलीफें और भी ज्यादा बढ़ गई हैं। मैं मंत्री महोदय से प्रार्थना करता हूँ कि वहाँ पर जो किराया चार्ज किया जाय वह बही होना चाहिये जोकि प्लेन में चार्ज किया जाता है। ध्यान अनाचवादी अनाच की बात करते हैं और इस में ध्यान करते हैं कि जो पिछले हुए

इलाके हैं, उन का पिछड़ापन ध्यान में दूर करना है, जो पदबसित हैं उन को उठाना है, ऐसी हालत में इन लोगों पर और ज्यादा बोझ लादना मैं पसन्द नहीं करता तब न्याय-संगत है। इस नुकतेनिगाह से भी मैं प्रार्थना करता हूँ कि पहाड़ी इलाकों में रेलों का जो किराया है, वह कम होना चाहिये।

अब मैं कम्पेसेट्री एलाउंस के बारे में एक बात कहना चाहता हूँ। कांगड़ा बैली रेलवे पर जो पालमपुर और जोगेन्द्रनगर के स्टेशन हैं, वहाँ पर तो लोगों को कम्पेसेट्री एलाउंस दिया जाता है लेकिन इन स्टेशनों के बीच में जो स्टेशन पड़ने हैं, जैसे मुल्लाह, पंचरखी, पथरोला, बँजनावा, धाज इत्यादि वहाँ पर कोई कम्पेसेट्री एलाउंस नहीं दिया जाता है। जिस तरह की हालत पालमपुर और जोगेन्द्रनगर में है, वैसी ही हालत इन स्टेशनों पर भी है। मैं समझ नहीं पाया कि यह भेदभाव क्यों किया जाता है। ये स्टेशन भी पहाड़ी स्टेशन हैं। मैं मंत्री महोदय से प्रार्थना करता हूँ कि वह इस चीज को भी एम्बेडिन करवाये और जो रियायतें पालमपुर और जोगेन्द्रनगर के मुलाजिमों को मिली हुई हैं, वही रियायतें इन स्टेशनों के मुलाजिमों को भी दी जानी चाहिये।

हमारा जो इलाका जोगेन्द्रनगर से धागे का है यानी कुल्सू का इलाका वह मादनियात से भरा पड़ा है। वहाँ पर गुम्मा माइंस है और माइंस में जंगनात के जंगनात भरे पड़े हैं। धागे की रेलवे जोकि जोगेन्द्रनगर तक गई है, उस के धागे कुल्सू तक भी धागे का सर्वे हो चुका है। कुल्सू तौर के लिये बहुत भन्धी जगह है और टूरिज्म के लिहाज से भी वह एक बहुत बेहतरीन जगह बन सकती है। मैं प्रार्थना करता हूँ कि जो सर्वे धागे करवा चुके हैं, उस पर धागे दोबारा और करें और जो धागे की रेलवे लाइन है, उस को धागे कुल्सू तक एक्सटेंड कर दें।

[श्री हेम राज]

धब में ध्राप के सामने एक स्टेशन के बारे में कुछ कहना चाहता हूँ। मैं यह नहीं कहता कि ध्राप हर्षे नया स्टेशन दें। परीर एक स्टेशन है जोकि जगल में है। अगर ध्राप इस स्टेशन को वहाँ से हटा कर वी फरलाग पर सडक के किनारे ले आये जोकि मोटर रोड है, तो यह ध्राप के लिये बहुत लाभप्रद सिद्ध हो सकता है और पब्लिक को बहुत सहूलियत हो सकती है।

ध्राप की रेलो की वहा जो स्पीड है, वह बहुत ही कम है। हो सकता है कि यह इस वजह से हो कि वहा पर लाइन्स बम-जोर हैं। बैजनाथ पपरोला से लेकर आजू तक १३ मील का फासला है और इस को २ घंटे और १० मिनट में तय किया जाता है। यह बहुत ज्यादा है। पठानकोट से जोगेन्द्रनगर तक मोटर में छ घट में पहुँचा जा सकता है जबकि अगर गाडी में आया जाय ता दस घट लगते हैं। इस का लाजिमी तौर पर यह नतीजा निकलना है कि लोग ध्राम तीर पर मोटर स सफर करना प्रेफर करते हैं। इस वामने मैं चाहता हूँ कि ध्राप इस ओर भी ध्यान दें।

धब में ध्राप में मुंफेरिया पुल के मुना-ह्लिक धाडा मा कटना चाहता हूँ। इस के बारे में ध्राप ने ध्रपने एक जवाब में कहा था कि वह मजूर हा चुका है लेकिन अभी तक उस पर काम शुरू नहीं हुआ है। मैं प्रार्थना करता हूँ कि मुंफेरिया मडी के नखदीक जो पुल बनाने की ध्राप ने मजुरी दी है, उस पर ध्राप काम जल्दी में शुरू करे और जल्दी से इस को तैयार करवाये।

ध्रत में मैं टी प्लाटेशन्स के बारे में कह कर समाप्त करता हूँ। हमारी रेलो के दोनो किनारे किनारे बहुत ज्यादा लोगो की जमीनें होती हैं। ध्राप वहा पर पेठ लगवा रहे हैं। मैं चाहता हूँ कि वहा पर ध्राप

बाड़ लगवा दें और विलेजर्स के लिये ध्राप उन की जमीनो को जाने का रास्ता छोड़ दें ताकि जहाँ ध्राप अपनी ध्रामदनी का अरिया बढाना चाहते हैं वहाँ पर विलेजर्स को भी बिला वजह तकलीफ न हो और जो हो रही है वह दूर हो सके।

श्री बजराल सिंह : समापति महोदय, रेलवे के मिनिस्टर महोदय का भाषण सुनने के बाद मैं यह कहने पर मजबूर हूँ कि समाजवादी समाज की रचना के बारे में उन के दृष्टिकोण में और उन की पार्टी के एक दूसरे सदस्य श्री सिंहासन सिंह के दृष्टिकोण में बहुत फर्क है।

मैं इस साल क रेलवे बजट को देखने लगा। एक तरफ तो हम देखते हैं कि रनिग स्टाफ के लोग आज कई मानो में नयातार यह माग करते आ रहे हैं कि उन को भी दूसरे लोगो की तरह जो उन्ही की तरह रेलवेज में चलते हैं और जो एनाउंस उन का मिलता है वही उन को भी मिले लेकिन उन का वह एनाउंस देने की कोई काशिश नहीं की जाती है लेकिन दूसरी ओर रेलवे मिनिस्टर महोदय की समाजवादी रचना में हम देखते हैं कि २५०० रुपये माहवार के एक नये डायरेक्टर महोदय इस वर्ष रखे जा रहे हैं और ४ के बजाय धब ७ ज्वाइंट डायरेक्टर रहेंगे, सयुक्त मंचालक रहेंगे जिन की कि तनखवाह १५०० रुपये रहेगी। इसी तरह एक के बजाय धब दो डिप्टी डायरेक्टर होंगे जिन की कि तनखवाह १२५० रुपये से के कर १४५० पये तक होगी। इस के धलावा ६ के बजाय १२ डिप्टी डायरेक्टर्स होंगे जिन की कि तनखवाह ६०० से के कर ११५० रुपये तक होगी और २०० रुपये किबेब एनाउंस विलेमा

की शाहनवाज खां : रेलवे बोर्ड का तो दिसकथान नरम हो चुका है ।

Mr. Chairman: The hon Member can speak on Demand Nos. 2 to 18 and 20, and not on the general budget, the discussion of which has ended.

श्री ब्रजराज सिंह : मैं यह कह रहा था कि जिस समाजवादी समाज की यहा पर चर्चा की गई और मिनिस्टर महोदय ने भी उस की चर्चा की उस का और जो रेलवे बजट है उन दोनों का मिलावट करे तो आप को पता लग जायगा कि जो रेलवे के छोटे कर्मचारी हैं उन की तरफ कोई विशेष ध्यान देने की कोशिश नहीं की जा रही है और छोटे कर्मचारियों को हालांकि उन की मांग जायज भी होती है लेकिन उन को मनवाने के लिये आन्दोलन करना पड़ना है और उन के लिये उन्हें बहुत दिवसने उठानी पड़ती है और जब उस के बाद वही जा कर उन की सुनवाई होती है । हम ने देखा कि बचत आयोग की सरकार द्वारा नियुक्ति की गई और उस के आधार पर अभी उन के बतनों में १ अथवा १० रुपये की बढ़ोतरी हुई है ।

अब मैं टिकट चैकर्स और गाइड की बात कहना चाहता हू कि उन की इयूटी में और जो इमरता रेलवे वा रनिंग स्टाफ है, क्या अन्तर है ? लेकिन आप ने उन को रनिंग स्टाफ की कैटेगरी में शामिल नहीं किया हुआ है । आप टिकट चैकर्स को सिर्फ ३८ रुपये का माहवारी प्लाउन देते हैं ।

श्री शाहनवाज खां जमीन ग्राममान का फर्क होता है ।

श्री ब्रजराज सिंह : आप कहते हैं कि जमीन ग्राममान का फर्क होता है लेकिन कम से कम हम लोगों की तो समझ में नहीं आता कि दोनों में क्या फर्क है । दोनों ही गाड़ी पर चलते हैं । इन्हें बर बरैरह को तो आप रनिंग स्टाफ में मानते हैं लेकिन टिकट चैकर्स और गाइड को उस कैटेगरी

में नहीं मानते और उन को आप सिर्फ ३८ रुपये माहवारी भत्ता देते हैं, यह समझ में आने वाली बात नहीं है । अगर हिस्सा लगाया जाय तो मैं समझता हूँ कि ऐसे लोगों की तादाद ५, ६ हजार के होगी जिन को कि टिकट चैकर्स कहा जाता है और अगर आप यह ३८ रुपये का भत्ता देने के बजाय उन को भी रनिंग स्टाफ प्लाउन दे तो ८० रुपये माहवार का भौतन पड़ेगा । इस तरह दोनों में सिर्फ ४० ४२ रुपये माहवार का फर्क पड़ता है और यदि पूरे देश का हिस्सा लगाया जाय तो करीब २५ लाख रुपये मानाना वा अनिश्चित खर्चा रेलवे पर पड़ेगा और मैं समझता हूँ कि यह खर्चा बहुत अधिक नहीं है और इस को बड़ी आसानी से वहन किया जा सकता है । आज जो टिकट चैकर्स चोरी करते हैं अर्थात् बिना टिकट के मुगफिरो को गाड़ी पर चढा लेते हैं, उन के एलाउमें में यदि ४० रुपये के माहवारी वृद्धि हो जायेगी तो उन को प्रोत्साहन मिलेगा और वे अधिक ईमानदारी, सुनैदी और उत्साह में अपनी इयूटी अंजाम देगे । मैं यह नहीं कहना चाहता कि इस तरह का प्रलोभन दे कर उन को ईमानदार बनाया जाय और उन का सच्चाई में विश्वास पैदा कराया जाय और उन की कार्यक्षमता बढ़ाई जाय । मैं तो सहमूल करना हूँ कि उन की कार्यक्षमता वैसे ही बढ़नी चाहिये और उन में अपने कर्तव्य के प्रति उदासीनता की भावना नहीं होनी चाहिये । आज जो वे चोरी करते हैं, अपने साथ बिना टिकट लोगों को रेल में ले जाते हैं और उन से पैसा भी वसूलते हैं वह अवांछनीय है और उस के लिये मैं रेलवे प्रशासन को जिम्मेदार ठहराता हूँ और यह चीज प्रशासन को दूर करनी चाहिये । अगर आप यह २५ लाख रुपये की वृद्धि उन की तनखाह में कर देंगे तो इस में उन की कार्यक्षमता बढ़ेगी और आज उन में जो इस चीज को ले कर एक असन्तोष है वह खत्म हो जायगा और वह उत्साह के साथ अपना काम करेंगे ।

[श्री बजरज सिंह]

यह कहा जाता है कि प्राप अपने रेलवे कर्मचारियों को बहुत सुविधाएँ दे रहे हैं। आगरा से मथुरा हो कर जो लाइन दिल्ली जाती है उस में रास्ते में एक ऐसा स्टेशन पड़ता है जहाँ कि पानी की सुविधा नहीं है और वहाँ के रेलवे कर्मचारियों के लिये दूसरी जगहों से गाड़ी के डिब्बे में पानी भर कर लाया जाता है। अब अगर बीमारी या किसी अन्य कारण से वहाँ पानी न आ पाये तो वहाँ के कर्मचारियों को बिना पानी के बहुत मुसीबत उठानी पड़ती है। यात्रियों की सुविधा पहुँचाना तो दूर रहा प्राप अपने रेलवे कर्मचारियों को पानी की जोकि निहायत जरूरी चीज है, उस का अभी तक पूरा ठीक से इतजाम नहीं कर पाये हैं। मैं नहीं समझता कि यह चीज प्राप के समाजवादी समाज के ढांचे में कैसे फिट बैठेगी।

रेलवे मंत्री महोदय ने जो नई रेल लाइनों का विज्ञ किया है और उस की जो एक तस्वीर खींची है उस से पता चलता है कि अगले १०, २० साल में प्राप देश में कोई नई रेलवे लाइन नहीं बनाने जा रहे हैं। मैं रेलवे मंत्री महोदय का ध्यान उन अविकसित क्षेत्रों की ओर दिलाना चाहता हूँ जहाँ कि अभी तक कोई रेलवे लाइन नहीं बन पाई है और जहाँ कि बहुत सी मिनरल वेल्थ दबी पड़ी है और जिस के द्वारा हम काफ़ी विदेशी विनिमय कमा सकते हैं और अपनी प्राय बहुत अधिक बढ़ा सकते हैं। इस के अतिरिक्त वहाँ पर रेलों की व्यवस्था होने से वहाँ की जनता को बहुत सहूलियत हो सकती है और उन क्षेत्रों का जोकि अभी तक अविकसित और नेगलेक्टेड पड़े हैं उन का विकास हो सकता है। जब ऐसे इलाकों में रेलवे लाइनों को खोलने के लिये एक के बरब एक माननीय सदस्य द्वारा यहाँ पर माग की जाती है तो नई रेलवे लाइनों को खोलने के लिये हमारे मंत्री महोदय तैयार नहीं होते हैं। मैं मंत्री महोदय से पूछना चाहता हूँ कि

आखिर प्राप ने इस समस्या का कोई हल सोचा है? अगर प्राप सोचते हैं कि इस पंचवर्षीय योजना के अन्तर्गत प्राप वह रेलवे लाइनें नहीं बना सकते तो प्राप को अपनी पंचवर्षीय योजना में उस के लिये परिवर्तन करना पड़ेगा। प्राप इस देश को बनाने चले हैं और आखिर है कि उस के लिये प्राप को बहुत अधिक खर्च करने की आवश्यकता पड़ेगी और इसलिये प्राप को अपनी आयवनी भी बढ़ानी होगी। यह ४०० करोड़ रुपये का बजट है, २३ करोड़ पिछले वर्ष से ज्यादा है। रेलों की प्राय में यात्री भाड़े और माल भाड़े के परिणामस्वरूप काफी वृद्धि हुई है और यदि उस के बावजूद प्राप नई रेलवे लाइनें नहीं बना सके और इस तरह के जरूरी काम न कर सके जिस में कि पिछड़े हुए इलाकों सुधर सके, न पुल बना सके और न नई इमारतें बना सके तो मैं नहीं समझता कि किम तरह इस देश में विकास कार्य हो सकेगा। अगर हम रेल पथों का विस्तार नहीं कर सकते और जहाँ जरूरत हो वहाँ नई रेलवे लाइनें नहीं बिछा सकते तो हम कैसे इस देश का विकास कर सकेंगे और कैसे उस सम्पदा का उपयोग कर सकेंगे जोकि उन अविकसित क्षेत्रों में दबी पड़ी है। जरूरत हम बात की है कि प्राप की जो योजना चल रही है उस के साथ साथ प्राप रेलों का और सड़कों का विकास कीजिये। इस के साथ साथ प्राप का यह भी भूल नहीं जाना चाहिये कि प्राप की ओर में जो बार बार यह कहा जाता है कि हम रेलवे बोर्ड के अफसरों के लिये संलून लाने नहीं कर सकते और उन को जो तनखाह और अन्य सुविधाएँ दे रहे हैं, उनमें हम कमी नहीं कर सकते, ऐसा कह कर के प्राप एक ऐसी परम्परा डाल रहे हैं जिस परम्परा में अष्टाचार को बन्द करना दूसर और असम्भव हो जायगा। प्राप यह सब पर विदित है कि रेलवे में अष्टाचार फैला हुआ है। उदाहरण के लिये मैं प्राप को बतलाऊ कि मेरे पास का

एक रेलवे स्टेशन है जहाँ कि तारीख लिखी हुई है कि ५-३-५७ को वहाँ का घोंड रंग दिया गया है लेकिन बाकया यह है कि वह रंगा नहीं गया है। कहने का मतलब यह है कि आज रेलवे में लाखों रुपये की इस तरह की गड़बड़ी चल रही है। उन्ही लोगों के लिये बार बार हम से यह कहा जाता है कि यह सदन उन के लिये प्रशंसा के शब्द भेजे ताकि वह और अच्छे तरीके से काम करे, इस सम्बन्ध में मेरा निवेदन यह है कि जहा तक मुस्क की खिरमत्त करने का सवाल है और रेलवे प्रशासन के सुधारने का सवाल है, हम १ नहीं १० शब्द कहने के लिये तैयार हैं बशर्ते कि मंत्री महोदय आज जो रेलवे में कार्यक्षमता घट रही है उस को स्वीकार करते हुए सरूती से उसे दूर करने का प्रयत्न करें। उस के लिये आप्र आप्र मदद को जिम्मेदार बनाना चाहते हैं तो मैं निवेदन करना चाहता हू कि यह मविमेज जिन्हें आप्र जन सेवी कहते हैं वे इतनी मजबूत हो जायेंगी कि उन के आप्र आप्र की बात भी सुनाई नहीं देगी। इसलिये आप्र को इस समस्या को सुनाने के लिये क्रान्तिकारी परिवर्तन लाना पड़ेगा। इस सम्बन्ध में मेरा सुझाव है कि आप्र इम सदन की एक समिति बनाये जाँकि पालिनी मेटर्म को देखें और इम का निश्चय करे कि कहा कहा रेलवे लाइन बननी चाहिये और कहा नहीं और इस का निश्चय सली रेलवे के बड़े अफमरो पर छोड़ देना ठीक न होगा।

यह बार बार कहा जाता है कि जिन छोटे कर्मचारियों के खिलाफ अनुशासन की कार्यवाही कर दी गई है उन के लिये जो पहले से विधि निहित है और जो पहले से नियम बने हुए हैं उन नियमों में सुताबिक ही वह कार्यवाही कर सकेंगे। अब एक तरफ़ तो हम इस सदन में एक दूसरा कानून पास करते हैं जिस की कि रू से उन जुर्म करने वालों को जिन को कि फौजदारी के कानूनी में सजा होती है और जेल जाने

हैं, उन को तो हम बालान होने पर प्रोबेचम पर अमानत पर छोड़ देने को तैयार हो जाते हैं लेकिन आप्र के अपने अफसर जोकि एकबी-क्यूटिव आफिसर्स हैं उन की सजा का आप्र रिविजन करने को तैयार नहीं है और उन के सम्बन्ध में अन्वेषण करने को तैयार नहीं है और इम से तो यही पता चलता है कि आज उन के कारण जिन लोगों में असन्तोष है और जिस की कि वजह से कार्यक्षमता को नुकसान पहुंचता है, उस को आप्र दूर करने के लिये तैयार नहीं है। मैं निवेदन करूंगा कि जो नियम आप्र लागू करते हैं फौजदारी में भजा प्राण लोगों के लिये वही नियम हम इन लोगों के लिये भी लागू करें जोकि हमारे रेल प्रशासन में हैं। हो सकता है कि कुछ निर्दोष व्यक्तियों के प्रति कार्रवाई हो जाय। मैं नहीं कहता कि उन में विरुद्ध कार्रवाई छोड़ दी जाय, उन को दो बार साल का मौका दिया जाय अगर वह अपना चरित्र सुधार ले और उन के विरुद्ध कार्रवाई में कोई शिकायत नहीं पाई गई है, या पाई भी गई है, तो उन को मौका होना चाहिये और जो पदोन्नति उन की रोक दी गई है वह आप्र बंदे।

मैं निवेदन करूंगा कि आप्र रेलवे प्रशासन में आमूल चूल परिवर्तन करे। जो काम आप्र ने उन लोगों को दे रक्खा है जिन को ऊंची तनकवाह दी जाती हैं, यानी पालिनी बनाने का काम जो आप्र ने उन को दे रक्खा है, उस के लिये एक सदन की कमेटी बनाइये। वही नीति आप्र को तय किया करे। इस मामले में एकसप्टे (विशेषज्ञ) लोगों की राय ली जा सकती है। जब तक ऐसा नहीं होगा, आप्र दम या बीस साल तक भी, पाच, छ पंचवर्षीय योजनाये चला ले, तब भी रेलवे के सम्बन्ध में जो समस्याये हैं, उन्हें हल नहीं कर सकेंगे। इसलिये जरूरत इस बात की है कि आप्र तमाम देश की ओर देखे। इस के लिये कल नहीं आप्र बेते, धरती चेत, सदन की कमेटी

[श्री बजराल सिंह]

बनायें। उस से भाप समय समय पर मलाह से कर क्रान्तिकारी परिवर्तन करने की कोशिश करे।

Mr Chairman: I would request hon. Members to speak on cut motions. General policy discussions are over under Demand No. 1 of the Railway Board. Now I call upon Shri Manaan.

Shri Manaan (Darjeeling): Madam Chairman, I am extremely grateful to you for giving me this opportunity to speak, and I will crave your indulgence to permit me to confine my observations to the problems of a particular area, which has a fairly good bearing on the security and well-being of the country. I refer to the district of Darjeeling. It is, in the words of our Prime Minister, the north-eastern gateway of India. It is also one of the largest tea producing areas in the country. So, it is important both from the point of view of defence and the point of view of foreign exchange earnings.

I would like to seize the first opportunity to thank the Railway Administration, and particularly hon. the Deputy Railway Minister who personally visited Darjeeling, for their kindness and wisdom in abandoning the idea of abolishing the Darjeeling-Himalayan section of the North Eastern Frontier Railway on the plea that the section was running at a loss.

If we were to throw undertakings overboard on the plea of loss, then a number of national-building and welfare works, would have to be quashed in this country. But since the decision has been taken now by the railways to retain it, I need not make out a case for the retention of this railway. But I must say that Darjeeling Himalayan railway is considered a great engineering feat inas-

much as this railway line, starting from almost the sea level, reaches a height of above 7,000 feet. This Darjeeling-Himalayan railway has been a source of attraction to the tourists also. It attracts a lot of tourists both from this country as well as from abroad.

As I said earlier, I do not have to make out a case for the retention of this railway, but there is a genuine case for its improvements in various ways. The distance from Siliguri to Darjeeling is only 50 miles. But it takes 6-7 hours for the train to cover this distance. Had it not been for the shifting panorama against the background of eternal nature which the travellers can feast their eyes upon doing the journey, from Darjeeling to Siliguri I am afraid, they would be bored to death. It takes almost double the time than the buses take

I am sure that if the speed is stepped up a little, all the travellers would take to the train and would give a fairly good revenue to the railways. This is a problem which is not very difficult to be obviated. Recently, they have introduced one diesel engine in this section. I personally travelled in this engine when it was being run on trial. I noticed that the time taken for covering this distance is reduced by about two hours; and it requires only two men to man it, whereas the existing steam engines require eight persons to man them. Thus, the cost can also be very much reduced

I am of the firm opinion that if more powerful diesel locomotives are introduced in this section, the railway will run more efficiently and profitably. I believe there are five engines of the type that, I mentioned, has been introduced in Darjeeling, are lying idle in the Simla-Kalka line. So, I would urge upon the hon. Deputy Railway Minister to kindly divert these engines to the Darjeeling section.

Coming to carriages, most of which are most antiquated ones and do not even have such basic amenities as toilet or comfortable seats. These have got to be improved. There are about a dozen stations from Siliguri to Darjeeling, a distance of 50 miles. Most of the stations are the most God forsaken places. I would also urge upon the Railway administration to provide waiting rooms at reasonable distances with some reasonable amenities.

The passenger fare is also comparatively high. Steps must be taken to rationalise it. I am told that the freight from Siliguri to Darjeeling, a distance of 50 miles—only 50 miles—is as high as it is from Kanpur to Siliguri. This has got to be reduced. I am sure, if the rates are made a little attractive, and if wagon facilities are improved, and made easily available, all such goods as tea, potato, cardamon, etc would be carried by the railway and it would yield a fairly high revenue.

When hon the Deputy Railway Minister was in Darjeeling, we had pleaded with him that a small Advisory Committee should be formed to aid and advise the Railways. He had even agreed to consider that suggestion. I might mention that during the days when the railway was in private hands, it was yielding a fairly high dividend. Now, it is alleged that a loss to the tune of few lakhs is sustained every year. I may submit that this is entirely due to neglect and the tremendous amount of pilferage of all varieties. As I said, if an Advisory Committee is formed with merchants, tea planters—this is entirely a tea-growing district, and as I said, the best tea in the world—and representatives of the people, they would advise the Railway. I do not see what can be the objection to forming such a Committee which would give advice gratis to the Railway.

Mr. Chairman: Are they not represented on the Railway Users Consultative Committee?

Shri Manasen: There are the Railway Users Consultative Committees. They are only concerned with the timings of the railways. What I was pleading with the hon. Railway Minister, when he was in Darjeeling, was, we want to suggest several ways and means to run this railway, more smoothly, more profitably and in a better way. I am sure the Railway Minister will give thought to this also.

I would like to touch on Siliguri which is perhaps the biggest station in the entire North Eastern Frontier Railway with an average daily income of Rs. 50,000. The entire trade to Sikkim, Bhutan and Tibet and areas in North Bengal and Assam go through this station. In fact, Siliguri is the vital link between Assam and the rest of the country. In fact, the headquarters of the N.E.F. Railway should have been at Siliguri. I would urge that the Transportation and Commercial offices should be located at Siliguri.

There is a small wagon workshop in Bagdogra near Siliguri. This has got to be converted into a major workshop. The Railway Minister knows that Siliguri is the most central place between Barauni in the west and Amingaon and Tejpur in the east. A major workshop at a central place like Siliguri would be able to meet the needs of repairs and maintenance and it will also provide great scope of employment to the huge number of refugees who are in Siliguri.

One point more and I would finish. Two single lines run through the heart of the town: One at Siliguri Old Station running through the heart of the town and the other to Darjeeling. There is another line which runs from the Darjeeling station to the goods shed which is at a distance of 1½ furlongs. This line in Darjeeling can easily be lifted without any inconvenience to the Railway. The Railway station is a fairly big one and the goods shed can be housed in the station as also the goods

[Shri Mansen]

office. This single line that I am mentioning in Siliguri has got to be shifted. This is not only causing great inconvenience to Siliguri which is a growing town, but is also causing a tremendous strain on the Mahananda Bridge which is there. I am afraid, if this is not lifted, this bridge will not be able to stand the strain for long.

I would have liked to make a few observations of a general character, but my time is exhausted and I must resume my seat. I will say just one thing. The Railway administration must bring home to the railway employees that courtesy does not cost anything. It must be brought home to them that the travelling public who are taxpayers have a certain right to expect courtesy and decorum. I would have given a number of instances when the employees have behaved in a rude manner. But, I have no time. Once again, I thank you very much for giving me this time.

Shri Naushir Bharucha: I desire to speak on certain aspects to which attention so far has not been invited. The first point has reference to the congestion in the suburban trains in the Bombay city. It is reported that the Railway administration can do very little in relieving this congestion. I might make some concrete suggestions, the first of which is to examine whether the local suburban trains from Bandra and Kurla cannot be extended and directly connected with Ballard Pier. It is not probably realised that in the Bombay city alone, buses and trams move daily about 1½ million passengers which is more than what both the Railways do. It is necessary that a part of this traffic has to be diverted to Ballard Pier. Therefore, it may be examined whether direct linking of local trains cannot be established between Bandra, Kurla and Ballard Pier, if necessary by use of the track of the Port Trust Railway.

There is also another proposition, namely the construction of an underground railway, a tube railway. When I was on the B.E.S.T. Committee, this proposal was examined by Japanese Engineers and approved. I do not know whether the Railways are informed about this proposal or what they propose to do. That would go a great way in relieving the congestion.

Another point to which I would like to invite attention is that second class has been eliminated from the Bombay suburban trains. I do not know what prompted them to eliminate the second class. That is the policy which is being followed. I can assure the House that it is the most ill conceived policy so far as the Bombay Suburban trains are concerned. The second class requires to be re-introduced. A large part of the office-going population consists of mainly the middle classes who used to travel by the second class. I think the Railway administration would do well in considering the desirability of re-introducing the second class.

Coming to the question of repairs and maintenance, signal failures, particularly automatic and electric signals, is increasing day by day. I am told that as many as 300 failures in one month could be reported during the monsoon which means endangering the lives of the people who use these local trains in the Bombay city. I would like to know why there are so many failures, in the case of automatic signals.

It also appears that there is no efficient utilisation of rolling stock. The hon Railway Minister took credit that the ton miles per wagon day mounted from 570 to 630. For a twenty-two ton four wheeler wagon, 630 ton miles means that the wagon has moved only 30 miles in the course of a whole day! I should like to know if this is the wagon utilisation or whether there is something else in the statistics which is not revealed at first sight. There

must be certain bottle-necks. Why is it that wagons move so slowly? I suggest that the Railway administration might consider the desirability of providing additional crossing points at various stages and also marshalling of wagons, so that even half filled wagons may be detached quickly and the use of small cranes on the loading platforms to avoid slow manual loading and unloading. These are matters which a Committee should look into.

I have spoken about the Depreciation fund. There has been no reply to that. As I said, I do not know on what basis the depreciation fund is being set aside. Rs. 45 crores are set aside for the last three or four years, even though our assets in the course of the Second Plan have increased by Rs. 674 crores. The investment total in three years of the Second Plan comes to Rs. 674 crores without corresponding increase in the depreciation. I, therefore, suggest that a committee should be appointed to examine what should be the basis on which depreciation fund should be set aside, whether on replacement basis or any other basis

It seems that we do not take into consideration even the crudest principles in setting aside depreciation. I do not think that the Railway Board applies its mind as to the useful life of various categories of railway assets, whether rolling stock of a particular category is wearing out faster or not. Nothing is being done. It is high time a committee was appointed to examine this question in all its aspects, to determine the useful life of various categories of railway assets and to provide depreciation accordingly

15-41 hours.

[Mr. DEPUTY-SPEAKER in the Chair]

The Revenue Reserve Fund now stands round about Rs. 50 crores. I do not know whether the railway administration follows the principle that it will place a ceiling on this Revenue Reserve Fund. What is the

use, when every year you are having surplus, keeping on piling up the Revenue Reserve Fund? I suggest that a ceiling of Rs. 50 crores should be placed on the Revenue Reserve Fund. No more should be added to that, and whatever excess is there should be diverted to the depreciation fund.

Then there is the question of the freight rates structure. We are aware that the committee has made its recommendations and Government are considering them. What I fear is that in the guise of readjustment and reclassification, freights are sure to be increased. If not, let the hon. Railway Minister give me an assurance on the floor of this House that barring readjustments of classifications, there will not be substantial increase in railway freights under the guise of implementing the recommendations of the Railway Freights Structure Enquiry Committee. I do not think that the hon. Minister will be prepared to give such an assurance.

Also, I would like to know whether any procedure is laid down whereby trading and commercial interests will be consulted before laying down the revised rates policy. Also, I should like to know whether the Railway Minister will place before the House a comprehensive booklet giving us information on the decision taken by the Government in revising the recommendations of the Freight Committee. If so, I think Parliament should have an opportunity to discuss this subject.

There are two or three small points, small in the way that they will not take much time, but bigger in their implications. The first is that we notice a new drift in the railway administration now, and that is that the senior scale officers pass on the work to their assistants, and the assistant officers who are the lowest in the category of officers have nobody to whom to pass on the baby. The legitimate work of a senior scale officer is being passed on to the assistants, with

[Shri Naushir Bharucha]

the result that today the railway administration is run by assistant officers. I would like the hon. Minister to examine how far this rot has crept in.

What is more serious is that senior scale officers refuse to place in black and white the orders which they issue to their assistant officers. I ask why there is a tendency to avoid responsibility, and ever since the hon. Prime Minister said in this House that in the railway administration or any other administration it is not possible every time to issue orders in writing, the tendency has increased perceptibly. At the back of it all is the fact that the senior scale officers are trying to avoid the responsibility and pass it on to assistant officers. Orders are given on the phone of which no record is deliberately kept, so that if an enquiry takes place, the assistant officer becomes responsible. This is a trend which requires to be checked, and I hope the hon. Minister will look into it.

There is one other point on which I would like to lay emphasis, that the workload of officers has increased terribly. The hon. Minister must, as is in fairness to the officers, look into the question whether the workload has increased or not. Some norms must be settled for the officers as for the workmen, because I am told that it is not an uncommon thing to find an officer daily and regularly working for 13 to 14 hours. These instances can be brought to the notice of the hon. Minister. I am sure he is aware of it. Something must be done, and if necessary the strength of the officers must be increased.

One last point, and that is about re-employment of employees. Employees are re-employed, and that is regarded as a break in the service for them for the purpose of seniority, pensions and other things. Particularly in cases of T.B. where a man after a break is certified as fit for re-employment, we find that it is regarded as a break. I

think on humanitarian grounds this should not be regarded as a break; particularly if the man offers to pay back the provident fund or gratuity amount, that should be regarded as continuous service.

These are the few points to which I am inviting the attention of the hon. Minister. I hope he will look into them.

श्री भास्कर (रत्नागिरि) : उपाध्यक्ष महोदय, रेलवे मंत्री ने अपने भाषण में नई रेलवे लाइनों के बारे में कहा था कि पीसे की बहुत कमी होने के कारण इस काम को नहीं किया जा सकता है। लेकिन मैं जिस रेलवे की मांग कर रहा हूँ वह वेस्टर्न कोस्ट की रेलवे है। ग्राज वेस्टर्न कोस्ट में कॉकण रेलवे के बारे में बड़ा ग्रान्दोलन चल रहा है। रत्नागिरि और कोलाबा डिस्ट्रिक्ट्स के बन्दर हर देहात में बड़े बड़े जल्से होते हैं और जल्सों में प्रस्ताव पास किये जाते हैं। मुझे ऐसा लगता है कि यहाँ रेलवे मंत्रालय में भी हजारों की तादाद में पत्र आते हैं। वहाँ के बड़े निगमों, ग्राम पंचायतों और लोकल बोर्डों ने, सभी जगह प्रस्ताव पास कर के भेजे हैं कि वहाँ पर रेलवे होनी चाहिये। लेकिन रेलवे मंत्रालय की तरफ से अभी तक कोई कदम इस बारे में नहीं उठाया गया है। वहाँ की जनता ने इतना बड़ा ग्रान्दोलन अपने हाथ में लिया है इस का कारण यह है कि वहाँ की परिस्थिति बहुत कठिन है। हमारे रत्नागिरि और कोलाबा डिस्ट्रिक्ट्स की जनसंख्या करीब करीब ३० लाख के है। इन दोनों जगहों के बन्दरों में रहने वाले लोगों की संख्या करीब १३ या १४ लाख है। इन ४०, ४५ लाख लोगों की यह डिमाण्ड है, मांग है, कि हमारे यहाँ कॉकण रेलवे बनाई जाय। वहाँ जाने के लिये एक ही रास्ता है, और वह स्टीमर का है। लेकिन धाप सुनते होंगे, हर एक न्यूजपेपर में यह न्यूज भी आई है, कि वहाँ के स्टीमर अब बन्द

हो रहे हैं। वहाँ के स्टीमरों के बन्द होने के बाद वहाँ जाने के लिये कोई रास्ता नहीं रहेगा। निर्फ स्टेट ट्रान्स्पोर्ट पर निर्भर रहना पड़ता है। लेकिन स्टेट ट्रान्स्पोर्ट की स्थिति यह है कि वह ३०, ४० लाख लोगों के लिये इन्तजाम नहीं कर सकता। इस दृष्टि से देख कर कोंकण रेलवे की तरफ ध्यान दिया जाय। इस कोंकण रेलवे का एक भाग है दिवादास-गांव का। इस का सर्वे हो चुका है। इस रेलवे के महत्व को देखते हुए हमारे पूर्व रेलवे मंत्री श्री लाल बहादुर शास्त्री ने वहाँ का दौरा किया था और वहाँ की स्थिति को देखते हुए वह आश्वासन दिया था कि कोंकण रेलवे के बारे में विचार किया जायेगा। लेकिन अब तक कोई विचार नहीं किया गया। कोंकण रेलवे तो ठीक है ही, मैं कहता हूँ कि दिवादासगांव का २० मील का जो रेल लिंक है उस लिंक को बढ़ाने का प्रयत्न किया जाय जिस से वहाँ के लोगों के लिये सुविधा हो सकती है।

Shri Panigrahi: Sir, there is no quorum in the House.

Shri Naushir Bharucha: You noticed it only now. There has been no quorum since half an hour

Mr. Deputy-Speaker: The quorum bell is being rung—Now there is quorum, the hon. Member may continue his speech

श्री आसन्न: रत्नागिरि डिस्ट्रिक्ट की परिस्थिति बहुत खराब है, इस का कारण यह है कि रत्नागिरि जिले के बहुत से लोग नौकरी करने के लिये और दूसरे कामों के लिये बम्बई पर ही निर्भर करते हैं। उन को बम्बई घाना पड़ता है क्योंकि यातायात के साधन न होने के कारण वहाँ कोई उद्योग नहीं चलते। इस बारे में मैं ने कई बार यहाँ के उद्योग मंत्रालय से कहा, वहाँ के बड़े उद्योग-पतियों से भी कहा कि वे वहाँ आ कर उद्योग शुरू करे। लेकिन उन का कहना है कि हम वहाँ उद्योग शुरू कर सकते हैं, लेकिन यातायात

के साधन न होने के कारण उद्योग चल नहीं सकते। हमारे यहाँ बड़ी मात्रा में जगह है, लोगों के लिये बड़ी संख्या में स्थान हैं पर वहाँ बेकारी है, भुखमरी भी है। इस का कारण यह है कि वहाँ बड़ी संख्या में रहने वाले लोगों के लिये उद्योग नहीं है। आप को पता होगा कि हमारे यहाँ विपुल खनिज सम्पत्ति है, बैम्बू है, फूट्स है। इतने साधनों के होते हुए भी यातायात के न होने के कारण भुखमरी फैल रही है। इस लिये रेलवे मंत्रालय से मेरी प्रार्थना है कि वह इस ओर ध्यान दे।

हम कर्टमी वीक या सौजन्य सप्ताह मनाने में बड़ा पैसा खर्च करते हैं। इस सौजन्य सप्ताह के बारे में मुझे कुछ कहना है। जिन दिनों सौजन्य सप्ताह चलता है, उन दिनों के बारे में रेलवे मंत्रालय को सूचना मिलती होगी कि बड़ा भ्रष्टाचार होता है। लेकिन इस सौजन्य सप्ताह में लोगों के साथ कैसा बर्ताव होता है इस का मैं उदाहरण देना चाहता हूँ। अक्सर ऐसा होता है कि जब रेलगाड़ी स्टेशन पर आती है तो उस पर लेडीज कम्पार्टमेंट नहीं लिखे रहते जिस से यात्रियों को पता नहीं चलता है और वे उस में बैठ जाने हैं। जब गाड़ी छूटने का समय आता है तो टिकट कलेक्टर वहाँ आते हैं यात्रियों से कहते हैं कि यह लेडीज कम्पार्टमेंट है। लोग कहते हैं कि हम ने देखा है, बाहर तो कुछ लिखा नहीं, तुम कैसे कहते हो कि यह लेडीज कम्पार्टमेंट है? इन पर जो टिकट कलेक्टर होते हैं वह अपने हाथ में लेडीज कम्पार्टमेंट लिख देते हैं और गाड़ी के छूटने के समय सब को वहाँ से निकलना होता है। शोलापुर में ऐसी ही स्थिति हुई थी। वहाँ सब लोग गाड़ी में बैठ गये। गाड़ी छूटने के एक मिनट पहले टिकट कलेक्टर आया और लोगों को बताया कि यह लेडीज कम्पार्टमेंट है। सब लोग बाहर उतरे और चारों ओर देखा, वहाँ कहीं लेडीज कम्पार्टमेंट नहीं लिखा था। उन्होंने उस से कहा कि इस में तो कहीं नहीं लिखा कि यह लेडीज कम्पार्टमेंट है। इस पर टिकट कलेक्टर ने अपनी जेब से

[श्री मासर]

थाक निकाला और लेबीज कम्पार्टमेंट लिख दिया। सब लोगो को उतरना पड़ेगा। बेचारे क्या करते, उन्होंने कुछ झगड़ा किया, लेकिन सब को उतरना पडा। वहाँ का डिविजनल सुपरिन्टेंडेंट आया और सब लोगो को कहा कि उतरना पड़ेगा। अब कही जगह तो थी नहीं, इस लिये उन में से कुछ भादमियो ने टिकट कलेक्टर को बतलाया कि हम रेस्टोरेन्ट कार मे जाते हैं। जब वहा भी टिकट कलेक्टर गया तो कहा कि तुम से कह कर तो गये है कि रेल मे कही जगह नहीं है और हम रेस्टोरेन्ट कार मे जाते हैं। यह देख कर डिवीजनल सुपरिन्टेंडेंट का मगज खराब हो गया और उस ने लोगो से कहा कि तुम सब लोग यहा से निकलो। इस मे भावचर्य की बात यह है कि उन यात्रियो मे रेलवे कंसल्टेटिव कमेटी जो होती है उस के एक सदस्य भी बे। उन्होंने भी कहा कि यह गलत बात है, आप हम सब को नहीं उतार सकते। गाड़ी में कही जगह नहीं है। इस पर डिवीजनल सुपरिन्टेंडेंट ने कहा

"Mr. Avekar, I have power to arrest you".

इस का अर्थ यह होता है कि मैं आपको अरेस्ट कर सकता हू। ऐसे अपमानजनक शब्द कहे। मैं समझता हू कि रेलवे मन्त्रालय इस तरफ ध्यान देगा। इस बारे में रेलवे बोर्ड और जनरल मैनेजर को भी लिखा गया। उन्होंने जवाब दिया कि हम हम पर विचार कर रहे हैं। लेकिन पाच महीने हो गये, अब तक कोई जवाब नहीं आया। इस में कोई इन्क्वायरी नहीं की गई। जिस कर्टसी वीक के लिये आप पैसा दे रहे हैं उस मे रेलवे के अफसर कंसल्टेटिव कमेटी के मेम्बरो के साथ ऐसा बदलाव करते हैं तो सामान्य जनता के साथ किसबा खराब बरताव होता होगा। इन को तरफ ध्यान देने की आवश्यकता है। कर्टसी सप्ताह तो सात दिन रहता है। लेकिन हमेशा ही कर्टसी का बरताव होना चाहिये। इस तरफ ध्यान दें।

कमशियल क्लर्क के बारे में कहा गया है कि उनको पूरी सुविधाये नहीं दी जाती। उनको बारह बारह चौदह चौदह घंटे काम करना पडता है और उनको हालिडेज मे भी छटिया नहीं मिलती। इस सब के होते हुए भी उनको तनखाह कितनी मिलती है। आज एक मैट्रिक पास क्लर्क जो काम करता है उसको ६० रुपया तनखाह मिलती है। कमशियल क्लर्क को खास प्रशिक्षण दिया जाता है पर फिर भी उसको ६० रुपये ही मिलते हैं। इस तरफ भी ध्यान देना चाहिये।

दूसरे जो सरकार के पेशान योजना चलायी है उसके बारे में कुछ कहना चाहता हू। दिल्ली डिवीजन मे कमशियल क्लर्क बारह बारह साल से काम कर रहे हैं पर अभी तक उनको कनफर्म नहीं किया गया है। इससे उनके पेशान पर प्रभाव पड सकता है। इस बारे में यह नियम होना चाहिये कि तीन चार बरम के बाद इन लोगो को कनफर्म कर दिया जाये। इस पर सरकार विचार करे। आपने न्यू डील दिया है उसका फायदा उनको नहीं मिलता है। इस बारे में ध्यान देना चाहिये।

द्वितीय पंचवर्षीय योजना मे कितना काम बढ़ा है लेकिन उसको देखते हुए कमशियल क्लर्क की जितनी तादाद बढ़नी चाहिये उतनी नहीं बढ़ी है। इसलिये उनसे गलतिया हो जाती है जिसके लिये उनको पनिसमेंट दी जाती है और उनका बहुत परेशानी होती है। सरकार को इस तरफ ध्यान देना चाहिये कि इन गलतियो का कारण क्या है। इन लोगो को जो बारह बारह चौदह चौदह घंटे काम करना पडता है यही इन गलतियो का कारण है। तो इस तरफ सरकार को देखना चाहिये। इस चीज को दूर करना चाहिये। आजकल तो सत्ता का दुसूपयोग हो रहा है जिसका परिणाम बहुत खराब होता है और उसका काम पर भी बुरा असर पडता है।

श्रम में इन्स्पेक्टरों की पोस्ट के बारे में कुछ कहना चाहता हूँ। इस पोस्ट पर कमबियल क्लर्क में से प्रादमी लेने चाहिये जिनको कि इस काम का प्रशिक्षण होता है। नये प्रादमियों को भरती करना जिनको कुछ मालूम नहीं, ठीक नहीं है। इससे एडमिनिस्ट्रेशन पर बुरा असर पड़ता है। इस तरफ ध्यान देना चाहिये।

एक बात मुझे धीर कहनी है। वह यह कि सरकार को जनता की इच्छा का भी ध्यान रखना चाहिये। मैं करजत रेलवे स्टेशन के बारे में कुछ कहना चाहता हूँ। वहाँ के लोगों की यह मांग है कि वहा पर डेकन क्वीन दो मिनट के वास्ते रुके। जाते वस्त तो यहा पर डेकन क्वीन रुकती है पर आते वक्त नहीं रुकती। ऐसा करने का कारण यह बताया जाता है कि रोकने से देर होगी। लेकिन भ्रूषे लगता है कि यह कारण सही नहीं है। हम देखते हैं कि जब गाड़िया एक धीर दो दो बंटे सेट हो जाती है तो उनका टाइम मेक भ्रप कर लिया जाता है। तो क्या यह दो मिनट का टाइम मेक भ्रप नहीं किया जा सकता यहाँ पर करीब नौ पासहोल्डर्स की यह मांग है कि यहा पर डेकन क्वीन दो मिनट के वास्ते रोकनी जाया करे। यह बहुत ही उचित मांग है। इसको पूरा किया जाना चाहिये। यह अनुचित मांग नहीं है।

जो डेकन क्वीन चलायी जाती है उसमें घाट इंजिन नहीं लगाया जाता। इस बारे में स्पष्ट नियम है कि जब रेल घाट में चलती है तो घाट इंजिन लगाना चाहिये। लेकिन बिना घाट इंजिन के गाड़ी को चलाया जाता है। वह नियम इस प्रकार है—

“Engine power: Normal working by train engine or engines or a freight engine in front of train engine: There must be a ghat driver on the leading engine of all trains which are double-headed with a freight engine.”

यह स्पष्ट नियम होते हुए भी इस गाड़ी पर डबल इंजिन नहीं लगाया जाता धीर यह

बेकायादा काम किया जाता है। इससे रेलवे को नुकसान भी होता है। मैं ने एक प्रश्न पूछा था जिसके उत्तर में बतलाया गया था कि इंजिन न लगाने से नौ रुपये की बिजली एक बार में ज्यादा खर्च होती है। तो इस तरह से सरकार का भी नुकसान होता है। तो मैं चाहता हूँ कि डबल इंजिन लगाया जाये धीर करजत स्टेशन पर डेकन क्वीन दो मिनट रोकनी चाये क्योंकि इसके बिना लोगों को बहुत परेशानी होती है। दूसरा इंजिन न लगने से कभी कभी एक्सीडेंट भी हो जाते हैं। सरकार इस ओर ध्यान दे।

श्री २० २० मिश्र (फैजाबाद) : माननीय उपाध्यक्ष महोदय, रेलवे के सम्बन्ध में जिन मांगों का विषय इस समय प्रस्तुत है उनका समर्थन करते हुए मैं दो तीन बातों की तरफ रेलवे मंत्री का ध्यान आकर्षित करना चाहता हूँ।

16 hrs.

एक तो यह बात मैं कहना चाहता हूँ कि रेलवे का वकिंग एक्सपेंसिस बेतहाशा बढ़ता जा रहा है। डिमांड नम्बर ५ रिपेयर्स और मेटिनेंस में सन् १९५६-५७ में खर्च था ८८ करोड़ रुपया जो कि अब बढ़कर १०४ करोड़ हो गया है। डिमांड नम्बर ६, आपरेटिंग स्टाफ में सन् १९५६-५७ में खर्च था ५२ करोड़ जो कि इस साल बढ़ कर ६३ करोड़ हो गया है। डिमांड नम्बर ७ में सन् १९५६-५७ में जो खर्च ४५ करोड़ था वह सन् १९५८-५९ में ५७ करोड़ हो गया है। इस प्रकार हम देखते हैं कि डिमांड्स नम्बर ५, ६ धीर ७ में सन् १९५८-५९ में करीब ३९ करोड़ रुपये की वृद्धि हुई है। यह ३९ करोड़ की वृद्धि जो एक साल में हुई है यह गौर तलब बात मान्य होती है। डिमांड नम्बर १, रेलवे बोर्ड, के खर्च के सम्बन्ध में कई एक सदस्यों ने आपका ध्यान आकर्षित किया है कि कई एक डायरेक्टर धीर बड़े बड़े कर्मचारी नियुक्त किये गये हैं। उस

[श्री रा० रा० मिश्र]

डिमाड को देखने से मालूम पड़ता है कि खर्चा बढ़ा है। इसी प्रकार हमारा ख्याल है कि डिमांड्स नम्बर ५, ६ और ७ को भी अगर ठीक से देखा जाये और इनके खर्च में मितव्ययता की जाये तो खर्च में काफी कमी हो सकती है।

रेलवे के सम्बन्ध में कहा जा सकता है कि रेलवे विभाग के बड़े कर्मचारी यह जानते हैं कि किन विभागों में भ्रष्टाचार है और किन विभागों में किन किन स्थानों पर ज्यादा खर्चा हो रहा है लेकिन यह जानते हुए भी खर्च को कम करने की तरफ अधिक ध्यान नहीं देते यह दुःख का विषय है। मैं चाहता हूँ कि हमारे रेलवे मंत्री इस तरफ ध्यान दें और रेलवे में जो वर्किंग एक्सपेंसिज बेतहाशा बढ़ रहे हैं उनको कम करने की कोशिश करें।

द्वितीय बात में यह कहना चाहता हूँ कि जो छोटे छोटे स्टेशन हैं वहाँ पर लोगों की सुविधाओं की तरफ ध्यान नहीं दिया जाता। बड़े बड़े स्टेशनों पर ता बड़े बड़े प्लेटफार्म बनाये जाते हैं, ऊँचे ऊँचे मकानात बनाये जाते हैं लेकिन छोटे स्टेशनों पर इस बात की बहुत कम कोशिश की जाती है। फैजाबाद जिले में कई स्टेशन ऐसे हैं जहाँ पर प्लेटफार्म नहीं हैं और वहाँ पर स्टेशनों पर टैलीफोन तक नहीं है इस कारण यह पता नहीं चलता कि गाड़ी कब आवेगी। मैं समझता हूँ कि इस तरफ ध्यान देना चाहिये और छोटे स्टेशनों पर जो लोगों को असुविधायें हैं उनको दूर किया जाना चाहिये। मैं इस सिलसिले में देवराकोट, और अलना भारी स्टेशनों की तरफ ध्यान दिलाना चाहता हूँ जहाँ पर न कोई प्लेटफार्म है और न और कोई सुविधायें हासिल हैं।

मेरे जिले में अयोध्या सास मुकाम है। घाघरा नदी के उस पार लकड़मंडी स्थान है जो कि नाबं ईस्टर्न रेलवे पर एक स्टेशन

है। यह अयोध्या से दो चार मील पर है जो कि नार्दन रेलवे पर है। दोनों मुकामात के बीच में घाघरा नदी बहती है। अगर इस स्थान पर एक पुल बना दिया जाये तो घाघरा के इस पार और उस पार का हिरसा आपस में मिल जाये और लोगों को बड़ी सुविधा हो जाये। अयोध्या में हर साल तीन चार मेले लगते हैं और सारे प्रान्त से लाखों यात्री आते हैं। घाघरा के उस पार से भी आते हैं। उनको नदी पार करके आने में बहुत असुविधा का सामना करना पड़ता है। विद्येपकर सावन क महीने में यात्रियों को नदी पार करने के लिये चार पाच रोज तक पड़ा रहना पड़ता है। एक रेलवे का स्टीमर है पर वह सारे यात्रियों को पार ले जाने में सफल नहीं होता और इस वजह से उनको काफी दिक्कत होती है। अब जब कि रेलवे का विकास हो रहा है मैं रेलवे मंत्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ।

जहाँ तक नई रेलवे लाइन्स बनाने का विषय है डिमांड नम्बर १५ में कई साल से बराबर टाटा अकबरपुर की डिसमेंटल लाइन के लिए रुपया रखा जाता है पर उसे खर्च नहीं किया जाता। दरियाफत करने से मालूम हुआ कि अब उसका एस्टीमेट बढ़कर ३२ लाख हो गया है। इस वर्ष भी दस लाख रुपया रखा गया है। पता नहीं कि उसको खर्च किया जायेगा या नहीं। मेरी प्रार्थना है कि उस तरफ ध्यान दिया जाये। जब कि सारी डिसमेंटल लाइन्स बन गयी हैं या बन रही हैं तो इस लाइन पर भी काम शुरू किया जाये।

अब मैं रेलवे की आय बढ़ाने के सम्बन्ध में कुछ कहना चाहता हूँ। मैं समझता हूँ कि अगर हमारे बड़े अधिकारी लोग इस तरफ ध्यान दें कि कहाँ पर ज्यादा खर्चा होता है, कहाँ पर ज्यादा कोपसा खर्च होता है और उस में किसी प्रकार से कमी करनी चाहिये, तो इस का कुछ फल निकल सकता है। मंत्री

महोदय ने एलान किया है कि एक कमेटी बिठाई जायगी, जो कि इस सारे प्रश्न पर विचार करेगी और उस कमेटी के जरिये जहाँ जहाँ खर्च कम हो सकता है, वहाँ वहाँ कम करने का प्रयत्न किया जायगा। इस बात की जल्द से जल्द कोशिश करनी चाहिए कि जहाँ कोयला ज्यादा खर्च होता है, वहाँ उस को रोका जाय। लेकिन यह बात तो सब जानते हैं कि रेलवे में चोरी कहाँ होती है, कोयले के सम्बन्ध में चोरी कहाँ होती है और हरेक स्टेशन पर कौन कौन मुलाजमीन और कौन कौन दूसरे लोग चोरी करते हैं। लेकिन तथ्य यह है कि जानते हुए भी और इस विषय में शिकायतें पहुँचने पर भी ध्यान नहीं दिया जाता है। मैं चाहता हूँ कि इस ओर सख्ती से ध्यान दिया जाय और अगर ध्यान दिया जायगा, तो मुझे विश्वास है कि रेलवे में किरायत-शायरी हो सकेगी और चोरी कम हो सकेगी। रेलवे के उच्चाधिकारी सब कुछ जानते हुए भी इस तरह ध्यान नहीं देते हैं और जानते हुए भी सोते रहते हैं और यह जानते हुए भी सोना और ध्यान न देना एक दुःख का विषय है।

जहाँ तक रेलवे में होने वाले एक्सिडेंट्स का ताल्लुक है, हम सदन के बहुत से माननीय सदस्यों ने अपने विचार प्रकट किये हैं। मैं इस बारे में यह कहना चाहता हूँ कि इस समय ऐसा स्थान पैदा हो रहा है कि रेलवे में सफ़र करना कुछ ज्यादा खतरे का वायम हो रहा है। भाव यह मालूम नहीं होता कि सफ़र करे या न करे, करें तो कितना करें, दिन को करें या रात को करें। इस वक्त रात को सफ़र करना ज्यादा खतरे का वायम मालूम होता है। मंत्री महोदय ने इस विषय में भ्रावसान दिया है। मैं समझता हूँ कि अगर रेलवे के सब कर्मचारी इस में अपना सहयोग देंगे, तो इस का भवश्य कुछ न कुछ फल निकलेगा। लेकिन जहाँ तक ट्रेनिंग का सम्बन्ध है, अगर यह बात सही है कि हमारा कुछ स्टाफ़—कुछ कर्मचारी—ठीक प्रकार सेट्रेन्ड नहीं हैं, तो मैं यह कहना चाहूँगा

कि ट्रेनिंग के सम्बन्ध में जितनी जल्दी कोई कदम उठाया जाय, उतनी ही अच्छी बात होगी। इस सम्बन्ध में कोताही नहीं की जानी चाहिए। अगर इस में कुछ रुपये पैसे की बात है, तो इस मामले में रुपये पैसे का बिल्कुल स्थान न करते हुए जल्द से जल्द आवश्यक कार्यवाही की जानी चाहिए। हम को इस प्रकार की बातों से संतोष नहीं करना चाहिए कि इस साल पिछले तीन चार सालों के मुकाबले में एक्सिडेंट्स की तादाद कम है, पहले साल इतने हुए और अब उन में एक हजार या चार सौ की कमी हो गई है। माननीय श्री फ़िरोज गांधी ने इस सम्बन्ध में इस आशय के फीगर्स दिये कि कई सालों से लगातार जो दुर्घटनाएँ हो रही हैं, इस वर्ष उन की तादाद कम होती जा रही है। मैं कहना चाहता हूँ कि इससे सन्तोष नहीं होना चाहिए। एक हो, दो हो, दस हों या चालीस हों, आखिर एक तादाद है तो सही। अगर एक आदमी मरता है, तो वह भी बुरी बात है। इधर तीन चार महीनों से हम देख रहे हैं कि कोई भी अखबार पढ़िये, तो मालूम होता है कि कोई न कोई वाक्या हो रहा है। इस प्रकार से लोगों में असन्तोष बढ़ता है और उन्हें सफ़र करने में खतरा महसूस होता है। इस तरह मंत्रालय का ध्यान जाना चाहिए और आवश्यक कदम उठाने चाहिए।

अगर कुछ उपाय किये जायें, तो रेलवे की भाय और बढ़ सकती है। मैं ने देखा है कि अक्सर रेलवे में नीलाम के सम्बन्ध में काफ़ी देर की जाती है। रेलवे का सामान, लकड़ी, पेड़ इत्यादि रेलवे लाइन के किनारे पड़े रहते हैं और सब को नीलाम करने में साल दो साल लग जाने हैं। मैं ने देखा था कि ऊँचाबाद लाइन में पच्चीस, तीस शीशम के दरवत गिरे हुए थे। लिखा गया कि उन को नीलाम किया जाय। इस में एक साल लग गया और उस के बाद सैक्सन मिलने में एक साल लग गया। इन दो सालों में सामान ग्रायब हो गया। कोई नहीं जानता कि कितना सामान ग्रायब हो गया। लेकिन यह सब कहते हुए दिक्कत मालूम होती है कि रेलवे कर्मचारी इन बातों की तरह

[श्री रा० रा० मिश्र]

ध्यान नहीं देते। अगर इस बारे में कुछ कहाई की जाय, तो कुछ रकम भी हासिल हो सकती है और भ्रष्टाचार की मात्रा भी कम हो सकती है।

श्री इमराठ मिश्र (धोली) उपाध्यक्ष महोदय, पहले तो मैं आप को इस बात के लिये बन्धुवाद देता हूँ कि आप ने इस पिछली सेंट पर भी ध्यान किया। जैसी हमारी यह सेंट है, वैसा ही हमारा जिला भ्राजमगढ़ उत्तर प्रदेश का सब से पिछड़ा हुआ जिला है। मैं ने इस किताब को देखा है, जिस में रेलवे मंत्रालय ने अपनी स्कीम दी है और बताया है कि भगले वर्ष हम क्या कुछ करने जा रहे हैं। वह किताब बिल्कुल खाली ही खाली दिखाई पड़ती है। अगर उस में यह लिख दिया गया होता कि रेलवे लाइन उखाड़ दी जायेंगी, तो हम कह सकते हैं कि रेलवे मंत्रालय हमारे लिये कुछ सोचना है। लेकिन ऐसा मालूम होता है कि रेलवे मंत्रालय ने सोचना ही बन्द कर दिया है जिस जिले से तीन एम० पी० आते हैं, जो इतना बड़ा जिला है, जिस की बाइस, चौबीस लाख की आबादी है, उनकी हालत यह है कि वहाँ पर कोई साधन नहीं है। गाहगज स्टेशन जहाँ पर बड़ी लाइन बन्द हो जानी है और उसके आगे छोटी लाइन से जाना होता है, की हालत यह है कि वहाँ पर एक मूठ मूठ का स्टेशन कायम कर दिया गया है। उस के मूठालिक कई बार कमेंट बुक में लिखा गया कि सिगनल के पास गाड़ी खड़ी की जाती है और यात्री को यह मालूम नहीं होता कि गाड़ी स्टेशन पर आ गई है। हर जगह लिखा हुआ है कि लाइन पर करना जुर्म है, लेकिन अगर गाहगज के पास स्टेशन पर लाइन पार कर के चलाया जाय, तो प्लेटफार्म पर नहीं जा सकते, उसके लिये कोई जगह नहीं है। कभी कभी ऐसा होता है कि गाड़ी इस तरह खड़ी हो जती

है, और एक इधर से आ जाती है, एक उधर से आ जाती है, और कुली सामान ले कर बीच में से दोनों गाड़ियों को पार कर के बाहर निकल पाता है। एक बीमार आदमी को पेड़ पर चढ़ने में जो दिक्कत होती है, वही दिक्कत यात्री को सिगनल के पास खड़ी रेलगाड़ी से उतर कर प्लेटफार्म पर जाने में होती है। कई बार एक बही, दो दो, तीन तीन एम० पी० ने कमेंट बुक में इस के बारे में लिखा है—बलिया के लोग उधर से जाते हैं—लेकिन कोई नतीजा नहीं निकला है। हमारा यह दुःख विश्वास हो गया है कि जितने इन-एफिशेंट डिपार्टमेंट्स हैं, वे यह चाहते हैं कि एक साबू मिनिस्टर बन जायें, ताकि वह हमारे काम में देखल न दे सके। मैं इस का खुद अपनी तौहीन मानता हूँ। जो सर्विसिज लोगो का बिल्कुल खयाल नहीं करती है, जो कि जनता के जीवन में बिगड़वाह करती है, हम देखते हैं कि मिनिस्टर उन के लिये ठान का काम करता है। हम ने अपने मंत्री महोदय के जवाब सुने। उन्होंने बिल्कुल ठीक से जवाब दे दिया कि कोई शिकायत नहीं है। मैं यह कहना चाहता हूँ कि आप हिन्दी के बारे में यह कहते हैं कि अभी हिन्दी के लिये जमाना नहीं आया है, तो क्या आप समझते हैं कि सर्विसिज इंग्लैंड और दूसरे मुल्को की सर्विसिज की तरह एफिशेंट है, उसी तरह से उन की वर्किंग है, उसी तरह से फाइले चलती है? हमें सर्विसिज पर बिल्कुल विश्वास नहीं है। वे सर्विसिज जानती है कि जनता के साथ कैसा व्यवहार करना चाहिये। गांधी जी ने सर्विसिज से कह दिया था कि भ्राज से तुम हमारे मुल्क के आदमी हो और उन को उसी तरह का व्यवहार करना चाहिये। सर्विसिज के जिन लोगों ने मेवा-भाव है, हम उन को दाद देते हैं और समझते हैं कि उन को काफी कद्र होनी चाहिये। हमारी निगाह में ऐसे आदमी हैं जो रिश्कत लेना हराम समझते हैं। उन का हम आदर करते हैं। लेकिन केवल यह लिख देने से कि घूस लेना और घूस देना पाप है, काम

बल जायेगा, हम इस पर विश्वास नहीं करते हैं। उपाध्यक्ष महोदय, मैं आप के जरिये से गंधी महोदय को यह कहना चाहता हू कि इस अभाग्य क्षेत्र की तरफ भी कुछ ध्यान दिया जाय। उस क्षेत्र में इस समय एन० ई० रेलवे है। बचपन में हम उस का नाम वी० एन० डब्ल्यू धार० सुनते थे। जब उस का नाम एच० टी० धार० रखा गया, तो हम को बड़ी खुशी हुई। जब यह रेल बनी थी, तो उस में जो डिब्बे लगे थे, वे नये थे, लेकिन जैसे जैसे उस रेलवे के नाम बदलते गये वैसे वैसे डिब्बे भी पुराने होते गये और वह लाइन भी खराब हो गई। कोई उम लाइन पर चलना नहीं है। आजमगढ़ से मऊ की तरफ दस, पन्द्रह मिनट के बाद बसिज चलती है और रेलगाड़ी पर कोई बैठने की बात ही नहीं करता। मैं ने डिप्टी मिनिस्टर महोदय को अर्जी दी है कि आजमगढ़ में सिटी स्टेशन खोल दिया जाय, जिस में रोडवेज का भार हल्का हो जाये और कुछ आदमी उस पर भी चलने लग, लेकिन इस तरफ कोई ख्याल नहीं किया गया। नीकरों के पाम काजग भेज दिय जाते हैं। अगर हम को यह मान्य होगा, तो यह दरवाजा स्टापटान के बजाय हम उन के पाम दफनरो में ही जाने तो शायद हमारा कुछ काम चल जाता। लेकिन हम लोग इस के आदी नहीं हैं। ये लोग हमारी ही तरफ के आदमी हैं। हम लोग इन से बात करते हैं। करेंगे, करेंगे, नहीं करेंगे, तो होगा क्या? न हम सैम्बर रहेंगे और न ही यह मिनिस्टर रह सकेंगे। दोनों की नाव डूबेंगी, यह मैं बता देता हू। आप कहते हैं कि इतनी बड़ी तादाद में कैसे भायें। इस का कारण महात्मा गांधी और वे लोग हैं, जिन्होंने संक्रीफाइम किये। आज भी पब्लिक हजार तकलीफ में रहती हैं, अगर कांग्रेस और गांधी को नहीं भूलती है। यह वही कमाई है जो कि हमें और आपको इन कुसियों पर से भाई है। अगर आज हम सजग नहीं हुये और ठीक तरह से हमने अपना काम नहीं किया तो मैं आपको आगाह करता हू कि मैं तो बोड़े घाटे में रहूंगा लेकिन आप भी कम घाटे

में नहीं रहेंगे। जो पिछड़े हुये इसाके हैं और जो पूर्वी बिल कहलाते हैं उनकी तरह आपका ध्यान नहीं जाता है। हो सकता है कि आपको वहां जाने से कुछ तकलीफ का अनुभव होता हो। जो अफसर लोग वहां जाते हैं उनको बहुत ज्यादा परेशानी होती है। इसी से आप अन्दाजा लगा सकते हैं कि वहां पर रहने वाले लोगों को कितनी परेशानी का सामना करना पड़ता होगा। वे ही बुनियाद हैं, वे ही एक कड़ी है, जिन कि जगह से आपको और हमको ये जगह मिली हैं। वे गरीब लोग हैं, गांव में रहने वाले हैं और उन्हीं के हम नुमाइदे हैं। अगर और उजर बैठे हुये पार्लियामेंट के मेम्बर जो कुछ कहने है उससे तो ऐसा आभास मिलता है कि हम यहा पर कर्मचारियों के लिये सुख सुविधाओं की ओर ध्यान देने के लिये ही बैठे हुये हैं। लेकिन ऐसी बात नहीं है। हमको पब्लिक की जो तकलीफें हैं, उनकी जो परेशानियां हैं, उनकी ओर भी ध्यान करना होगा। हमारे बाप दादा हमेशा तीसरे दर्जे में सफर किया करते थे। हम भी यहा आने से पहले तीसरे दर्जे में ही सफर किया करते थे। आज हम उनको भूल जायें, उनका कोई खयाल ही न करे, यह कैसे हो सकता है। आज हमको गाडियो में भीड़ भाड़ को कम करना होगा। हमें यह देखना होगा कि लोगो को कम में कम बैठने की जगह तो मिल जाये। यहा पर दिल्ली के स्टेशन पर अगर कोई बीमार मुसाफिर घाता है, जब उसको बैठने की जगह नहीं मिलती है तो वह कहता है कि चलो मैं फर्स्ट क्लास में बैठ कर चला जाता हू। यह बाप दादा की कमाई का ही नतीजा है कि यह यहां पर बैठे हुये हैं। उनकी संक्रीफाइस का ही यह नतीजा है कि हम भायें हैं यहां। हम यह नहीं चाहते कि बाप दादा के सामने तो हम अच्छा खाना खायें और फिर चाहे घर में खाने के लिये रोटी भी न हो। हमारी जनसंख्या का बहुत बड़ा भाग गांधी में

[श्री उमराव सिंह]

रहता है। उनके बारे में रेलवे मंत्रालय कुछ नहीं सोचता है। आज हम बड़ी बड़ी नौकरियों में सगे हुये लोगो की ही फिक्र कर रहे हैं और जो दूसरे मुलाजिम है उनको सुविधाये प्रदान करने की फिक्र में है। लेकिन हम अपनी भूखी और नगी जनता को कैसे भूल सकते हैं। हमें वह होटल पसन्द नहीं जहाँ पर कुर्सी तो अच्छी है लेकिन खाना अच्छा नहीं, हमें वह होटल पसन्द है जहा पर कुर्सी चाहे टूटी हुई है लेकिन खाना अच्छा है। इसको हम ज्यादा पसन्द करते हैं। इस दृष्टिकोण से अगर इस बजट को देखा जाये तो मैं कहूंगा कि इसमें रिट्रीविटी बहुत कम है, शो बहुत है। यह पब्लिक वा रपया है, हमें इसका ठीक ठीक इस्तेमाल करना है। उस जगह के रहने वालो का भी हमें खयाल करना है जो ओ० टी० आर० पर रहते हैं। यहा के जो बरेली मिल के चोटा है, वह जाते हैं, और गाव वाले खाते हैं — यहा पर सभी लोग बड़े बड़े लोगो की बात करते हैं, गरीबो के मुताल्लिक कोई मोचना नहीं है।

मैं चाहता हू कि रेलो के पास जा पैसा है, उसको ज्यादा से ज्यादा रलवे लाहने बनाने पर खर्च करना चाहिये और ज्यादा से ज्यादा पैसा खर्च करके गुड्स ट्रेन आपको बसानी चाहिये। आज हालत यह है कि अगर आप गुड्स ट्रेन में माल बुक कराने के लिये जाते हैं तो आपको रिदवत देनी पडती है। बिना रिदवत के कोई काम नहीं होता है। यह क्यों है? कहा जाता है कि डिब्बे अवे-सेबल नहीं है।

श्री शाहजबाब खा. गुड्स ट्रेन ज्यादा बसेगी तो बाप दादा कहा बैठेंगे?

श्री उमराव सिंह : मैं उस तरफ भी आऊंगा। मैं उस जिले में आया हू जहा पर बीजे बहुत महगी बिकती है। शाहजब में एक रुपये का तीन सेर घाटा मिलता है। शाहजब में एक रुपये का सवा दो सेर

मिलता है। यह क्यों है? यह छोटी लाइन के कारण है। अगर वहाँ पर बड़ी लाइन रहती तो बाप दादा भी खा सकते थे। अब वे कहा खा सकते हैं। आपको इन बातों का क्या पता है। जाक पैर न फट बिवाई, वह क्या जाने पीर पराई। बाप दादा को हम भूल नहीं सकते हैं। यदि हम उनके प्रति बफादार नहीं रहते और इन कुर्सियो पर बैठकर उनकी दशा को सुधारने का प्रयत्न नहीं करते तो हम भी यहा नहीं रह सकते हैं। हम पर उनका कर्जा है जिसे हमें चुकाना है।

मैं ज्यादा डिटल्स में नहीं जाना चाहता। मैं रेलवे मंत्रालय से इतना ही कहना चाहता हू कि आप लगाटी वाले गांधी जी को न भूलिये। आप उनके बतलाय हुये रास्ते पर चलिये और उमी रास्ते पर चल कर आप मुल्क का कल्याण कर सकते हैं। मैं चाहता हू कि आपका ध्यान उस भूखड की ओर भी जाये जहा लोग बहुत गरीब हैं, जहा लोग पिछड़े हुये हैं जिन को यह छोटी लाइन और भी उजाडती जा रही है।

महु म काई अग-ब्रिज नहा है। महु वं बार मे गांधी जी न कहा था। क इट इज दी मानसैटर आफ इन्डिया। वहा पर बहुत भारी प्लेटफार्मों बना दिया गया है। वहा आदमियो के जाने के लिये थान्डी डूरी पर पक्की सडक भी है। कई बार प्रार्थना की गई है कि एक चावर ब्रिज दे दीजिये लेकिन वह नहीं दिया गया है। वहा मे पक्की सडक बलिया को जाती है। वहा पर लाइन भी छोटी है। वहा जा गेटकीपर है वह सिगनल को डाउन कर के बैठा रहता है। सभी गाडिया, ट्रक इत्यादि खडी रहती है लेकिन कोई परवाह नहीं करता है। इस को रोक भी नहीं किया जा सकता है कि गाडी आने

वाली है या नहीं। यह गेटकीपर की मर्जी पर बन्द होता है और उसी की मर्जी पर खुलता है। यह भी सुनने में आया है कि माड़ी बालो से तथा ट्रक बालो से रिस्वत लेता है और तब जा कर गेट खोलता है। रात के वक़्त भी वह ऐसा ही करता है। गेट बन्द पड़ा रहता है और वह सोता रहता है, उस को कोई किसी किस्म की परेशानी नहीं है। मैं आशा करता हूँ आप इस ओर भी ध्यान देंगे।

आप का ज्यादा से ज्यादा पैसा माल गाड़ी के डिब्बे बनाने में खर्च होना चाहिये ताकि माल गाड़ी के अधिक से अधिक डिब्बे लाइन पर आ सकें। आप हम ज़रा टूटा हुआ डिब्बा मफ़र करने के लिये दे दें, इस में कोई हरज की बात नहीं है। लेकिन आप यह अवश्य देखें कि एक दूसरे के ऊपर आदमी न चढ़े। इस के बाद जाँ पेंसा आप के पाम बंच उसे आप कर्मचारियों को सुविधा देने के लिये खर्च करें। तब यह नहीं कहना कि आप उन का भूखा मारे। एसा मानूस होता है कि आज मारो नेतागरी इमी म है कि कर्मचारियों के लिये सुख सुविधाये हो, उन के लिये मकान बन, उन का तनख्वाह अच्छी हो और जो नीसरे दज के मुर्ताफ़र ह, व चाह इमी तरह से पन्थान हान रह। आज हमारे जो बाप दादा ह व यह नहीं बरदास्त कर सकते है कि कारखान रहे। अगर इस को हम दूर नहीं कर सके तो हम भी नहीं रह सकते। जैम तैसे इम को दूर करना ही होगा। आज वह ज़माना है कि हमारे बाप दादा हम से पूछत है कि आप ने क्या किया है और उन का यह पूछना ठीक भी है। सब जानते है कि जहा बुकिंग होती है, वहा यिना रिस्वत लिये काम नहीं होता है, जिधर देखो कोरखान है। इम का असर किम पर पड़ता है? बाप दादा के ऊपर ही तो इम का असर पड़ता है। जो लोग रिस्वत देन है वे मास को महंगा कर देते है जिस का नतीजा यह होता है कि गाब के जो लोग होते है वे

पिस जाते है। रेलों पर जो बोरी होती है, उस का असर भी उन्हीं लोगों पर पड़ता है। इस वास्ते में चाहता हूँ कि आप इस ओर भी अवश्य ध्यान दें।

मुझे खुशी है कि हमारे जो मिनिस्टर है वे सिर्फ मिनिस्टर ही नहीं है बल्कि उन्हीं ने देज मेवा के क्षेत्र में भी बहुत स्थिति प्राप्त की है। मैं चाहता हूँ कि वे अपना ध्यान अपनी एनर्जी इन बातों की ओर भी लगावे जो मैं ने कही है और हमारा कष्ट दूर करने की चेष्टा करें।

Dr. K. B. Menon (Badagara): Mr. Deputy-Speaker, Sir, I wish first to speak about the difficulties that the employees attached to the Divisional Office at Olavakkot are put to for want of the elementary amenities of life. The Divisional Office was shifted from Podanur to Olavakkot a year and a half ago. There are working in this office about seven hundred staff, including seventeen officers. This, I think, is the largest office working in Kerala. The staff attending this office have to come from Podanur, from Shoranur and from Kollergode every day, spending three hours for going and perhaps three hours for coming back home. The Railways have sanctioned, I understood, 315 houses for the employees, out of which only 150 have been constructed. Even if the other 150 are constructed, I understand that it will not accommodate the whole of the staff, and another one hundred more houses may perhaps be necessary. At present the office is working in three sheds with asbestos roofing. And Olavakkot being very far away from the sea, the temperature goes fairly high during summer and I learnt that last summer a number of employees, more than about half a dozen of them, swooned during the day. I request the railway authorities to expedite the construc-

[Dr. K. B. Menon]

tion of these houses for the accommodation of the staff. It is not possible to expect any efficiency from the office if the staff have to spend three or four, or even more, hours to go and come.

Next, I would like to place before the House a little information that I have about sick engines on the Southern Railway. Whatever information I have, I wish to place the same before the House, right or wrong, and I may invite any correction to it from the Minister. It appears that at the fag end of 1955, ten engines were bought from Cullen Foundry in Birmingham. And out of these ten, five, I understood, were allotted to the Northern Railway and five to the Southern Railway. These five engines on the Southern Railway started hauling trains from Mangalore to Madras from January, 1956. Out of these five engines, according to the information that I have, three are in the loco-shed, sick, for heavy repairs. Two others are still on the track, and I understood that they are likely to be put out of commission in the course of the year. I do not know to what class these engines belong, but ordinarily an engine is expected to give efficient service for fifty to sixty years. Engines belonging to K class, PT and PTI and other classes have given fifty to fifty-five years of efficient service, while these engines newly bought, hardly two years old, are expected to go out of commission. I do not know the reason. And the fate of the engines given to the Northern Railway also, I do not know. I would request the Minister to throw more light on the subject.

Next I would like to pass on to the recently constructed metre-gauge railway linking Trivandrum with the Cochin Harbour. This railway, newly constructed, running entirely through Kerala, should have been part of Olavakkot Division, but it has been torn away from Olavakkot Division and linked on to Madura. The two reasons urged, I understand, are one,

administrative efficiency and convenience and, the other, the difficulty in transferring the Loco Shed from Kottayam. In regard to the first reason urged, namely of administrative convenience and efficiency, I should think that there are three Divisional Offices in Madras, namely, one at Madura, another at Trichy and the third at Madras itself. All these three Divisions have larger lines of railway than the Olavakkot Division which was started only very recently. If from the efficiency point of view, decentralisation is a factor that contributes to efficiency and convenience—and the Railway is such a huge affair that if it is reduced to small, convenient units it will be working more efficiently—from that point of view I think that the newly constructed metre gauge should have been linked on to Olavakkot. And even if it is linked on to Olavakkot, I do not think that it will come up to compare in size with either Madura or Trichy or even Madras.

One of the reasons for the construction of this metre gauge from Trivandrum to Cochin was to link the hinterland with the Cochin Harbour and afford facilities particularly for the transport of oil. If that be so, both Ernakulam and Cochin belong to the Olavakkot Division, and that railway should have been linked up with Olavakkot. Another reason, from the point of view of the convenience of the travelling public and also of the business community, I believe, is that it is more easy for them to have access to Olavakkot than to Madura.

The reason urged, of the difficulty in handing over the Loco shed at Kottayam to the Olavakkot Division, cannot be seriously taken. For, during the regionalisation and divisionalisation of the railways last time there were transfers of loco sheds all over the country. So that cannot be urged as an important reason.

Apart from all these considerations there are two very important reasons which one would urge for the transfer

of this railway to Olavakkot Division, from the point of view of labour. The larger units of Madura and Trichy have a larger number of higher grade staff and the promotions and other things as such are bound to be affected. Therefore, it may be in their interest to transfer this railway to Olavakkot.

Next the recruitment of the lower staff, particularly that of the porters, linemen and gangmen, for this railway running from Trivandrum to Cochin will be done at Madura and I have very little doubt that the people of Kerala will consequently suffer. There is considerable unemployment even as it is in Kerala which is a small State and if this also is denied to them, there is likely to be a serious handicap. From that point of view I feel that it will be unfair to take away that line from Olavakkot and shift it to Madura. I hope that what is necessary and what is good for Kerala will not be taken beyond the Ghats. I commend it to the attention of the Ministry.

Shri Warlor (Trichur): Mr Deputy-Speaker, Sir, I take this opportunity to congratulate the Ministry as well as the Railway Board and those who were in charge as also the workers for the completion of the Ernakulam-Quilon link in scheduled time, because I understand that not a single trade dispute had been there even though 10,000 persons were employed in the construction of that line. But, in that connection itself I would like to support the points made out by Dr. Menon just now about the transfer of this line from the Madura Division to the Olavakkot Division.

It is a fact which should not be hidden that opinion is divided on this point even in Kerala itself. It is in the best interests of Kerala that the Ministry itself should go into this matter more sympathetically and seriously once more consider the whole aspect and take a final decision before it is finalised. If it is finally considered to make the change, then make the necessary change because it

is in the interests of the trading community which is largely scattered in the Cochin Harbour area. These lines are feeding the Cochin Harbour and if their interests should be taken as of primary importance then surely Olavakkot Division is the best suited for the administration of this line because not only from Trivandrum but from the northern end of the Kerala State another line is coming directly to Cochin Harbour. So, all these things can be managed by one Division and the traders and the business community at large should approach only one Division. Now, the parties in Cochin Port area have for certain purposes to go to the Olavakkot Division and for certain other purposes have to go to Madura Division. That is a very big difficulty for them.

From the workers side also, the representation has come because of transfers and all other things. From the Ernakulam-Quilon-Trivandrum line the workers, to represent their grievances, have to go to Madura if certain necessary cases arise and such other handicaps are there. But at the same time, it will be easy and convenient for them to go up to Olavakkot which is nearer from the Ernakulam centre and which is also a connecting place of this railway with broad gauge.

So, I will appeal to the Ministry to go into the matter because I am also not decided and there are people who are not decided upon that. That is a fact and that fact must also be borne in mind. But apparently and *prima facie* the interests of the State will be best served if this Division is transferred to Olavakkot.

The next point that I want to make is about the employment of superannuated persons. The difficulty experienced by the staff is that those superior officers, who had been superior when they were employed, after being relieved from the service are re-employed as juniors to those erstwhile juniors. So, a very anomalous position is created. A very awkward situation is also created by the erstwhile superiors becoming the

[Shri Warior]

juniors of the erstwhile juniors. The erstwhile juniors do not find it easy to give commands to or to be task-masters of these newly recruited superannuated officers and superannuated persons, naturally take advantage of that. Although they are to execute certain things, they simply shift it to the erstwhile juniors because it is a very easy thing and the erstwhile juniors would not be showing their reluctance before their erstwhile masters. In that way the efficiency of the administration and the staff is also affected. So this question must be taken into consideration more seriously. I am not against those persons, who are experienced and trained, being taken back into service for a few years, but at the same time, if that causes much handicap in the efficient execution of the day-to-day administration and that itself becomes a bottleneck in the whole transport system, then that question is a very serious question and must be borne in mind. A policy must be evolved for that.

In this respect I will also wish to state that promotions are stopped when these persons come and fill in higher posts. Those, who are expecting some promotion in the routine way, think that their promotions are stopped at least for a few years. That much of discontent is also arising in the junior staff. So, in the interests of those employees also this taking back of superannuated officers for a number of years must be reconsidered and some adjustment must be made between their claims and the claims of the junior officers.

Another point, although it is not of very urgent or immediate importance, is about the Kerala railways' electrification. I do not now propose to go into the electrification system as a whole, but this will give the Railway Administration more profit out of the cost of the coal which is very high when exported from the coal areas, down the sea in the ships and taken

to Cochin Harbour and then taken to the railways. I am told that freight charges for a ton of coal are about Rs. 16 ordinarily when carried by train, but when taken by ship to Cochin Harbour they come to Rs. 30 or Rs. 35 per ton. The Railway Board is subsidising that so that it is brought down to the normal cost. But, Kerala has electricity potential and it is in the process of development. We think that by the end of the Second Plan the entire railway system in Kerala can be electrified and it will be the cheapest electricity possible, because we are told by experts that whereas in other parts, even in Bhakra Nangal and other bigger projects, electricity is costing about Rs. 1,700 per kilowatt, Kerala Hydro-electric projects can provide electricity for Rs. 600 per kilowatt. If that is the case then electrification will be the cheapest method for fuel and it will be a big gain for the Railways. So, I urge upon the Ministry to make some plans and schemes for that so that when the hydro-electric power is developed in Kerala, the best use can be made of that and the Railway Ministry can gain out of it.

Another very small point, which I have to make, is about the level crossing at the Shoranur Junction. Ordinarily, I would not have stressed upon the question of an overbridge when we debate upon such serious matters like the Railway Demands, but this overbridge is in a particular position. It is on the National Highway from Palghat to Trivandrum and the level crossing at present is between the loco shed, which is very important loco shed, and Shoranur Railway Station. There are four lines branching out from Shoranur Junction and lately, I am told, even the Governor of Kerala had to be stopped there for more than 45 minutes to get the level crossing gate opened for him. If that is the case of a Governor, you can very well infer, Sir, how much handicap is there for the road traffic over there? Even I, along with some other

M.Ps., had many occasions to be stopped there for half-an-hour and more than half-an-hour at times for 45 minutes.

The Railway Administration has issued orders that the gates should not be closed for more than 15 minutes. In fact, Shri A. K. Gopalan and myself had written in the complaint book at Shoranur Junction that we were stopped for more than 30 minutes. Nothing has been done in that respect so far. Last year, at the time of the budget discussion we had moved a cut motion relating to this very over-bridge. This is not an ordinary over-bridge. The level crossing comes in between the station and the loco shed, and always there would be shunting and marshalling. Therefore, this work must be taken in hand in right earnest. Although this is not in my constituency, this is adjacent to my constituency in Kerala. I would, therefore, appeal to the Ministry to take it up at least in the next budget and meet this long over due demand.

श्री श्रीकांत साह (कोटा—रचित-ग्रन्-सूचित जानिया) : माननीय उपाध्यक्ष महोदय, यह सत्य है कि रेलवे मंत्रालय ने मार्ग देना में जनता के लिये काफी तादाद में सुविधाएँ प्रदान की हैं। इसमें कोई दो राय नहीं हो सकती कि इस में सारे देय में जनता के बीच में शुद्ध वतावरण पैदा हुआ है और इस के लिये रेलवे मंत्रालय वास्तव में धन्यवाद का पात्र है। यह एक रेगुलर फीचर हो गया था कि अक्सर ट्रेन्स समय पर नहीं चलती थी। यह काफी अर्थों तक रग लेविन अभी थोड़े समय में ट्रेन्स की जेट रनिंग कम होनी जा रही है, और विद्यमान रखना चाहिये कि आगे चल कर इस में प्रगति की जा सकती है। पर फिर भी जिनकी एफि-शिएंसी आनी चाहिये वह अभी तक नहीं आ पाई है। वजट में यह बतर्द दृष्टिगोचर नहीं होता कि हम मोगविस्टिक पैटर्न आफ नोमायटी की तरफ बढ़ते चले जा रहे हैं जब तक हम देखते हैं कि सर्वाडिनेट स्टाफ

और हार्ड आफिसर्स की दे में काफी अन्तर पड़ा हुआ है। इस पर भी रेलवे मंत्रालय को ध्यान देना चाहिये ताकि सर्वाडिनेट स्टाफ के लोगों की तनख्वाहों पर अधिक विचार किया जाय और अधिक से अधिक सुविधायें प्रदान की जाय।

हान ही में जो इंटेग्रिम रिलीफ छोटे बेंचन वालों को दिया गया है पांच रुपये का, वह में समझना है कि बहुत कम है। आजकल की महंगाई और जमाने को देखते हुए यह आवश्यक मान्य होगा कि जो इंटे-रिम रिलीफ डिग्रिनेश अलाउंस में पांच रुपये का दिया गया है वह अधिक बढ़ाया जाय।

यह भी हमारे देवने में आ रहा है और माननीय सदस्यों ने उर बात की शिकायत की है कि ट्रेन्स में बाकी रग रहता है। यह निम्नान्त आवश्यक है कि एग्जर कंडिशनड कांवेज और मैनुअल इत्यादि को समाप्त कर थर्ड क्लास कांवेज में बदल दिया जाय। यह देवा गया है कि रेलवे मंत्रालय में इस और ध्यान कम दिया है ताकि वास्तव में भगवन्तीय है और प्रगमनीय है।

में अब राजस्थान प्रदेश की और रेलवे मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं। उन की यह नीति रही है, और हानी भी चाहिये कि जो इलाके या प्रदेश अन्डर डेवलपड हैं या अन्डेवेलपड हैं उन को टाइमप्रायोरिटी दी जाय। जेकिन में देखता हू कि राजस्थान में अन्डर रेलवे मंत्रालय ने इस और कोई ध्यान नहीं दिया है। हिन्दुस्तान में जो और प्रदेश हैं उन की और अधिक ध्यान दिया गया है। हालांकि में मानता हू कि हिन्दुस्तान में कहीं भी, किनी भी समय अगर सुविधायें दी जाती हैं तो वे भी हमारे देशवासियों को ही दी जाती हैं, लेकिन में बहुत अदब में दखलस्त करना चाहता हूं कि अगले वर्ष इस बात का विशेष तौर से ध्यान रखा जाय, ताकि

(श्री श्रीकार लास)

राजस्थान का, जोकि एक बैकवर्ड इलाका है, उस का इन्डस्ट्रियली, ऐग्रिकल्चरली और कर्मशली डेवलपमेंट ठीक हो सके।

यह कटु सत्य है कि कोटा से जयपुर जाते समय माधोपुर गाड़ी बदलनी पड़ती है और वहां पर करीब तीन चार घंटे रात्रि में इन्तिजार करना पड़ता है। भस्ती मील का टुकड़ा जो कि माधोपुर से जयपुर तक का है उसे तय करने के लिए वहां की मीटरगेज गाड़ी करीब करीब ५ घंटे लेती है और इतना अधिक समय खर्च हो जाता है कि जिसको किसी प्रकार से बरदास्त नहीं किया जा सकता। इससे यात्रियों को बहुत ही तकलीफ होती है। मैं निवेदन करना चाहता हूं कि देहरादून एक्सप्रेस का टाइम और उस मीटर गेज ट्रेन का टाइम जो माधोपुर से दो बजे के करीब स्टार्ट होती है ऐसा रखा जाये कि यात्रियों को अधिक दिक्कत का सामना न करना पड़े और उनको माधोपुर प्लेटफार्म पर अधिक इन्तिजार न करना पड़े।

जब जयपुर से वापस कोटा आते हैं तो माधोपुर होकर आना पड़ता है और वहां जनता के लिए गाड़ी बदलनी पड़ती है। माधोपुर पर काफी रेलवे स्टाफ न होने की वजह से यात्रियों को टिकट तबदील कराने में काफी दिक्कत का सामना करना पड़ता है। उसका परिणाम यह होता है कि कोटा पर उन यात्रियों को हैरास किया जाता है और उनको दिक्कत होती है और उनसे पैनाल्टी चार्ज की जाती है। इसमें यात्रियों का कोई क्लमूर नहीं होना चाहिए क्योंकि टिकट की तबदीली माधोपुर पर होनी चाहिए। स्टाफ की कमी के कारण यात्रियों को यह तकलीफ भुगतनी पड़ती है। मैं चाहता हूं कि रेलवे मंत्री महोदय इस और भी ध्यान दें।

इसी प्रकार कोटा से भजमेर डाइरेक्ट स्ट है। उस और भी एक नई रेलवे लाइन बनानी चाहिए। इसी प्रकार बारां से शिवपुरी

वाया किशनगंज शाहाबाद एक रेलवे लाइन निकाली जानी चाहिए। कोटा का बहुत बंधर डेवलपमेंट इलाका है। यदि वहां पर रेलों का जाल बिछाया जाये तो वहां के लोगों को ज्यादा राहत मिल सकती है और वह इलाका ज्यादा तरक्की कर सकता है और अन्य प्रान्तों के मुकाबले में बराबर आ सकता है।

इसी प्रकार छवड़ा से झालावाड़ रोड वाया हकलेरा मनोहर थाना एक नई रेलवे लाइन बनायी जानी चाहिए जिससे कि वहां की जनता को अधिक सुविधा मिल सके।

कोटा जंक्शन एक महत्वपूर्ण जंक्शन है जो कि बम्बई और दिल्ली के बीच में पड़ता है। कोटा को बैंगन वर्कशाप का हेडक्वार्टर बनाया गया है इसके लिए रेलवे मंत्रालय धन्यवाद का पात्र है। लेकिन कोटा स्टेशन पर पूर्ण रूप से टिनशैड नहीं है। इसकी निहायत जरूरत है। वहां पर तीन चार प्लेटफार्म हैं जिन पर टिन शैड की बहुत आवश्यकता है। इनसे मुसाफिरों को बहुत राहत मिल सकेगी।

प्रायः यह देखने में आता है कि डाइनिंग कारों में अच्छा खाना नहीं मिलता। मेरा अपना भी यही अनुभव है कि वहां अच्छा खाना नहीं मिलता। इस और रेलवे मंत्रालय का ध्यान जाना चाहिए।

वेस्टर्न रेलवे में कोटा बीना लाइन पर एक डाइनिंग कार होनी चाहिए ताकि यात्रियों को खाना मिल सके और उनको सुविधा प्राप्त हो सके।

यह भी सत्य है कि मेजर मामलों को रेलवे बोर्ड ने अपने हाथ में ले लिया है। मेजर करस्थान की वह देखभाल करती है। लेकिन मैं रेलवे मंत्रालय का ध्यान इस और आकर्षित करना चाहता हूं कि छोटे छोटे केसेज अभी भी मौजूद हैं जैसे कि बुकिंग में और पारसलों की डिलीवरी लेने में अभी भी अच्युत और करस्थान

पाया जाता है। इस ओर ध्यान दिया जाना अत्यन्त आवश्यक है।

मैं आखिर में एक यह निवेदन कर देना चाहता हूँ कि हरिजनत को अभी तक पूर्ण रूप से राहत नहीं मिली है। हरिजनत को रेलवे डिपार्टमेंट में अधिक से अधिक रिजर्वेशन देकर इस कमी को पूरा किया जाये ताकि वे अन्य लोगों के मुकाबले में अपने स्तर को बराबर कर सकें।

जो जनता गाड़ी दिल्ली से बम्बई जाती है उसका इन्दरगढ़ और लखेरी स्टेशनों पर ठहरने का प्रबन्ध किया जाये। एक जगह तो यह उसूल कायम किया जाता है कि उसका लांग स्टोपेज न रखा जाये और इसलिए उसको छोटे छोटे स्टेशनों पर ठहराया जाता है। मैं नहीं समझता कि इस जगह पर ठहराना क्यों उपयुक्त नहीं समझा जाता।

अन्त में मैं आपका आभारी हूँ कि आपने मुझे बोलने का अवसर दिया और साथ ही मैं रेलवे मंत्रालय का भी आभार प्रदर्शित करता हूँ।

Mr. Deputy-Speaker: The following are the selected cut motions relating to Demands Nos. 2 to 18 and 20 in respect of Railway :—1958-59 which may be moved subject to their being otherwise admissible:

Demand Nos. Nos. of Cut Motions

2	221, 470, 520.
3	471.
4	222 to 224, 472, 473.
5	474, 521.
6	475 to 531.
7	476.
8	477.
9	478.
10	481.
11	482.
12	483.
15	113, 225, 226, 484.
16	114, 485.
17	115, 486.
18	117 to 120, 227, 487.

Failure to start the construction of the broad gauge line from Kuráuwadi to Panduarpur, Mangalwadhá, Jath, Athani and Miraj

Shri Assar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to include surveys of dismantled lines

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Speeding up of the work of Rourkella-Talcher line via Barkote in the second Plan period

Shri P. G. Deb (Angul): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

High rate of working expenses on railway lines

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Payments to Worked Lines and others' be reduced by Rs. 100."

Failure to take effective steps to prevent accidents

Shri Assar: I beg to move:

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

Grievances of the S.Ms. and A.S.Ms. of all Railway zones

Shri Assar: I beg to move:

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

*Grievances of the Commercial clerks
of all Railway zones*

Shri Assar: I beg to move

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

*High rate of working expenses on
administration of the Railways and
working of Railway Service Com-
missions*

Shri Braj Raj Singh. I beg to move

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

*Corruption in different categories of
services under the Railway*

Shri Braj Raj Singh I beg to move

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

High cost of Repairs and Maintenance

Shri Braj Raj Singh I beg to move

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs 100 "

*Non-replacement of old rail tracks by
new ones on all the branch lines of
South-Eastern Railway in Orissa*

Shri P. G. Deb. I beg to move

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs 100 "

*High cost of expenses incurred on
operating staff*

Shri Braj Raj Singh. I beg to move

"That the demand under the head 'Ordinary Working Expenses

—Operating Staff' be reduced by Rs 100 "

*Discrimination shown towards the
workers of the Barsi Light Railway
at the time of integration of the
Railway*

Shri Warrior. I beg to move

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

*Breach of agreement to maintain con-
tinuity of service and service condi-
tions of the Barsi Light Railway
employees*

Shri Warrior. I beg to move

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

*Demotions and degradation of several
employees of the Barsi Light Rail-
way*

Shri Warrior I beg to move

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

*Withholding of annual increments of
the employes of the Barsi Light
Railway due to them in 1954*

Shri Warrior I beg to move

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

*Breach of agreement in respect of
payment of gratuity, provident fund
and accumulated leave wages of the
employees of the Barsi Light Rail-
way*

Shri Warrior: I beg to move:

"That the demand under the head 'Ordinary Working Expenses

—Operating Staff be reduced by Rs. 100."

Non-implementation of the assurance to restore the continuity of service and service conditions of the employees of the Barsi Light Railway

Shri Warler: I beg to move:

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

Theft of railway coal and wastage of fuel on the Railways, especially at Tundla and Kunjla in the Northern Railway

Shri Braj Raj Singh: I beg to move:

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

High rate of goods lost and compensation paid while in transit on the Railways

Shri Braj Raj Singh: I beg to move:

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

Unsatisfactory conditions of the catering in Railways, especially the departmental catering

Shri Braj Raj Singh: I beg to move:

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

High rate of T.B. amongst railway staff and failure of Railway administration to check it

Shri Braj Raj Singh: I beg to move:

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

Low amount being appropriated to Depreciation Reserve Fund

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Appropriation to Depreciation Reserve Fund' be reduced by Rs. 100."

Low amount being paid to General Revenues

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Dividend Payable to General Revenues' be reduced by Rs. 100."

Inadequate attention paid to the needs of Orissa while undertaking construction of new lines

Shri Panigrahi: I beg to move:

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

Failure to undertake construction of Diva Dasgaon Railway line

Shri Assar: I beg to move:

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

Failure to undertake survey of Konkan Railway

Shri Assar: I beg to move:

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

Usefulness of the Calcutta Electrification Project

Shri Braj Raj Singh: I beg to move:

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

Failure to supply adequate Railway wagons for Orissa for export of ores and other raw materials

Shri Panigrahi: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Failure to restore the Agra-Bagh Railway line dismantled during the war in Agra District, Northern Railway

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Failure to effect any improvement in the Rupsa—Banginiposi and Naupada—Gunpur narrow gauge line

Shri Panigrahi: I beg to move:

"That the demand under the head 'Open Line Works—Replacements' be reduced by Rs. 100."

Large amount of money being spent on replacements of Railway lines

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Open Line Works—Replacements' be reduced by Rs. 100"

Failure to open a city Booking Office in Cuttack

Shri Panigrahi: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Lack of adequate amenities for passengers such as drinking water facility at Jajpur—Keonjhar Road station

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Failure to construct an under-bridge near Railway level crossing at Cuttack station

Shri Panigrahi: I beg to move:

"That the demand under the 'Open Line Works—Development Fund' be reduced by Rs. 100."

Lack of proper amenities for passengers in third class waiting room at Cuttack

Shri Panigrahi: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100"

Failure to provide adequate amenities to third class passengers

Shri Assar: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs 100"

Misuse of building material in the construction of quarters for the Railway staff

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs 100."

Mr. Deputy-Speaker: These cut motions are now before the House.

Shri Sadhan Gupta: Mr. Deputy-Speaker, I am going to raise only a few points regarding these demands in order to call the attention of the hon. Minister to some very glaring defects, if I may so call them, in the administration of the railways. Mrs. Renu Chakravarty, I understand, has called his attention to the case of the grant of a contract of a particular

firm near Calcutta regarding the assembly of wagons. I want to strengthen her case by adverting to it again even at the cost of repetition.

From the facts that had come to light regarding the contract and from the reports which had appeared in the Press and which had not been contradicted, this contract has all the appearances of a scandal not perhaps of the same proportion in terms of money as the Mundhra scandal, but certainly of equal proportions as far as the merits of the case are concerned. There are all the defects and all the peculiar characteristics of what appears to be a very corrupt deal, the contract being accepted at a tender which was much higher than the lowest tenders on the ground that the party concerned was the only party in a position to deposit Rs. 2 lakhs as earnest money and this sum of Rs. 2 lakhs has not yet been realised although years have advanced. They have not properly executed the contract. I understand that regarding the assembly of wagons, they are far behind the schedule and, as a matter of fact, the Chief Engineer of the South-eastern Railway had strongly represented about taking action against the party. But still no action has been taken. Not only no action has been taken, but all sorts of favours are shown to that party to this extent that although they were required to complete the assembly work at Vishakhapatnam, what is now being done is that the parts are now being sent to Howrah to their workshop not at the cost of the contractors, but at the cost of the railways. All these present a very suspicious look and the most searching enquiry should be made into the matter to see if there is anyone at fault and whether any "compelling and motivating force", to quote Justice Chagla's remarks, has operated in the grant of this contract. Apart from this, I would like to call attention to the inconvenience in a part of Calcutta—Ballygunge station. It is a very crowded locality. Calcutta has recently extended very

much and there is a large portion of the population which lives outside Ballygunge station at a place called Kashba. It was formerly outside Calcutta but it has recently been incorporated into Calcutta. There is a large amount of pedestrian as well as vehicular traffic crossing from Kashba to Ballygunge and the only crossing that they can avail of is a level crossing. That level crossing is almost perpetually blocked by incoming and outgoing trains. Even when trains are standing in Ballygunge station that level-crossing is blocked because that is so close to the station. There is, in these circumstances, a perpetual traffic jam. Pedestrians somehow manage in a very risky manner to slip through the gates. So, it is very necessary that some sort of an over-bridge should be constructed to enable both the passenger as well as vehicular traffic to pass from the other side of the Ballygunge station into what was Calcutta proper. I hope the hon. Minister will look into this matter because it creates very great inconvenience for the countless numbers of people who have to cross every day into and out of Ballygunge station.

There are one or two other matters. There is the difficulty created by preference given to oil wagons passing near Ballygunge station. As a result certain local trains are held up and the trains reach late for their offices in the early morning. As a result sometimes workers and clerks who attend their offices late are either fined or marked late or absent according to the rules of the office. Therefore, it should be arranged that local trains carrying passengers into Calcutta should not be held up by oil wagons and so on. Complaints have come to me and I believe the MLA has written to the General Manager of the Eastern Railway in this respect.

These are few things which I want to draw the Minister's attention to and I request him in particular that he should make an immediate and

[Shri Sadhan Gupta]

searching enquiry into the contract regarding the assembly of wagons and take very firm and suitable steps against the responsible parties, if any party is responsible in this matter.

Shri N. B. Maiti: Mr. Deputy-Speaker, I thank you very much for

allowing me to speak a few words at the fag end of the hour.

Mr. Deputy-Speaker: We will hear him at the beginning of Monday.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday the 10th March, 1958.
