

I would not like to take more time of the House by going into further details but I would certainly like to say that in respect of such demands as affect the P & T Department only, we have in the past discussed matters across the table fully and we can do so in future. In fact, as mentioned earlier, my idea is to have a **STANDING COMMITTEE** which should meet at frequent intervals not merely to discuss the demands but also to keep a constant watch over action taken in pursuance of agreements previously reached. I feel disappointed, Sir, that I did not get a favourable response from the Federation. Perhaps there is still time for the Federation to think afresh and to prefer the somewhat plain but fruitful method of negotiation. Hon'ble Members will remember the dislocation and inconvenience caused to the public by the Telegraphists refraining from performing over-time duty. The Union agreed to call off the movement after discussion with Shri Raj Bahadurji but I am not sure whether even in the absence of such a deliberate movement, some of our officials are performing their duties with zeal and efficiency as they ought to. In the result, we get numerous complaints from the public

A strike of this nature at the present moment would be fraught with grave consequences. The Government will, however, do their utmost to fulfil their obligations, however, onerous they might be. I would once again appeal in all earnestness to the P & T Workers' leaders to choose the path of reason and moderation

COTTON FABRICS (ADDITIONAL EXCISE DUTY) BILL*

The Minister of Commerce (Shri Kanungo): I beg to move for leave to introduce a Bill to provide for the levy and collection in certain circum-

stances of an additional duty of excise on cotton fabrics issued out of mills.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the levy and collection in certain circumstances of an additional duty of excise on cotton fabrics issued out of mills"

The motion was adopted

Shri Kanungo: I introduce** the Bill

DEMAND FOR GRANT—RAILWAYS.—Contd.

Mr. Speaker: The House will now resume further discussion on Demand for Grant No. 1 in respect of Railways. As the House is aware, six hours have been provisionally allotted for the discussion and voting on this Demand with discretion to the Chair to extend it by an hour if necessary. Out of this, 30 minutes have been availed of and 5 hours and 30 minutes now remain.

As announced yesterday, Hon. Members may hand over at the Table within an hour the numbers of the selected cut motions which they propose to move on this Demand.

Shri Sonavane (Sholapur—Reserved—Sch Castes): At about 11:27 I have given some cut motions. I would request that those cut motions may also be allowed and circulated to the Members

Mr. Speaker: He has given notice just now. Let him indicate the numbers

Shri Naushir Bharucha (East Khandesh): Sir, I rise to a point of order on discussion on the Railway Budget procedure. My point of order is whether after the coming into force of the Constitution, in view of article 112, the Convention relating to the separation of Railway finances from the General finances can survive, and

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**Introduced with the recommendation of the President

[Shri Naushir Bharucha]

secondly whether in view of article 112, a separate Railway Budget can be presented as distinct and separate statement of receipts and expenditure of the Railways and further, whether all the Demands for Grants presented by way of a separate Railway Budget are not out of order. May I amplify these points?

Mr. Speaker: The hon Member has referred to the points. Let me dispose of them.

Shri Naushir Bharucha: I may amplify them.

Mr. Speaker: I am not in doubt. The first point is, after the coming in of article 112, there must be a single Budget according to him and no separate Budget following the Convention dividing into Railway and non-Railway or General Budget. That is No 1. Then, what is point No 2?

Shri Naushir Bharucha: A separate Budget cannot be presented and therefore, the Demands are out of order. The point is whether, in view of article 112, a separate Railway Budget can at all be presented. First, whether the convention survives and then if the convention does not survive,

Mr. Speaker: Cannot a Budget be presented in parts?

Shri Naushir Bharucha: Yes. That was what I was coming to by way of amplification. Probably, the answer might be that really it is one Financial statement divided into two parts, one relating to the Railways and the other relating to the rest of the revenues, that the Railway Budget is merely a misnomer and it is only popularly so-called, that in reality, both form part of one and the same Financial statement. The issue would be whether they are two distinct Budgets or parts of one comprehensive Budget as contemplated in article 112.

I submit that there are two distinct Budgets. In the first place, the Convention talks of separation of Railway finances from the General finances and the Separation Conven-

tion is in effect and not merely in form. Secondly, the provisions of the Convention speak of a dividend payable to the General revenues, which implies that there is one party receiving dividends and another party paying it. Thirdly, the Separation Convention is in such water-tight compartments that except for the dividend, the General revenues do not benefit from the prosperity of the Railways. They are water-tight compartments separating the Railway Budget from the General Budget. Fourthly, the Railway revenues are exclusively utilised for the benefit of the Railways and they are not brought into a common pool. Fifthly, there is a separate surplus or deficit shown in the Railway Budget and a separate surplus or deficit shown in the General Budget. The arrangements of the Railway Convention indicate all the attributes of a completely independent statutory corporation, for instance, the Road Transport Corporation. What I desire to point out is, if the Railway Budget forms really a part and parcel of the General Budget, you could not have a separate surplus and a separate deficit. Taking this fact, there is no doubt that the Railway Budget is completely separate from the General Budget. Therefore, it is not permissible under article 112 of the Constitution and therefore all the Demands are out of order.

The Minister of Law (Shri A. K. Sen): I have not really appreciated the real objection of the hon Member. It is one of the cardinal principles of construction that singular includes plural. When you say Statement of receipts and expenditure, it means also Statements. It all depends on how you look at the statement. If you look at every sheet, each may be regarded as a separate statement. The term 'Statement' authorises the presentation of separate statements under the General Clauses Act. Apart from that in Rule 213, the House has made a rule for the presentation of separate Budgets. Unless the rules are changed, the point of order cannot be raised.

Shri Sadhan Gupta (Calcutta—East) Rules cannot override the Constitution

Mr. Speaker: There is nothing in Article 112 which says that there ought to be only one Financial statement. Financial statements are being placed for small periods, for three months, another three months and so on. We have been doing so. There is then Appropriation. It may be said, it is on account. Anyhow, the Financial statement is there. That is what is referred to in article 112. Appropriation and other things follow the Financial statement. Further, the singular does not exclude the plural. I agree with that interpretation.

Above all, we have got Rule 213 which says that the Budget can be presented in parts. It reads

“Nothing hereinbefore contained shall be deemed to prevent the presentation of the Budget to the House in two or more parts and when such presentation takes place, each part shall be dealt with in accordance with these rules as if it were the Budget.”

We have got this rule. It is contended that these rules cannot override the provisions of the Constitution. The rules were also accepted by the House. Normally the Speaker does not give a decision whether the rules are *intra vires* or *ultra vires* after the rules have become rules of the House. It is by an independent motion that the matter can be brought before the House. Let us see if the House agrees. This is not the occasion for that. I am not going to say that any rule which has been adopted or is in force is *ultra vires* of the Constitution.

Shri Bharucha referred to the details of the Convention that the revenues of the Railways ought not to be brought into the Consolidated Fund, that, at any rate, the excesses ought not to be given to the Consolidated Fund and should be kept separate for all practical purposes, that the Railway Board is to be treated as an

independent Corporation and so on. All that does not arise out of this. Whether a Budget can be presented in parts or not is the only point at issue which is the subject matter of the point of order. If he finds that the Convention itself is out of order and is opposed to the principles of the Constitution, it may be raised independently. So far as this separate presentation of the Railway Budget is concerned, there is nothing out of order. We shall proceed.

Shri Frank Anthony (Nominated—Anglo-Indians) **Mr. Speaker,** I have given notice of a cut motion which refers to the disabilities of railway staff. When speaking on the general discussion in respect of the Railway Budget, I had referred to several of these problems affecting the staff and I had expressed the hope that the Railway Minister would grasp this almost unique opportunity of solving or resolving many of the long-standing grievances from which the railwaymen of all categories have suffered. I propose to deal with a few more of these disabilities. I might mention that I have raised many of these before with the Railway administration, but I am bound to say with a good deal of regret that so far I have not been able to evoke any kind of responsiveness from the administration. I am hoping that the new Minister will operate almost like a new broom and that he will earn the gratitude of the railwaymen by meeting many of these demands. They won't cost him much and I am sure, if he approaches the question objectively, there can be no reasonable excuse or justification for denying these demands.

My first request is that the Railway staff should be allowed to accumulate their sick leave. The Post-1931 staff under the new rules are all permitted to accumulate their sick leave. It is only the pre-1931 staff who are not given the benefit of this rule, and I feel it is a perfectly legitimate request and it will operate to the advantage of the men as well as of the administration. What happens at present?

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The pre-1931 men, because they cannot accumulate their sick leave—I do not think they are allowed to take more than a month in the year—whether they are sick or not, they invariably take this month's leave, because they cannot accumulate it. What actually happens? I have known of several distressing cases of people afflicted by T.B. They cannot accumulate their leave. And, as we all know getting treatment is rather a protracted process. So the man has to take leave without pay. His physical condition worsens, his family is reduced to near starvation. I feel I ought to ask the Railway Minister to give this matter his favourable consideration. As I have already said, it will help the administration and the men.

Another request which I have to make is that the Minister should seriously consider giving double pay on work for gazetted holidays. What happens today? There is a great deal of absenteeism on gazetted holidays and more than that they can quite easily get false medical certificates and the efficiency of the administration suffers seriously on these gazetted holidays. I feel that if this double pay is given, it will induce the men to keep their noses to the grind stone and not to absent themselves and not to take sick leave.

In this connection, there is another suggestion which I have to make and that is that the Minister might consider extending the period of casual leave to 25 days to compensate the men for having to work on gazetted holidays.

Then, Sir, I have another request to make but it has nothing to do with these demands made by the other Unions with regard to increase of dearness allowance. It is a legitimate request. It is that mileage should be calculated on the merged part of dearness allowance. I do not know why the Railways have refused this perfectly legitimate request. After all

the Railways do not hesitate to calculate or deduct house rent on this merged part of dearness allowance. If you are going to deduct house rent on this merged part of dearness allowance, why should you deny the men the calculation of their mileage on this merged part of dearness allowance? It has been merged in their pay. You are treating it as part of their pay for the purposes of calculation of house rent. Why don't you treat it as part of pay for the purpose of calculation of mileage?

Last year I had drawn the attention of the Ministry to what I regarded and I still regard as a glaring anomaly and a hardship in respect of the past rules. This anomaly means that if a railwayman has one dependent, his pass is limited to five persons including the dependent, that is, the pass can be issued for his benefit, the benefit of his wife, two children and the dependent, making five in all. If he has no dependent, then the pass is unlimited, as it should be to all the members of his family and the Minister knows as well as I do, that perhaps very few railwaymen have only 2 children. They have many times the two children even though you arbitrarily restrict it to 5. What happens to the other 16 children? I have met a number of railwaymen who have 18 children. What is going to happen to these 16 children? I submit that these concessions do not cost much but they do operate harshly.

An Hon. Member: There should be some disincentive.

Shri Frank Anthony: Then I want to enter a special plea with regard to the operation of the Railway Administrations' directive with regard to alternative employment. I raised this matter on several occasions in this House. I know that the Railways have issued very specific directives, the General Managers have done it, but I regret to say that there is not the will to implement these directives. The directives are there. According to these directives the Railway Officials

are obliged to do their utmost to get those people who have been medically unfitted suitable alternative employment. And with your new found—I won't say new-fangled—with your new found medical rules, a lot of your men are being found medically unfit, particularly your Loco men and your directive is that suitable alternative employment should give them their salary plus 50 per cent of their salary to make up for their mileage and overtime. What happens? There is a casual indifferent attitude shown by officials in so many cases and as I said it affects primarily the Loco people. There is a senior driver who has given 20 to 24 years of loyal service to the administration. He is drawing Rs 500 to Rs 600 or Rs 700 a month. You offer him a clerk's job on Rs 50 or Rs 60 or Rs 100 a month. I ask the Minister to consider this, it is a matter which involves almost a personal human tragedy. His financial commitments are at their maximum. His children are at school or college and at the end of his service, you ask him to accept an alternative employment on one third or one fourth of his emoluments. It is not done in any other department. I remember a case and I must say that it usually takes me 3 to 4 years to get any response from the Railway Administration. One railwayman was commended for gallantry, he was run over in a train accident. He was a driver, he lost his leg. He was a mail driver. You offer him a clerk's post on Rs 100 a month. It took me four years of pegging at the railway administration. You should give some kind of a job with comparable emoluments.

I would ask the Minister to look into this as it affects the drivers mostly. Why can't the Railway Administration help such people? They are senior drivers. They are fit to go into higher posts. Why don't you reserve a certain number of power controller jobs for your drivers? Instead of doing this the official comes along and chooses a junior chap that he likes and makes him a power controller. This is a sedantary job. Why

can't you make him one? That is only one suggestion.

I have joined issue with the Railway Board as to the validity of the new-found medical tests. As soon as somebody says he is an expert, everybody gets frightened and I suppose the Railway Minister will be similarly frightened if the Railway Board told him that all these medical tests are necessary. I am prepared, with great reluctance to accept these new medical tests. Before this, the men worked with their glasses. After all, a mail driver is 40 or 45. How many persons at 45 do not wear glasses. If the wearing of glasses leads to the rectification of the eye sight, in the old days they were permitted to function with glasses. Now you say, "No, the naked vision must be as good as when they joined." Very few people can stand up to it. You say it is necessary, your medical officers say it is necessary. All right, I am prepared to defer to this so-called expert opinion of your medical officers, but recently I got another case. I do not know who has introduced this rule. Now you extend the disability to hardness of hearing. This poor chap, when he joined the railway administration was slightly hard of hearing. They said "You can be a fitter, it does not matter provided your hearing is not completely defective." After 25 years he has to wear a hearing aid which restores his hearing completely. But some officials say he is not fit and he is downgraded from Rs 400 to Rs 300. So, I have written to the General Manager—not suggesting that he should also stand down because he also wears hearing aids. I am not aware of any rule in the code which impose this disability for hardness of hearing. What I am opposed to is this, this tremendous doctrine—I say it with respect—Babu complex in the railway administration. The doctors get together, some young chaps distinguished more by enthusiasm than by knowledge and experience, they say, "No, no, make it a naked vision test." After all, in India nobody has defective eye sight. All the people are born and live and die perfect. In

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other countries you have to wear glasses at 45, not in India, containing specimens of humanity. So, naked vision test. A fellow develops hardness of hearing at 45, he loses his job. These seem comparatively small matters, and yet look at the amount of hardship, the amount of avoidable misery that is caused to these people. People are getting Rs 400 to Rs 500, suddenly an officer comes along and downgrades them to Rs 300 a month.

Then there is a point to which I have referred on previous occasions. I would ask the Minister to insist on his officers doing their duty. I had raised the matter shortly before this accident near Villupuram about the condition of the track. All the drivers told me the track was defective, the engines were bad. I wrote to the General Manager, and I say this with a very great deal of respect. The General Manager of the Southern Railway does not seem to have. I will not say the capacity, but the inclination to deal with matters however serious they happen to be. So, it was blankly rejected. What the drivers said is correct. Where does the General Manager get his information from about the condition of the engines? He gets it from the officers who are supposed to travel on the engine. Ask your average driver today. Formerly it was the duty of certain officers to travel on the engines and it was their duty to travel for the full roster. Now they do not travel, most of them do not travel. They make their reports without travelling. And if they do they never travel the full roster. I know it is hard. I know the average officer cannot stand up to this kind of physical hardship. So, they mostly travel from water column to water column, for a few miles and then they report that the track is perfect there is no hunting and lurching and the poor driver has to bear the brunt of it. This is the reply from the General Manager. I would ask the Minister to issue an order that every officer whose duty it is to travel on the engines travels for the full roster, and then he will know what the con-

dition of the track is, how the engine is reacting to the condition of the track.

I got no remedy from the predecessor in the Ministry, well-intentioned and well-meaning as he was, to a particular matter, and I am asking the Minister to look into it objectively. I say this without qualification that these instances I am giving to the Minister represent unqualifiedly a gross breach of faith on the part of the railway administration. I am giving at the moment three instances. I refer to the loco staff. Men on the former M & S M Railway were recruited many years ago as literate staff. They had to produce an SSLC or an equivalent certificate. They were guaranteed certain channels of promotion—apprentice fireman, fireman, grade A, shunters. Many years after these people had joined, after 10 to 15 years, the Railway Board chose to revise the rule and these people, men who had advanced along these guaranteed channels of promotion, channels which had been guaranteed to them as part of the conditions of their recruitment, have all been retrospectively downgraded. How can it be justified?

I write to the Railway Board. Some person deals with it. He says that on the Southern Railway this is not the position. I was not referring to the Southern Railway. I was referring to the special conditions under which these loco people were recruited in the former M & S M Railway. There has been this breach of faith. As some kind of a semi-sop to me, some of them instead of being classified as semi-literate and illiterate, have been given the grade of B grade firemen. It is not correct. They were recruited as literate staff, and the channel of promotion was grade A fireman and from that to shunter.

I saw something in the press about the abolition or the intended abolition of grade B firemen. May I say this, that I am entirely at one with the hon. Minister in seeking to give the

maximum of opportunities to the Class IV staff? That was the intention of the pay commission of which I was a member, but that intention has not materialised. The Class IV staff today have not got the real opportunity of rising to the highest ranks consistent with their ability and their character. I am glad that the service conditions are being rationalised to give larger opportunities to the Class IV staff. But, at the same time, I do not want this to be operated in such a way as to mean the withdrawal of guarantees given to the other staff. What is going to happen to the grade B firemen? Are they now going to be downgraded or lumped with C grade people and take their opportunities of advancement and seniority with the C grade people? That would be, I submit, a denial of their guaranteed conditions of service. But this has happened. I am glad the hon. Minister seems to suggest that this will not happen. But this has happened with regard to the M S M Railway people.

What has happened elsewhere? We have the A' grade drivers on the Allahabad division. They were recruited as literate staff. They were guaranteed certain channels of promotion. They are all today lumped with your illiterate and semi-literate drivers, and they are all being superseded. And what has happened? I take it that many of them because of failure to get any redress, have resigned, have prematurely retired. They said "No, this is a deliberate and gross breach of faith, and if the railways persist in perpetrating this, it is not worth while serving this railway administration." Many have resigned and left the railways.

Then there is another matter. I took this up with the Member, Staff. I sent him three reminders. I got a stereotyped reply that the matter was under active consideration. Since then over a period of two years I have sent him eight to ten reminders, and I regret to say that I have not had even the courtesy of a reply from the present Member, Staff. Either you deal

with it or you don't. The Grade IV drivers on the Eastern Railway were all literate staff, they had to produce a minimum educational qualification. Today suddenly you lump them with the Grade VII drivers who were not recruited as literate. They may have a certificate, but it was not required. I took it up with the Member, Staff, but he was not inclined or disposed even to apply his mind to it.

There is another request I have to make of the Railway Minister and that is that he considers protecting the emoluments of promoted loco men. And I say this for a very good reason. At present the people who are promoted get their pay plus 50 per cent of their pay protected. I think that is the position, but I would ask him seriously to consider protecting their pay plus 75 per cent. And I have a very good reason for that. Why is there so much inefficiency today, particularly on the loco side? Why do we have so many avoidable accidents?—because inexperienced men are getting accelerated promotions. Take your loco people. The average loco man refuses promotion, he will not become a loco inspector. He refuses to become an assistant loco foreman, he refuses to become a fuel inspector because his promotion means an 'Irish' promotion. As soon as he gets the promotion, his salary drops by above Rs 100. He cannot afford it.

There was a case which I have just taken up. It is on the loco side. The man who was a B grade driver, was in the pre-1931 scale. He is promoted as an instructor. As a B grade driver, his total emoluments are about Rs 500, as soon as he is promoted, his emoluments come down to Rs 400.

How do you expect your experienced people to accept promotion? With the result that your young inexperienced men are accepting higher, senior and more responsible jobs, and to that extent, efficiency is suffering and it will continue to suffer.

[Shri Frank Anthony]

There are one or two other real grievances that I wish to refer to. There was a matter which I took up with the General Manager of the Southern Railway several years ago. But I regret to say that the General Manager, unlike other General Managers, shows a disinclination to deal with staff problems.

There was this case of the assistant signal inspectors of the former MSM Railway. As former MSM men, their conditions were not different from the so-called inspectors or their counterparts on the South Indian Railway. On the MSM they had assistant signal inspectors, senior people, getting the same pay as the signal inspectors on the South Indian Railway. To become an inspector on the MSM Railway, they had to work for 20 years, whereas on the South Indian Railway an inspector had to put in 5 years.

Because of the mere accident of designation, assistant signal inspectors of the former MSM Railway are penalised. Their service conditions, responsibilities and emoluments should be taken into consideration in fixing their pay. Nobody has done anything. They have lost grievously. People who were getting almost the same as inspectors have now been downgraded and have to be mere assistants merely because of this accident of designation.

Then there is another case which I pursued with Shri Joseph. Once again it has been put into the waste-paper basket, like most other matters which are referred to the General Manager of the Southern Railway. It is the case of the ITPs—people who are now re-designated as Inspectors of Telegraphs and Phones. This is a very real case of hardship. Before the amalgamation of the telegraphs and the communications department, they had a different designation. They were getting a certain scale of pay.

With the amalgamation of the telegraphs and communications, I suppose the senior officers of communications

there looked after the communications inspectors. But there is nobody to look after the telegraph people. They are getting more and more step-motherly treatment.

People who were getting certain scales as ITPs—they were acting on Rs 300 and Rs 400—have now been brought down to Rs 200 and Rs 300. Why? The responsibilities are the same, the work is the same. It is merely because of the amalgamation. The communications inspectors are all right. They are well looked after. But the inspectors of telegraphs and Phones have had their channels of promotion restricted.

Another obvious injustice is this. All inspectors get *bata* if they are out of headquarters for 8 hours. But the inspectors of telegraphs have been signed out for being given *bata* if they do 10 hours out of headquarters. Before that, they were getting *bata* if they were out of station for 8 hours.

I will refer to one or two more cases. One is the case of the senior passenger drivers on the Central Railway. Here again I took up the matter with the General Manager of the Central Railway. I hope he will deal with it adequately.

This is a question of promotion from goods to the passengers. I just do not understand who evolved these rules. If a goods driver shows one trip as a passenger driver, he is promoted and given the Rs 250 scale. But the senior goods driver, a man who is much more senior, is given the Rs 160 scale if he cannot show one trip as a passenger driver. The fact of a man officiating is purely fortuitous. A man may be on leave or he may be under arrest. The man junior to him gets the chance of doing the trip. When he does that trip, he gets the Rs 250 scale, whereas a man who is much more senior, because he has not done a passenger trip, gets only Rs 160 scale. I have taken up the matter, and I hope the Minister will deal with it.

Finally, I would deal with the question of some of the APWs on the Northern Railway. I have studied their cases and I feel that this matter deserves the attention of the Ministry. They are people who have risen from the ranks by dint of merit and hard work.

There are about 70 of them. What do they find? I am talking about the people in the Ferozepore and Delhi Divisions. They find that certain direct recruits, not recruited to that Railway but people recruited to the Central Railway, have been shunted to that Railway and imposed upon them. They ask two questions: Why should you shunt people from the Central Railway here? Why should you impose them on the Ferozepore and Delhi Divisions? What about the Bikaner and Jodhpur Divisions? These APWs have not been imposed on them with the result that the comparatively junior APWs on the Bikaner and Jodhpur divisions are acting as PWs.

There is a great deal of suspicion about this device of direct recruitment at intermediate levels. The men feel and sometimes the suspicion is well founded that these devices are resorted to get in people relatives of officials—I won't say of Ministers—influential people who fail to come in through the front door as Class I and Class II, but come through the back door in Class III and then get accelerated, hyper-accelerated and super-accelerated promotions.

I know it. I was amazed at a case that came to my notice. I did not believe it. Some relative, I think, of the General Manager—I do not know whether that General Manager has become a member of the Railway Board—since he could not get into the official cadre, joined as a guard and within five years became an official. He has set up an all-time, all-world record of super-accelerated promotion.

That is why there is a well-founded suspicion about direct recruitment to intermediate grades. There is manipulation. Room is made for some and

relatives of people who are influential and when once they get in, they get accelerated promotions into the official cadres.

I have a final plea to make to the Minister. This is one of the most difficult Ministries. But I do not understand why the difficulties should be added to by a refusal to deal with cases objectively. I am hoping that the Minister will upset this rather old practice. I say this with a great deal of respect, that in the time of his predecessor there was a feeling that the Railway Administration was—I won't say, placing a premium—definitely leaning over towards certain Unions. This kind of partisanship was a bad thing. It was a bad thing for the Unions. These Unions were regarded as almost government sponsored and the men became suspicious of them. They said we are not going to join these unions, because they are sponsored by Government. It is a great disservice which has been done to railwaymen. I am not suggesting that the Minister should start recognising communist unions. I do not think that the communist unions are really working in the interests of railwaymen, they are more interested in making railwaymen pawns in the game of power politics.

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What happened? So many grievances were left unredressed. Even in these quasi-government sponsored unions, they were all fighting among themselves. The grievances of the railwaymen were not put forward in time. Three years after I raised it, the so-called recognised unions would think of raising it. Unless matters were channelled through the recognised unions the Railway Administration refuse to look at them. That is why I am pleading with the Minister that when a grievance is a genuine one, why not deal with it objectively? Why wait for their channelisation through the so-called recognised unions which sit on them for two years and then bring them forward.

[Shri Frank Anthony]

There is another malaise in the railway administration, which I feel the Minister—he has almost achieved near immortality—should take up effectively. I am talking about this clerical babu complex in the whole railway administration which has led to a creeping paralysis. It is there. Talk to any of your very senior engineers, for instance. What do they tell you? We do not inspect the track, we cannot inspect, we do not do half the inspection we used to do before. The track suffers, real work suffers, because we have four times more of desk work, file work. That is the curse of the administration today. No one is prepared to assume responsibility, no one is prepared to take decisions, every one is passing the buck. An average official is office bound, he is desk bound, he is paper bound, he is red tape bound, he is file bound. It is there. You cannot get anything done. Your average engineer tells you that he has to do four times the paper work he was doing before. The Minister should do something to relieve them of this routine work. If he does it, he will have taken a major and decisive step for increasing railway efficiency very rapidly and very effectively.

Shri Yajnik (Ahmedabad) Mr Speaker, Sir, in moving the cut motion on the first head, I am really presenting my charge sheet against the Railway Administration and Members of the Board, who sit like a big octopus on the top of it. First of all, I want to draw attention to the big salaries, the big emoluments, the power and the patronage and the amenities that continue to be extended to them. A time there was, Sir, when the Members of the Central Government here in the old imperial Government used to draw salaries of Rs 6,000 and more. Today in the Republic of India with Ministers drawing less than Rs 3,000, I think it is preposterous that anybody in the service of any Department should draw anything more than the highest Ministers in the land. What is worse is that they surround them-

selves with paraphernalia and power, with chaprassis and retainers with red turbans going about in saloons almost like lords and masters of the land on which they roll about on wheels. And the worst about it is that the people get an impression of their omniscience and omnipotence. They go about totally oblivious of the demands and the grievances of the passengers and of the railway workers. The thing is that so many things have been promised, so many trains have been promised, so many amenities have been promised. But we find that they become deaf and dumb—they become deaf to the entreaties and the prayers of the people and the staff and dumb when they are faced with the non-performance of their promises.

Take one instance. I want to concretise my charges. I have one instance of the Janata Express that has been promised between Ahmedabad and Delhi. I understand from some responsible leaders of the Railway Passengers' Association that it has been agreed to in principle. I understand on good authority that the Railway Board or the Railway Administration might begin to ply the Janata Express between Ahmedabad and Delhi. But in what manner? I am speaking subject to correction—but I am told it is going to be a Janata *cum* parcel express and that would be in supersession of several trains that are running today between intermediate stations. It would be neither here nor there. If the Janata Express has to be run, let it be run like any other Janata Express in any other part of India. Why should there be any discrimination between the Janata Express that is going to be run between Ahmedabad and Delhi and any other Janata Express in India? Why should any parcel bogies be attached to it? I plead that a Janata Express between Ahmedabad and Bombay, a full third class passenger train is the most urgent necessity of the situation. The overcrowding on this metre gauge line is really suffocating and it is almost beyond

the endurance of the people and there should be no supersession of any existing trains.

When we speak about janata express and when we speak about overcrowding and suggest increasing the number of trains in order to ease overcrowding, we are always told about the paucity of bogies and about the paucity of engines. I want to speak about the increase in the production of third class passenger coaches. The Perambur Coach factory is engaged in the manufacture of bogies, as also the Hindustan Aircraft Factory at Bangalore. Why not increase the working capacity of these factories? They can run round the clock; they can have three shifts, if necessary. Every avenue should be explored to see that more coaches are produced by the present factories. They can be asked to work more with their installed capacity than they are doing now. The trouble is that air-conditioned coaches get in the way. An air-conditioned coach, I am told, can take the place of three third class coaches. I would say let everybody have bread before some people have cakes. Let us have no more of these air-conditioned coaches in the present day India. The present air-conditioned coaches can be converted into first class. All efforts, all finances, all resources, all abilities should be wholly concentrated on the production of more third class coaches. What do we find? We find some of these air-conditioned coaches empty.

We were told at Bombay that we will have no prestige stations. But why prestige trains? What is this De Luxe train? We do not want it. Actually, I heard from some first class passengers—they are banyas and businessmen who know how to calculate economy of everything to the pie—that it is probably more cheap and more comfortable to travel from Bombay to Ahmedabad via Baroda if only they took the De Luxe train. Why have these De Luxe trains at all? For whose benefit are they run? The train is losing every time that it makes a trip. Even if it does not lose, as I

have said before, let there be more third-class carriages made available and let these air-conditioned and luxury coaches be converted into necessary first-class or third-class coaches. Every effort, as I said, should be concentrated on producing more third-class coaches in order to make more trains available to us.

Then, there is the question of engines. The Chittaranjan Locomotive Works can produce more engines. I am sure the Railway Ministry is looking into the matter. Let them deal with it as well as they can. Sometimes, I hear that a rake is wanting. But, why is the rake wanting? If you can produce so many coaches, can't you produce a rake? They say, everything else is available but just a rake is wanting and the train cannot start. This is deficiency in planning; this is deficiency in implementing all plans. Why should a rake be wanting? Plan everything beforehand if you want to run more trains for the benefit of the vast millions who really contribute 30 per cent. of the income of the Railways. And, what are they given in return? Three crores. Three crores of rupees are spent on the amenities of railway passengers.

When I speak about more trains being run, I am faced with the overcrowding on the middle station platforms. Sir, in all my life I have been probably sitting many nights on the middle platform of Baroda. I see the condition today. And, I am appalled at the overcrowding that you have got on the Baroda station. On the one hand, you see the huge arch, the most marvellous piece of luxury that has been inscribed in cement and steel. Lakhs of rupees have been squandered and wasted on a prestige station, with waiting rooms going up to the greatest discomfort of the passengers who have to go there, with restaurant rooms going up to the greatest discomfort of people who want to take light refreshments. Lakhs of rupees have been spent on this. On the other side, the middle platform is choked with passengers. I say it is inhuman to compel people to sit on that middle

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platform, not more than 25 ft. wide— or probably 30 ft. It should be 50 ft. wide. Look at the number of passengers that have increased after 1947 and during this decade. A lot of space is being taken by the parcels. Why are so many parcels clogging our way on that side? Then, there are the *muthawalas*. People are sleeping. Literally, there is no room to stand and it is just a chance that not many people suffer from accidents when the frontier mail comes on this side and the frontier mail again comes on the other side going to Bombay. It is shocking; it is inhuman. I am told that more trains cannot run up to or from Baroda or *via* Baroda, till the coaching arrangements improve.

It is said that passenger platforms are not widened. There is a scheme for spending Rs 13 to Rs. 15 lakhs— more than that probably—on the marshalling yard. All right; let there be a marshalling yard for wagons. But, why not some arrangement for coaches and some arrangements for passengers? If you have squandered lakhs and lakhs of rupees to the glory of the Railway and the Republic of India, why not do something for the sheer necessity of the woe-begone third-class passengers who contribute the biggest revenue to the Railway exchequer? It is not merely a complaint about Baroda; it is the same case at Viramgam; it is the same case with Kharaghoda and at Ahmedabad middle platform. I am daily travelling and I know how troublesome it is to be there. You may not get any place for the asking. You cannot get any room.

When I speak about Viramgam and Kharaghoda, I am reminded of another fact. Three hundred passengers can be accommodated in the train that takes passengers from Viramgam to Bombay. And, how many get down from the Saurashtra trains as they alight at Viramgam? How many during the months of March to May? About 1,100 people get down. And, there is accommodation for only 300

people. How are 1,100 people to be pushed, pressed and confined within the room that is normally allotted by the Railway company for only 300 passengers? Same thing for the Patna local, I am told. People who have got the figures and who have calculated this know that almost three times passengers are choked and locked in the local during the busy months, from March to May. You can press more, you can confine them; you can shove them into these railway carriages. What about pigs, and goats and sheep, and buffaloes and cows? If the capacity is limited you cannot exceed it. The cattle get better treatment than the humans. The cattle cannot be shoved one over the other; they have to be more looked after because they are somebody's property; they are worth something. But the human being, the most valuable and the most priceless of all creation, is considered cheap as dirt. They are piled one upon another; they crowd one over the other. They step on each other's toes and then they come to beating and blows in opposing each other.

13-15 hrs.

[MR DEPUTY-SPEAKER *in the Chair*]

Shri B. S. Murthy (Kakinada—Reserved—Sch Castes) And blood flows.

Shri Yajnik: There are fights and there is prosecution and crime. This condition of things must be taken very serious note of and must be removed very quickly.

A Railway Passengers Association meeting took place recently at Ahmedabad. I have not known the leaders of that Association to be inclined to join any school of politics. They are just businessmen. If they have anything in common with anybody, it is with the Congress organisation. If they are not now there, they were there. But these sound, sane and sensible business people of Ahmedabad have now come to a pass when they have to say to the Railway

Administration, 'find a cure for this overcrowding, or, otherwise, people may get desperate and might take to more virulent agitation and, perhaps, to any kind of direct action'.

The position, so far as I am concerned, is quite simple. When the Railway gives a ticket, what does it say? It enters really into a contract with the individual to whom it sells a ticket. The contract is not one-sided; it is both ways. The contract means that the Railway takes the money and finds a place for him and carries him from one station to another in reasonable comfort. In our old trains and even in the new bogies, now, I suppose it is generally mentioned—so many people to sit here. And, count the heads of people who are there now. Any day, twice or three times

Shri B. S. Murthy: They do not sit; they stand

Shri Yajnik: That has been because there is no sitting accommodation. They are sometimes sitting on the rooftops and sometimes hanging on the sides. But, they are punished for breach of railway regulations. The regulations say that they shall not stand on the foot-board or travel on the roof. Agreed. Then, if the passenger has to abide by the law, the railway has to carry out its part of the contract which it does not. Only in the case of reservation of third class seats, they are generally assigned some seat. But for the rest, there is terrible overcrowding. They have to push themselves into the trains, sometimes toppling over pieces of baggages that are left in the way. I say that this is inhuman.

While on this question, I am not forgetful of the workers and I shall give here an unvarnished picture of what I saw recently in the loco shed near the big city of Ahmedabad. I was taken by a friend to the loco shed which gets all the engines ready. They come there for re-fuelling and water is pumped out and pumped in. Here, there are 600 people engaged on a most important job. They are not doing any luxury job. It is a most important job because if

that work is not done properly, then the engines are done for and the passengers are also done for if they happen to travel by trains drawn by these engines.

What is the condition of these people? I go there at 4 O'clock in the afternoon. I asked whether there was any water cooler. We are provided with so many water coolers which sometimes do not operate on the Ahmedabad railway station but they are very nice-looking. They do not give any cool water and I complained that they do not function properly. That is a different matter.

There was no water cooler there. I understand that they were given one but it has been whisked away to the staff room of the clerks. There is nobody to look after it. Are they living there in the jungle? Is there no officer whose duty it is to look after the condition of the people—606 m number—in the loco shed? Is there no senior officer? Apparently none.

Then, I asked them: how do you drink water? There was a small room and a lot of *mutkas* and earthen vessels. But these were all empty at that time. I have been told that there was a man kept here but that he is invalid. He has been discharged from the normal railway service probably because of some accident and so he has been put on a light job. He leaves at 4 P.M. leaving all the earthen vessels. So, they must work and without any water in this hot month of June. There is this terrible heat and yet no water to drink. And then, where can they drink water? On the tap. Some taps are provided very generously by the Railway Board.

How do they work? They have to work on the engines and also under the engines. That is a part of their duty. There is a gutter between the two rails and you have probably to get four or five feet deep into it. When I saw it, it was empty because big *burra sahibs* of the railway were coming to inspect within a few days. But, generally they come once in a blue moon. So, it was all right.

I was, however, told by everybody there that this is generally full of

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water, dirty water. You can see that there is no method of drawing out this water, there is no connection to the sewage. There is a drainage system in Ahmedabad city. The railway could afford to connect the water pipes with the Ahmedabad municipal drainage works. Anyhow, it is not done with the result that winter, summer and monsoon, they have to stand in four feet deep water, whether it is biting cold or they are perspiring all over. It is jolly hard work they have to do.

This water is pumped out probably once in twenty or thirty days, perhaps when it becomes so filthy and smelling. Why not connect it with the sewage system? It has not been done.

What about bathing facilities? You can see that they have a terrible work to do. There is no bathing arrangements although water is dropping on them because half of the shed is closed where there is the workshop while the rest is open to the wind and sun and rain. They must work in the wind and sun and rain probably because the engine gives out smoke and that has to go up in the air.

Then, I go to the canteen. It is a complete mess. Really it is a mess. I am finishing very soon.

Mr. Deputy-Speaker. Very soon is very indefinite.

Shri Yajnik: Within one or two minutes. The point is that it breaks your heart to see the appalling conditions in which these people have to stay and work. What prevents the Government or the railways from running the canteen? It is left to be managed by the union but nobody in the union wants to take charge of it. It is in a complete mess. People bitterly complained about it. Only one kind of cigarette was available and that is naturally a high-priced one. On the strength of the canteen, the workers are prevented from going outside for a meal or a snap because it is supposed to look after the interests of the workers. It actually does not. It looks that it does not pay, the

staff want things on loan. How can the poor people of the union give anything on credit? They have no means of collecting the money by deducting the money from the salary. They are sick of running it and thus it goes from pillar to post.

My point is that the railway department is giving no satisfaction to the workers or the third-class travellers who pay the largest amount of revenue. Rs 3 crores is really a shame for the administration to provide for that. It should be increased at least to Rs 5 crores. The reform of the platform should not be debited to that account. It is your property and not running expenses. You put all that into the amenities account. I want you to be more liberal. Do not debit anything that you do on the platform to that account. Look at the workers who form the main part of the railway system. We want more efficiency and more production. At the top, the railway board officials are the masters and lords of all they survey and they run about in big coaches and saloons. But, here is a man working in 4 feet deep water in winter and summer perspiring in the hot sun without any facility to bathe. That is the contradiction between the people at both ends. Let that vast gap be reduced. People at the top should come a little nearer to the people at the bottom with the passengers in between. Let there be a better deal. Then we shall be proud of the railway system operating in this country.

Shri Jhulan Sinha (Siwan) Sir, as I rise to support Demand No 1 I am supporting it with certain reservations, and I shall put forward the reservations in my mind in the form of my feelings with regard to the North-Eastern Railway.

Since I have been here for the last six years I have been trying to draw the attention of the Government by interpolations, by resolutions and otherwise except by speaking on the Demands for Grants, to the awfully bad state of things prevailing in that

Railway I am glad to say that certain things have certainly happened there, but the rate of progress there is so slow that I call it almost disheartening

This Railway, Sir, after the amalgamation and adjustments serves four States Bihar, portion of U.P., portion of West Bengal and Assam. It serves four crores of people. This Railway has a legacy, I should say a very unfortunate legacy, inherited from the old B.N.W.R. company managed railway. The company used to make a fabulous profit and neglect the interests of the passengers, especially third-class passengers with the result that the company was called B.N.W.R. to mean *बढ़ाशन न यत्नहित रत्नद*. That odium does not stick to it now after nationalisation by the Government.

Even after its taking over by the Government the state of things has not improved very much. I have heard complaints about Central, Northern, Eastern, Western and Southern Railways. I wonder if any of those people have ever been to my State and travelled in my railway. If anyone happens to pass from one railway to the other one as I have said, it will simply mean a change from heaven to hell if not anything worse. When these people have been clamouring for improvement and development on their railways I thought I must also make a case here otherwise it will go altogether unheard.

I have often spoken to the hon. Railway Minister and the Deputy Minister who have all been valiant fighters in all cases of depressed and suppressed causes. I want to draw their special attention to this Railway because it happens to be in a most backward state of development and deserves more closer attention.

I have gone through the figures provided here for passenger amenities, staff amenities etc. and I must say that looking at the figures no one can accuse them of being unfair to the

NE Railway. But the state of things there is so bad that if you treat this railway on a par with other railways things will remain as they are. It is very difficult to compare this Railway with any other Railway in India except the light railway lines existing in this country. The state of things obtaining in the light railways will be explained to the House if my Bill on the subject is taken up. I will just quote some figures to show how the NE Railway has been treated. The total expenditure on passenger amenities in the country is put down as Rs. 3 crores and the allocation for N.E.R. is Rs. 45 lakhs. This is in proportion to the number of railway lines. But I should say that the allocation to this Railway must be much more compared to the state of things obtaining there. A provision of Rs. 18 crores has been made for amenities for staff in the country and N.E.R. has been given Rs. 2 crores. There is a provision of Rs. 19.5 crores for provision of new lines and there is no allocation under that head for N.E.R. Similarly, there is a provision of Rs. 2 crores for investment on roads and the allocation for N.E.R. is nil.

If N.E.R. is to be treated in this way, I am afraid things will never improve. Under the circumstances, what I plead for is not only greater attention but also greater resources.

I will just briefly refer to the state of things that obtains there. You cannot find such things anywhere else in the country. You cannot travel in this Railway especially the O.T.R. section of it without having the deplorable sight of passengers travelling on the foot-boards and also on the roofs of trains. There is hardly any train which does not carry passengers on the roof.

Mr Deputy-Speaker Do they travel out of necessity or for sheer enjoyment?

Shri Jhulan Sinha Overcrowding in those trains is so great that they do not have any other place to sit. I do not think it is a pleasure to travel on the roofs.

[Shri Jhulan Sinha]

So far as amenities to upper class passengers are concerned, I will just quote my own experience. I had a bundle of complaints with me during the last session which I have thrown out now because they do not serve any purpose. I have often travelled on that Railway and I have found light, fan and water always out of order. At one place the light is not working, at the other the fan is not working and at another there is no water for the passengers. This is the position that obtains on the N.E. Railway, especially on the O.T.R. section of it.

Coming to the third-class passengers, in spite of the attention that is given to it there is hardly any improvement. The conditions are the same as they were when this Railway was managed by the company. The latrines are still in the same dirty condition as they were in the days of the company. There is no improvement in the seating arrangements. You cannot find such things in any other Railway. I would, therefore, say that this line should not be treated on a par with other lines.

I have had the experience of travelling practically through the whole of this country. I have travelled from one end to the other and almost on all the railway lines. The state of things obtaining in my railway are simply deplorable. If you treat this railway on a par with other railways things will not improve. This railway deserves closer attention and more resources.

There has been a good deal of expansion of railway activities in the country and, therefore, expansion of the Railway Board naturally comes up. But, in view of the fact that the country has taken seriously to the programme of economy and austerity it is worthwhile for me to suggest that the Railway Ministry should closely examine the necessity of any further expansion in the Railway Board. I have practically no grievance against the railways except that

the line on which I happen to travel is almost not cared for and neglected like an orphan child. I think I owe my duty to the area which forms my constituency. My constituency has two lines. One is the loop line Savan-Gorakhpur and the other is the line from Chupra to Savan via Mashrak. If we think that the Harijans are the most depressed, the two lines I have mentioned are their lines. If the Harijans and the backward class people deserve a special treatment in the matter of scholarships and other things, the lines which I have mentioned require special care and attention. The platforms in the stations on these lines are just on a level with the ordinary ground. The station buildings are so small and so ill-equipped that it does not behove the railways which are managed by the Government of India. The state of things obtaining on the platforms is very deserving of attention. I, therefore, plead with the Railway Ministry to pay greater attention to these stations and see that the necessary amenities are provided there. I do not want that amenities should be developed and increased, but I want that at least what is provided on paper is actually kept there. I travel from Gorakhpur to my home at least half a dozen times a year and I find that the amenities provided even in the first and second classes are not adequate. I have also noted it down in the complaint book. Sometimes there is no light, sometimes there is no water and *bona fide* passengers suffer. Even ordinary amenities are not provided and even the higher classes are lacking in amenities very deplorably. Therefore, when I plead for this line, I plead for the cause of justice.

There are certain other things which deserve immediate attention. As I have already said, there are absolutely no provisions for new lines. There are certain examinations going on. For instance, there is the line Sidh-waha-Chakia. I find from the budget that some money has been spent on the survey of that line. If that line is completed, I am sure communica-

tions between the people on this side of the Gandak, namely, the western side and the people on the other side will be fully restored. At present there is a good deal of handicap for persons travelling from one side to the other. The construction of this line will certainly require a big bridge which, as I understand now, will be a rail-cum-road bridge. There is one thing which is necessary on that line, namely, the provision of certain halts. That is a thing which will not cost the Railway Board anything except some little attention. There are stations and areas served by those stations which require certain halts here and there. It would be very convenient for the passengers if one or two halts are provided for each station and this would not involve any expenditure for the railways. So, that matter also has to be looked into.

With these words, I support the demands and oppose the cut motions.

श्री म० बी० मिश्र (केसरगंज) : उपाध्यक्ष महोदय, मैं, सदन के समक्ष जो बजट पेश किया गया है, उस का समर्थन करने के लिए लड़ा हुआ हूँ। वास्तव में जो सुविधाएँ इधर हमारी सरकार ने यात्रियों के लिए दी हैं वे सराहनीय हैं और बराबर हर तरह सुविधाएँ पैदा की जा रही हैं। बहुत सी लाइनों पर, जो लड़ाई के कारण उल्लाड़ दी गई थीं, गाड़ियों का जाना बन्द हो गया था, उन में भी बहुत सी जगहों पर गाड़ियाँ चालू कर दी गई हैं। इस के अलावा हर स्टेशन पर छतों को छा कर के यात्रियों को सुविधा देने की भी व्यवस्था की गई है। इस के साथ ही साथ बहुत से स्टेशनों पर गमियों के दिनों में किसी प्रकार से भी पानी प्राप्त करने की या शुद्ध मिट्टी प्राप्त करने की सुविधा नहीं थी। वह सुविधाएँ भी बहुत कुछ दी जा चुकी हैं। लेकिन इस के साथ इस बात की भी आवश्यकता है कि जो भी सुविधाएँ गवर्नमेंट द्वारा बहुत काफ़ी धन खर्च कर के दी गई हैं उन की देख रेख समुचित रीति से हो जिस से जो सुविधाएँ सरकार ने दे रखी हैं वह लोगों को

समुचित रूप से मिल सकें।

धरमी छोटे छोटे स्टेशनों पर बहुत कुछ कमी नजर आती है। उन स्टेशनों पर यात्रियों के बैठने के लिए मुसाफिरखाने या विश्रामालयों का प्रबन्ध नहीं है। बहुत से स्थान ऐसे भी हैं जिन पर पानी प्रादि की सुविधा पूर्ण रूप से नहीं की गई है, और कहीं कहीं पर जो सुविधा होते हुए भी देख रेख की कमी के कारण वह यात्रियों को प्राप्त नहीं है। मैं ने अक्सर यह देखा है कि गर्मियों के दिनों में रत्रि में यात्रा करने पर बड़े बड़े स्टेशनों पर भी पानी की सुविधा नहीं दी गई और लोग पानी प्राप्त नहीं कर सकें।

साथ ही जो सुविधाएँ दी गई हैं उन के साथ साथ इस बात की भी देखने की बड़ी आवश्यकता है कि प्रथम श्रेणी को छोड़ कर द्वितीय और तृतीय श्रेणी के यात्रियों के लिये डिब्बों की इस कदर कमी है, खास तौर से एन० ई० रेलवे में, कि यात्रियों को बैठते तक के लिए जगह नहीं मिलती है। आप ने जो नियम बना रखे हैं कि एक एक डिब्बे में १२ या २४ आदमी बैठ सकते हैं, मैं समझता हूँ कि शायद उन डिब्बों में उस से दुगुने और तिगुने आदमी भूसे की तरह से मरे होते हैं, तब भी उन के लिए स्थान का प्रबन्ध नहीं किया जाता है। जब आप ने स्टेशनों के ऊपर तरह तरह की सुविधाएँ दी हैं, बैठने की सुविधा दी गई है, आप ने स्टेशनों को छावा कर पानी से बचने की सुविधा भी दी है, तब भी गाड़ियों की सुविधा न होने की वजह से कम से कम द्वितीय और तृतीय श्रेणी के आदमी इस विश्रवास के साथ स्टेशन पर नहीं जाते हैं कि उन की स्थान मिल जायेगा या नहीं और वे अपने पटुंचने वाले स्थान पर यथ,शीघ्र पहुंच सकेंगे या नहीं।

साथ ही जो ब्रांच लाईनें हैं उनकी तो पूरी उम्मेद है। ब्रांच लाइनों पर जिस कदर गाड़ियाँ हैं, वे इस कदर टूटी फूटी हैं, उन में रोशनी का प्रबन्ध, पंखों का प्रबन्ध समुचित रीति से नहीं है। कहीं कहीं तो मैं ने

[श्री म० बी० मिश्र]

देखा है कि मजदूरा से चल कर कानपुर के बीच में दो तीन बार पक्का ठीक किया गया, पर थोड़ा सा चल कर वह खराब हो गया। इसी तरह से कहीं पर रोशनी जलती है और कहीं बन्द हो जाती है। इस लिए इस बात की बड़ी आवश्यकता है कि जो सुविधाएँ आप ने दी हैं उन पर काफ़ी देख रेख की जाये।

मैं देखता हूँ कि जिस समय उच्च कर्मचारी चलते हैं तो उन का प्रोग्राम बन जाता है, सैलून लगाये जाते हैं। नतीजा यह होता है कि सब लोग पूरी तरह से चौकन्ने हो जाते हैं और हर स्टेशन पर हर तरह के लोग उपस्थित मिलते हैं। जरूरत इस बात की है कि वे अफसर लोग अचानक विजिट किया करे, इस तरह कि कोई व्यक्ति उन के पर्यवेक्षण और निरीक्षण के प्रोग्राम को न जान सके। तभी उन को पता लगेगा कि जितनी सुविधाएँ लोगों को स्टेशनों पर दी गई हैं, वे उन को उपलब्ध हैं या नहीं। इस लिये मैं निरीक्षण की कमी की ओर खास तौर से आप का ध्यान दिलाना चाहता हूँ। पिछली बार भी मैं ने आप से यह निवेदन किया था कि बहराइच जिले के मिहोपुरवा स्टेशन पर कोई मुसाफिर-खाना या विश्रामालय नहीं है यद्यपि इस प्रसंग में मुझे जो लिखित उत्तर मिला था वह यह मिला था कि उक्त स्थान पर प्रथमश्रेणी के लिए तो नहीं पर तृतीय श्रेणी के लिए अवश्य है। मैं उपाध्यक्ष महोदय के द्वारा सरकार से फिर निवेदन करना चाहता हूँ कि वहाँ पर कोई मुसाफिरखाना नहीं है। जो स्टेशन है वहाँ पर शायद पाच या सात आदमी मुस्किल से खड़े हो सकते हैं, बैठ नहीं सकते, इतनी छोटी जगह है और वह बहुत बड़ी मंडी है। इसलिए ऐंसे स्थानों की ओर विशेष रूप से ध्यान देने की आवश्यकता है जहाँ सैकड़ों की संख्या में यात्री आते जाते हैं और जिन स्थानों पर हर तरह के कारोबार के हॉटेलों की बजह से लोगों को उतरने और ठहरने की आवश्यकता होती है।

बहराइच जिले में जरबल रोड एक स्थान है। वहाँ से एक लाइन निकालने की द्वितीय पंचवर्षीय योजना में व्यवस्था की गयी है। उस लाइन के न होने से बहराइच से लखनऊ आने में हम लोगों को चालीस मील अधिक जाना पड़ता है। उस तरफ कच्चा माल बहुत होता है। बनकस घास उधर से आ सकती है जो कागज के बनाने में काम आती है और सोहिलवा और भिगा के जंगलों से बहुत लकड़ी अच्छी मात्रा में आ सकती है। हमको मालूम हुआ है कि जरबल रोड से सोहिलवा जाने वाली लाइन का सर्वे रोक दिया गया है। मैं आपका ध्यान उसकी ओर विशेष रूप से आकर्षित करना चाहता हूँ। उस लाइन के बनने से रेलवे को भी काफ़ी फायदा हो जायेगी और जनता को भी बहुत सुविधा होगी।

एक विशेष बात की तरफ मैं आपका ध्यान और दिलाना चाहता हूँ। वह एक छोटी सी बात है परन्तु उसके कारण यात्रियों को बड़ा कष्ट होता है। एन० ई० रेलवे पर होची के एक महीने पहले से यात्रियों पर रेलवे के किनारे रहने वालों द्वारा कीचड़, रोड़ और पत्थर फेंके जाते हैं जिनसे लोगों को बड़ी परेशानी होती है। मैं ने इस बारे में जतरल मैनेजर को इस बाग और उसमें पहले भी लिखा था। यात्री अमादधान बैठे होते हैं और उनके ऊपर रेलवे की सड़क के किनारे रहने वाले लोग कीचड़ में पत्थर भिलाकर फेंकते हैं जिनमें कई यात्री घायल हो जाते हैं और गाड़ियों के शीशे भी टूट जाते हैं। मैं समझता हूँ कि इस बाग जरूर ध्यान दिया जायेगा जिनमें यह दुर्गवस्था दूर हो सके और यात्रियों को यह कष्ट न हो।

रेल में बिना टिकट चलने का जो रिवाज है उसकी ओर भी मैं आपका ध्यान आकर्षित करना चाहता हूँ। इसको रोकने के लिए बहुत से कर्मचारी मुकर्रर किये गये हैं और यह बहुत कुछ कम भी हुआ है। इसमें एक सुधार की ओर आवश्यकता है। मैं ने दशा है

कि जब रेलवे मजिस्ट्रेट अपना दौर निश्चित करते हैं तो सब स्टेशनों पर इस बात की सूचना हो जाती है। आवश्यकता इस बात की है कि उनको स्टेशनों पर पहुंचने के लिए दूसरे साधन दिये जायें। यदि ऐसा किया जायेगा तो बिना टिकट चलने वाले को ज्यादा सख्या में पकड़ सकेंगे और यह बुराई जो कि काफी कम हो चुकी है विलकुल दूर हो जायेगी और लोगों को टिकट लेकर चलने की आदत ही जायेगी।

रेलवे उपबंधी (श्री साहूबाबू झा)
उनको लारिया दी जाती है।

श्री म० दी० मिश्र : यदि यह व्यवस्था की गयी है तो ठीक है।

एक विशेष बात और मैं आपकी सेवा में निवेदन करना चाहता हूँ। कमी कमी जनता को विशेष कार्यों के लिए डब्बे रिजर्व कराने होते हैं मसलन विवाह आदि के लिए। मुझे भी इसकी इस साल आवश्यकता हुई थी। इसमें एक दसवा या नौवा नियम यह है कि जहाँ से यह डब्बा चलेगा और जहाँ वापस जायेगा उस सारी दूरी का रिजर्व कराने वाले को १२ आना प्रति मील के हिसाब से रिजर्वेशन चार्ज देना होगा। मुझे यह नियम उचित नहीं मालूम देता। मुझे भी यह फार्म दिया गया था। उस पर मैं ने यह नोट लिख दिया था कि मुझे यह व्यवस्था मजूर नहीं है।

इसके प्रतिरिक्त इस सम्बन्ध में एक नियम यह भी है कि उस डब्बे में जितने आदमियों के बैठने को जगह है उतने टिकट देने होते हैं चाहे उसमें आदमी निश्चित सख्या से कम हो क्यों न बैठे हो। परन्तु यदि निश्चित सख्या से अधिक आदमी बैठे हो तो उनके प्रतिरिक्त टिकट लेने होते हैं। मैं समझता हूँ कि दोनों और एक से नियम लागू होने चाहिए। यदि आप ज्यादा आदमियों का ज्यादा टिकट लेते हैं तो अगर आदमी कम हो

तो कम आदमियों का टिकट लिया जाये। यह नियम कम्पनी के समय से चल आ रहा है और इस में संशोधन की आवश्यकता है।

यह मैं मानता हूँ कि बहुत बड़ी बराती के चलने की आवश्यकता नहीं है। आप ४८ आदमियों के डब्बे दें या ६० आदमियों के डब्बे दें। लेकिन उनको यह सुविधा मिलनी चाहिए कि जितने आदमी बैठें उनका ही टिकट लिया जाये और यह जो १२ आना प्रति मील के हिसाब से डब्बे का उसके चलने की जगह से वापस जाने की जगह तक का जो रिजर्वेशन चार्ज लिया जाता है यह न लिया जाये। यह तो कही कहीं किराये से भी ज्यादा हो जाता है।

मैं आशा करता हूँ कि ब्राच लाइनों पर जो गाड़ियाँ चलाई जाती हैं उनमें इतने डब्बे लगाये जायें करेयें कि दूसरी और तीसरी श्रेणी के यात्री यह विश्वास कर सकें कि वे अपने गतव्य स्थान को पहुंच सकेंगे। यात्रियों को सख्या दिन पर दिन बढ़ती जाती है जैसा कि आपको अपने टिकटों की बिक्री के भाकतों से पता चल जायेगा और इनमें दूसरी और तीसरी श्रेणी के यात्री ही अधिकतर होते हैं। सब से पहले इन के लिए बैठने को ज्यादा डब्बों की सुविधा दी जाये। चाहे स्टेशनों पर कुछ सुविधा कम भी हो क्योंकि वहा तो यात्री को थोड़े ही समय रहना होता है। ब्राच लाइनों पर समय की पाबन्दी नहीं होती। गाड़ियाँ कमी चलती हैं कमी नहीं चलती।

इन सब बातों की ओर मैं आपका ध्यान दिलाना चाहता हूँ। इन शब्दों के साथ मैं आपके बजट का समर्थन करता हूँ।

Shri A. S. Sarhadi (Ludhiana): Sir, I rise not to oppose the Demand, but to give it a reserved support, and it is with this object in view that I invite the attention of the Railway Minister to certain important matters.

[Shri A. S. Sarhadi]

Of course, I concede at the very outset that there has been considerable improvement in the Railway administration for which the Railway Minister and the Railway Board deserve congratulation. But, things are not perfect. They need further improvement. Punjab has been unfortunate in not having many visits from the Railway Minister. Otherwise, many things would have been brought to his notice. The hon. Minister Shri Jagjivan Ram was recently at Phagwara. But, he came by saloon and went by saloon and so, many things could not have been brought to his notice.

Ludhiana is a very important commercial town in Punjab. I would say without fear of contradiction that industrially, it is the most important town. Millerganj area forms an important part of Ludhiana. The main railway line cuts Ludhiana into two, splitting up the Millerganj area from the main town. The main line also cuts the G.T. road, and as the Railway Minister will be aware, there are four to five mail trains that go and come and pass that railway line. There are two or three express trains too, besides many local trains, and you will find that in between Ludhiana main town and the Millerganj area which has nearly a population of more than a lakh, the railway gate closes for five to six hours during day time for the passage of the trains, causing immense inconvenience to the travelling public on the G.T. road as well the traffic in between the Millerganj area and the main town. I have put in a question asking the Railway Minister the exact time for which this gate is kept closed for the passage of the trains. I have had no reply yet. Of course, I will have the reply in the course of the session. But it is most unfortunate that there should be no overhead bridge at an important place like that, which is absolutely essential.

14 hrs.

The other day I was going on Mathura Road, and in New Delhi there

is only one colony, the Kalkaji colony beyond Nizamuddin. But I found there are three or four overhead bridges that are being provided for the convenience of the traffic there. Of course, they are welcome to have it and it is also necessary, but in a place like Ludhiana town where the railway line splits it up into two parts and also crosses the G.T. road, an important road in a frontier State like the Punjab, it is most essential, that a railway overhead bridge should be provided.

Of course, it might be said the State Government should make certain contribution. That is a matter for the railway administration to look into. I do not know what other difficulties there might be in the way of the railway authorities, what contributions they expect from the State Government, but whatever the conditions be, there is no reason why an overhead bridge which is an essential thing, which is most necessary, should not be provided there.

We had the Congress session at Amritsar. The main complaint of Amritsar town too was that the railway had a bridge there, splitting up the civil lines and the main town was too small for traffic. That was when the Congress session was held in January 1956. The railway authorities took it up and Amritsar town is fortunate enough to have a very nice overhead bridge now. Of course, the hon. Railway Minister does not expect Ludhiana should have a Congress session for this purpose, and I am sure he will devote his attention to this.

The second thing to which I wish to draw the attention of the hon. Railway Minister is a very long-standing grievance of Ludhiana District. Sonehval is a very important, I would not exactly call it a village, but I would certainly call it a township, because it is a very big village situated a few miles towards this side of Ludhiana on the G.T. Road. It is on one side of the railway line. It is about three furlongs from the main G.T. road. They have been complain-

ing for a long time that there is no railway gate for passing from the G T road towards Sonehval. A lot of correspondence has been going on between the local panchayat and the railway authorities. They have got to go and traverse a distance of three to four miles from the G T road to go to the village with their carts and other conveyances. They are not even allowed to cross on foot. The provision of a railway gate about a hundred yards from Sonehval village would make the G T road accessible to the village very easily, and this would not cost the railway administration much. I was told by the local people there that the main objection of the railway authorities is that the State Government should contribute to the tune of about Rs 25,000. I do not know and I am not aware of the circumstances of this demand from the State Government by the railway administration, but all the same, it is for the railway administration to look into it, and provide this convenience.

Then there is a very important thing to which I wish to draw the attention of the Railway Minister. Unfortunately even in the current Plan no provision has been made for bringing Chandigarh on the main railway line. I am not aware of the reason. Chandigarh has got an importance of its own in the Punjab. More than Rs 12 crores have been spent by the Central Government on the development of Chandigarh. It is a growing town and I do not see any reason why efforts should not be made to bring it on the main line. It cannot grow, it cannot gain importance and it will not be easily accessible unless it is brought on the main railway line. As to how it can be done, it is for the railway administration to look into. But that is a very important and long-standing demand of the Punjab and I voice it here that the earliest opportunity should be taken, of course subject to the availability of funds for which I believe efforts can be made, to bring it on the main line.

The hon Member from Bhatinda in one of his speeches drew the attention

of the Railway Minister to the linking up of Bhatinda with Moga. It affects a population of 20 lakhs there. When you have got to go from Moga to Bhatinda, you have first to go to Ferozepur which is about 33 miles and from there to Bhatinda. It is about 107 miles if I am correct. A direct link between Bhatinda and Moga will save about 30 to 40 miles and would not only make accessible several villages but also provide convenience to 20 lakhs of people in that area. From the commercial point of view also, I would submit that the link is absolutely essential for you would be able to export a lot of foodgrains. There is, I understand, lack of road transport also. These are a few things to which I draw the attention of the Railway Minister. Of course, there are many minor things too.

As I said, there has been a considerable improvement in the administration both in the matter of punctuality of the trains and provision of amenities to passengers, but still improvements are needed. I was travelling the other day from Jullundur to Chandigarh by that bogey which is disconnected at Ambala and taken to Chandigarh and it really gave me the surprise of my life when I found the compartment was dirty, in the bath room there was no tap, everything was broken. Of course, that may be in a particular section, but I feel improvement is called for in many things.

Khanna is an important commercial centre in Ludhiana district exporting, I believe, the maximum quantity of wheat from any area in the Punjab. It is a place where the railway authorities have provided no cooler, no water amenities so far as my knowledge goes. It is essential it should be provided in a place which is so important. The mail trains do not stop there. Some time back the Kashmir Mail while on its way to Amritsar used to stop there. But no mail train stops while coming from Amritsar to Ambala. So I wish to draw the atten-

[Shri A. S. Sarhadi]

tion of the Railway administration and the Railway Minister to these and I hope that they will be looked into.

Mr. Deputy-Speaker: Those hon. Members who are anxious to speak must give some indication by rising in their seats. Merely sending in their names will not suffice. I will presume that perhaps they are not ready to speak if they do not rise.

Shri Garay (Poona): We thought that you would call us.

Mr. Deputy-Speaker: The sending of slips only facilitates me. Unless my eye is caught, nobody would be called.

Shri Mohamed Imam (Chitaldrug): We thought you had prepared a list of all the persons whom you are going to call.

Mr. Deputy-Speaker: I am not bound.

Shri M. Elias (Howrah): By my cut motion I want to draw the attention of the Railway Ministry to some of the specific and burning problems of my State West Bengal. Our country needs at present more and more railway lines. In comparison with the vastness of our country the railway line communications are too little. Therefore the Government and also many of the hon. Members of this House have presented many demands for opening new lines and Government are also planning to open new lines. The strange thing is happening in our province. Instead of opening new lines old lines which are in existence are being closed down and Government is helping to close down these railway lines. With regard to the light railways, about 119 miles of this railway have been closed down. Those lines are the Bengal Provincial Light Railway, the Barasat-Basirhat Railway and K. F. Railway. The Light Railways of West Bengal have still got an important role to play in our country, especially in serving as a link between the rural and urban areas.

I want to mention here that our city Calcutta was famous for its beauty but by over-population, it is becoming dirtier more and more in these days due to influx of more and more people. If these lines are to be closed, I ask what will happen to those people who have come from the suburbs far away from Calcutta, say about 30 or 40 miles? These people have to remain in Calcutta for earning their bread and in this way the population in Calcutta is bound to increase. On account of the running costs of these railways the private companies cannot profitably manage them and they are running at a loss. The employees of those concerns who are involved number about some 6,000 and they have submitted their memorandums as well as the people of those areas. All these people have submitted many memorandums before the Railway Board and the Railway Ministry and they have clearly shown that the closing down is not due to road competition but to the bad management of these railways. They have also shown in their memorandums that with the co-operation of the employees if the railways are run, it would turn to be quite a profitable business.

I can give an example about two railways which run in my district and constituency, namely, Howrah Amta and Howrah Siakhala Light Railways, and this is managed by Martin and Burn Company and they are giving 6 per cent. dividend to their shareholders. Therefore to say that their concern is running at a loss is nothing but false. This Company is also threatening the employees that these lines would also be closed down due to loss in running.

I would like to mention here that the people of these areas and the employees of these concerns, called the Passenger Organization of Howrah Amta Railway line and have sent memorandums requesting the Government to take it over and run it themselves on a profitable basis. My earnest appeal to the Railway Ministry is that this should be taken over;

I would also suggest that in addition to running this Light railway, there should be a Light Railway Board which might go through details such as electrification, dieselization etc. There was a Committee consisting of representatives of railway authority and the Railway Ministry. Last year they went to these places and they have enquired but we do not know what the result is. I think it is now time for Government to take a firm decision and take over all these light railways. We know that until and unless we open more light railways, we cannot benefit the rural people. I can also say that the light railway costs very little, 20 miles of light railway costs only what one mile of broad gauge line would cost. So it is not very costly to run these light railways which we need very much at the present stage of our country to build our economy.

I want to take this opportunity to draw the attention of the House to this, that in my Province even peaceful and legally constituted trade union movements are being curtailed by the Railway authority. I would like to mention one case and that is of Thakur Prasad Shaw who was a cabin assistant of Ranaghat. He was discharged on a false plea and later on it was proved by the High Court that it was completely baseless. Due to his trade union activity he was discharged. Immediately after his discharge he filed a petition before the Court. The Court held the decision that the dismissal of this man was *ultra vires* and unjust and that he must be taken back with a full compensation, but the Railway authority filed against this to the High Court and the High Court also held the same decision. The High Court ordered the Railway authority to take back this man with reduced compensation. The High Court Title Suit No. 152 dated 25th October, 1952. But so far the decision of the High Court has not yet been implemented. This is a grave situation. If the orders of the High Court are not implemented by the Government themselves, then one can easily imagine what the private concerns can

do. I have got many cases in my hand and when the discussion takes place on labour, I shall quote many cases which will go to show how the private owners are not implementing the decisions of the tribunal, the decision of the High Court and the decision of the Supreme Court.

So my request to the Railway Ministry is that they should enquire into this matter and immediately implement the decision of the High Court about Thakur Prasad Shaw.

I want to say something about the Chittaranjan Factory and the trade union movement there. It is a wonderful factory. I think we should be proud of it. The workers and the employees by their blood and hard work surpassed the target of production which was fixed by the Five Year Plan and in return for their great sacrifices there is nothing but dismissal, charge-sheet and many oppressive measures brought about by the authority at Chittaranjan. Many workers are being discharged and virtually the whole area has become a concentration camp. There are about 7,500 workers there and they have no right to hold any meeting or hold any demonstration.

It is declared as a protected area for the last ten years.

Mr. Deputy-Speaker: Has the hon. Member gone there?

Shri M. Elias: A delegation of M.P.s visited the place last year. They have submitted a memorandum.

Mr. Deputy-Speaker: Then it could not be a concentration camp.

Shri M. Elias: An outsider cannot go to that place. M.P.s are allowed to go. But even relatives of people of there are not allowed to go there.

Pandit J. P. Jyotishl (Sagar): How many were charge-sheeted?

Shri M. Elias: My time is limited. Therefore, I am not going into details.

With regard to recognition of Unions, it was denied on the plea that there are rival Unions. So the employees amalgamated all their Unions into one Union, leaving out all the leftist leaders who happened to

[Shri M Elias]

be the President and Vice-President of one of the Unions, thinking that otherwise the Union would not be recognised. But still the Union has not been recognised. If a vote is taken, cent per cent of the employees will vote for the recognition of this Union.

On the 22nd October 1956, the then Minister of Railways during an informal discussion with Shri Guruswamy, gave an assurance that a modified recognition would be given to this Union, but still it has not been considered and recognition has not been given to this Union. Therefore, I appeal to the Railway Minister to look into this matter and do the needful.

With regard to the Asansol area, I have visited this place about ten days ago. I have seen with my own eyes how the Divisional Superintendent, Shri Khandwal, has created a regime of terror over that area. No employer and no worker can participate in any meeting or demonstration. They cannot put any poster at any place. Due to their peaceful and legal trade union movement, seven employees have been suspended. They have not been reinstated despite the inquiry which was held by the Divisional Superintendent himself and which was declared improper by the court.

The Burdwan court in their decision ruled that this inquiry was not proper because the prosecutor himself was the inquirer. Therefore, the court ruled that the suspended employees should be taken back. But here also the decision of the court is not implemented.

With regard to the so-called incident at Kharagpur, I want to mention that the workers were not the people who were responsible for the incident. Later on, the court also declared that the workers were innocent. 26 workers were accused in the court for this incident. But the court, after going through the case, decided that they were not responsible for this incident.

About 100 or 200 workers have been charge-sheeted and suspended and they have not yet been reinstated. This is a thing which is going on with regard to the trade union movement in my State. I can say many things, but time does not permit me to do so.

I only want to refer now to the working conditions in some departments. I have already drawn the attention of the authorities to the working conditions of the railway caterers. In this 20th century, people will be astounded to know that virtual slave system prevails in two or three departments on the railways. These poor caterers have to work 40 to 60 hours at a stretch. The workers attached to the dining car start work from the place the train starts and continue to do so until the train returns to the same station after three or four days. This means that they have to work at a stretch for 40 to 60 hours without any rest or overtime benefit.

This system must be changed and some system must be introduced by which the workers can get proper rest. If workers are made to work like this, they must be given the benefit of their work according to the ILO convention and the Factories Act prevailing in our country.

Then I would like to refer to the condition of the workers of the Bandel Sahibganj goods train. They also do not get rest for seven days. They start work when the train starts moving and are on work until it returns to Bandel. For seven days, they do not get rest.

I would earnestly appeal to the Railway Minister to see that the working conditions of these workers are changed so that the poor caterers and the staff are not forced to work in this manner.

For the last four or five years, there has been a demand for nationalisation of catering. Now that demand has been fulfilled by the Railway Ministry. Workers are being recruited by the Railway Board also. But still there are 60 to 70 workers who are very efficient, experienced people, working in Howrah station in different trains.

They have still not yet been recruited by the Railway Board. I would also request the Railway Minister to take back into their jobs these poor railway caterers.

I want to mention one point about assistant station masters and wayside station masters. Their pay-scale is very low. It is only Rs 60—170. Their expenditure is too high. These people have to work outside the city. Therefore, they have to maintain two families. By 'two families' I do not mean two wives; I mean two establishments. Only in the city there are schools and so their children have to study there. Therefore, they keep their families near the cities and they themselves stay in their working places. This means double expenditure on establishment. As against this, the salary that they get is very meagre.

Therefore, I would appeal to the Railway Minister to consider the condition of these poor assistant station masters and wayside station masters also, and afford them adequate relief.

Mr. Deputy-Speaker: The following are the Selected Cut Motions to Demand No 1 which have been indicated by the Members to be moved subject to their being otherwise admissible:

Demand No.	Nos. of Cut Motions
1	54, 93 to 96, 98 to 102, 180 to 183, 24, 26 to 33, 69 to 72, 105 to 116, 165, 167 to 172, 184 to 187, 190 to 203

Inadequate provision for new lines in Kerala

Shri Kodiyaz (Quilon-Reserved Sch-Castes): I beg to move

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

Ban imposed on railway employees appearing in competitive examinations of other All India Services

Shrimati Parvathi Krishnan (Coimbatore): I beg to move:

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

Railway Service Conduct Rules, Eastern Railway

Shrimati Parvathi Krishnan: I beg to move:

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

Continuation of National Safeguarding of Security Rules of 1954.

Shrimati Parvathi Krishnan: I beg to move:

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

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

Shri Yajnik: I beg to move:

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

Discrimination shown in favour of I.N.T.U.C. Union

Shri Goray: I beg to move:

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

Failure to prescribe uniform scale of pay for similar categories of employees in different zones

Shri S. N. Dwivedy (Kendrapara): I beg to move

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

Failure to remove anomalies in the pay subsequent to the implementation of the First Pay Commission recommendations

Shri S. N. Dwivedy: I beg to move:

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

Inadequate provision for new lines in Orissa

Shri S. N. Dwivedy: I beg to move:

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

Need of Railway development in Orissa

Shri S. N. Dwivedy: I beg to move:

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

Discrimination in planning in providing inadequate Double Rail Tracks in Southern Railway compared to other Railways

Shri Tangamani (Madurai): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced to Re. 1.”

Discrimination in regard to wages and working conditions of store keeper

Shri Sampath (Nammakal): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced to Re. 1”

Planning regarding expansion of Railways

Shri Bimal Ghose (Barrackpore): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced to Re 1”

Size of railway zones

Shri Bimal Ghose: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced to Re. 1”

Report of the Mahboobnagar train accident Commission of Enquiry

Shri Mohamed Imam: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced to Re 1”

Failure to include Employees’ representatives in the Railway Board

Shri Tangamani: I beg to move.

“That the demand under the head ‘Railway Board’ be reduced by Rs 100

Failure to recognise certain Trade Unions

Shri Tangamani: I beg to move:

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

Failure to maintain railway track and bridges with all possible care

Shri M. Elias: I beg to move

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

Failure to check ticketless travelling and the consequent loss of revenues.

Shri M. Elias: I beg to move:

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

Failure to eliminate the need of workers having to live in condemned wagons

Shri M. Elias: I beg to move:

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

Delay in the preliminary construction of the Tala bridge near Calcutta

Shri M. Elias: I beg to move:

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

Inadequate representation of Scheduled Castes, Scheduled Tribes and the Minorities in railway services

Shri M. Elias: I beg to move:

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

Slow progress of electrification in the Howrah-Burdwan Section of Eastern Railway

Shri M. Elias: I beg to move:

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

Dismissal of numerous Railway employees, in pursuance of the extraordinary powers under Article 311 of the Constitution of India

Shri Narayanankutty Menon (Mukandapuram). I beg to move:

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

Policy in regard to recognition of Trade Unions

Shrimati Parvathi Krishnan: I beg to move

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

Reconstitution of the Railway Board

Shrimati Parvathi Krishnan: I beg to move:

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

Construction of a Metre-gauge Coach Building Factory

Shrimati Parvathi Krishnan: I beg to move:

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

Inadequate daily allowance given to staff drawing less than Rs. 100 as basic pay

Shri S. N. Dwivedy: I beg to move:

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

Reported announcement regarding the contemplated formation of new railway zone without reference of the matter to Parliament

Shri M. Elias: I beg to move:

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

Location of the proposed new Railway Tool Factory at Maruadh, District Varanasi, U. P.

Shrimati Parvathi Krishnan: I beg to move.

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

Failure to submit administrative report after divisionalisation

Shri Tangamani: I beg to move:

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

Failure to place Tutcorin in Southern Railway as 'C' grade station

Shri Tangamani: I beg to move:

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

Working of the Railway Board

Shrimati Parvathi Krishnan: I beg to move:

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

Purchase of stores and equipment

Shrimati Parvathi Krishnan: I beg to move.

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

Running of the de-lux trains

Shrimati Parvathi Krishnan: I beg to move:

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

Failure to give encouragement to the starting of co-operatives

Shrimati Parvathi Krishnan: I beg to move:

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

Corruption in the Railway Service Commission, Calcutta

Shrimati Parvathi Krishnan: I beg to move:

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

Overcrowding in the trains on Southern Railway

Shri Warior (Trichur): I beg to move.

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

Partiality shown to I.N.T.U.C. Union

Shri S. N. Dwivedy: I beg to move:

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

Unsatisfactory manner of promotions and demotions of drivers and platform foremen

Shri Tangamani: I beg to move:

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

Revision of acting allowance rules

Shri T. B. Vittal Rao (Khammam): I beg to move

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

Question of providing leave reserve on the basis of categories and not only in the lowest categories

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

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

Need for a separate Railway zone with Secunderabad as headquarters

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

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

Question of merger of dearness allowance with pay

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

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

Grievances of former employees of the Barsi Light Railway now in the Central Railway

Shri T. B. Vittal Rao: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Short supply of wagons to the collieries

Shri T. B. Vittal Rao: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Use of the President's Special Powers under article 311 of the Constitution in the case of Railway Employees

Shrimati Parvathi Krishnan: I beg to move

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

Lack of proper control resulting in late running of trains and more particularly Ex S I R region of Southern Railway

Shri Tangamani: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Frequent transfers of Class III employees particularly in Madura Division of Southern Railway

Shri Tangamani: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Under-utilisation of working capacity of Railway Printing Presses

Shri T. B. Vittal Rao: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Need to take up the survey for linking Kazipet with Nellore via Macherla

Shri T. B. Vittal Rao: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Upgrading of the pay scales of gangmen

Shri T. B. Vittal Rao: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Amalgamation of the grades of the Travelling Inspector of Accounts into one of Rs 300-500

Shri T. B. Vittal Rao: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Uniformity in regard to pay scales, distribution of posts, work and responsibility in all Railway zones

Shri Sampath: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100 "

Delay in disposing of staff matters in Railway Board Office

Shrimati Parvathi Krishnan: I beg to move

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

Formation of Joint Committees of workmen and officials to avoid wastage, pilferage and corruption in all Railway centres

Shrimati Parvathi Krishnan: I beg to move

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

To provide better medical facilities to railwaymen

Shrimati Parvathi Krishnan: I beg to move

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

To provide more knee space for seats of III Class compartments under construction

Shrimati Parvathi Krishnan: I beg to move

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

Delay in the enquiry by the Sankar Saran one-man Tribunal

Shrimati Parvathi Krishnan: I beg to move

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

Need to provide employment for sons of employees as recommended by the Estimates Committee

Shrimati Parvathi Krishnan: I beg to move

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

Selection by the Railway Service Commission

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100 "
Need to revise Discipline and Appeal Rules

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100 "
Corruption in Eastern Railway Press

Shrimati Renu Chakravartty (Bashirhat): I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100 "
Need to end contract system and departmentalise the Cargo Booking Office at Calcutta

Shrimati Renu Chakravartty: I beg to move

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

Mr Deputy-Speaker: All these cut motions are now before the House

Shri Goray: By far the most popular practice in this House seems to be to open one's speech by taking a pot-shot at the Railway Board. I do not want to follow the practice and I do not want to direct my shots at these people. But I have done a little arithmetic and I would like to present to the House the figures that I have come to

If you open page 1 of the Expenditure of the Central Government—Railways—Demands for Grants, you will find that the eleven officers at the top of the Railway Board are drawing higher salaries than the Prime Minister of our country. Their total yearly emoluments come to about Rs 4,68,000. It means that these eleven high officers among themselves earn a yearly salary which is equal to the yearly salary of about 520 clerks or workers who may be getting Rs 75 per month. If we calculate all the figures on page 1 we find that these 96 officers are earning an annual salary which is equal to the salary of

1,725 clerks or workers who may be getting a salary of Rs. 75 per month.

An Hon. Member: What is the ratio?

Shri Goray: You can work it out, but it is a ratio which does not fit in with the socialist pattern of society about which we are talking day in and day out in this House

Shri B. S. Murthy: Then it must be inverse ratio

Shri Feroze Gandhi (Raj Bareilly): What about the salaries of Members of Parliament?

Shri Goray: Cut them down, I am ready

Mr Deputy-Speaker: Let it not be done just now!

Shri Goray: When the Prime Minister of this country who is said to be the hardest worked man is getting a salary which is not more than Rs 2,200 a month, will it not be possible for these gentlemen to come forward voluntarily and say that they would work for their country on a salary which is not more than what their Prime Minister is getting? I think that if they do not come forward something will have to be done, but I still believe and I have faith in them as most of them are not on the wrong side of sixty. They can certainly respond to the call and if they set an example I suppose that will go a long way

About the amenities made available to the passengers, I think every year this issue is discussed and forgotten. This can be said specially with reference to amenities which are being given to third class passengers. It is very well known that it is the third class passengers who are the mainstay of the whole railway system. But one hesitates to ask for any amenities when the Railway Minister only recently declared in Bombay that in the matter of overcrowding he cannot hold out any promise of redress. On the contrary—I hope what I am saying represents the correct version—he said that in the next five years there will be more overcrowding. I do not know whether there is any room for more overcrowding.

[Shri Goray]

It is only after I was elected to this House that I started travelling in first class. For the last thirty years I have been travelling third. In the third class you invariably find it difficult to make for the latrine. It is impossible. Many times I have gone out through the window when the train stopped at a station and again climbed back through the window. If this is not overcrowding I do not know what overcrowding is.

An Hon. Member: What about iron bars?

Shri Goray: It is only recently that iron bars have been put in and that was only after one of the Ministers, Mr. Gadgil, was assaulted, not once but twice or thrice. He seems to have attracted special notice.

Mr. Deputy-Speaker: It was not meant to prevent people going out.

Shri Goray: Now in the third class compartments I think you can do something to do away with overcrowding. For instance in a compartment there is a board indicating that not more than 64 passengers can be accommodated. Even these 64 passengers can be seated only with difficulty, even then if this rule is enforced people would heave a sigh of relief I would therefore, request the railway authorities to take note of this and try to see that the rules that they have made are enforced.

Shri Ranga (Tenali): That is for normal times.

Shri Goray: These abnormal times seem to have no end at all.

I would particularly refer to the fate of pilgrims who travel every year to Pandharpur. There was the Barsi Light Railway which has now been taken over by the Central Railways. I had been there myself a few months back. I was surprised that from Kurdwadi it seems there is no rule of law. I can understand trains coming late, but I cannot understand trains starting late.

Shri Ranga: That happens even in Delhi.

Shri Goray: That day the train started late by nearly three quarters of an hour. Sir, the pilgrims who

travel from there to Pandharpur can only be compared to pigs. There are hardly any bogies. They are a sort of open vans, or ramshackle bogies and people are just forced into them, men, women and children. In spite of complaints and petitions, and in spite of the fact that officers themselves have seen the conditions under which passengers have to travel, year after year, nothing is being done.

About caterers my friend said a few things. I can see that they are overworked. But I would request the railway authorities to see that they are less dirtily dressed. I had occasions to visit the dining cars about ten years back and I am convinced about the fact that in the course of these ten years the conditions have deteriorated all round. Why should it happen, I do not know. Certainly, clean food and clean service can be enforced by the authorities.

Now, about first-class travel. I must accept that I have been disillusioned. Just now, my friend over there described the conditions. Even in the first class. Twice during these 4 months I had to travel without lights. When one complained the Guard would say: I had told the Station Master and the Station Master will say: I had told mechanic or the electrician; and one had to travel without lights. I have found that in the bath rooms the flush is never working. It is almost always out of order. All these things, with a little more care and a little more attention and a little more devotion to public service.....

Shri Ranga: With a little more discipline.

Shri Goray:... yes, and with a little more discipline on the part of both passengers and railway officers, I think, can improve. (*Interruption*).

From this point, I would like to move on to the next point which is construction of new lines. I think, to ask for a new line today is almost asking for the moon; but, I would like to ask for the moon and would rather be refused the moon than not to ask for it.

Shri B. S. Murthy: So, you are the modern Ramachandra!

Shri Goray: Sir, I am talking about those neglected people on the western coast of India who live in an area stretching from Bombay to Mangalore. In the last so many years—I suppose for the last so many decades—there has been a constant demand that a line should be constructed and the gap between Bombay and Mangalore be closed. But nothing has been done in that regard. There was some ray of hope a couple of years ago when it was said that a survey would be made from Diwa to Dasgaon and from Dasgaon downwards up to the borders of Goa the survey will be continued. I do not know whether it was due to the fact that a representative from that area was adorning the Government benches at that time, I mean the Finance Minister Shri Chmtaman Deshmukh. Perhaps, it was due to his influence that the survey was started at all. I do not know whether it is true or not. But, it seems that after his resignation, everything has been forgotten and there is no mention of Diwa-Dasgaon line at all, not to speak of the Konkan Railway. I do not know why this should happen. After all, the Konkan Railway will be a very useful addition.

Shri Ranga: There are some Konkan Ministers here.

Shri Goray: Therefore, I would request that this particular line should be given consideration and the present policy should be reviewed and, if possible, the survey should be undertaken immediately.

There are a few other things that I would like to mention. I represent the city of Poona; and, I can tell you that Poona has all along been a very important city and the importance of that city is growing because of the National Chemical Laboratory, the National Defence Academy, the Penicillin Factory and a lot of other things which the Central Government has undertaken. There are two points in this city where every time the train crosses, the whole traffic on both

sides is held up. Thousands of munition factory workers who go from the city to the factory in streams are held up on their way back from work.

The Minister of Railways (Shri Jagjivan Ram): Level-crossing.

Shri Goray: And, the villagers too who come with goods are held up there, sometimes from 15 minutes to 20 minutes. In this case also the representations made so far have received no consideration. I would request the Minister in charge of Railways to look into this matter.

I would cite another instance where bridge is necessary and that is at a place near Thana. There is a refugee colony there near Thana; it is called the Kopri colony. There, there are about 5,000 to 6,000 refugees. Tenements have been built for them and the whole area roundabout is being developed. This is my personal experience that whenever you want to go from the Thana to city colony or vice versa, you have not only to cross the railway line but you have to creep under goods wagons that are standing there. The simple demand of the Kopri colony people is that the bridge should be extended by one span. That is not being agreed to. There are all sorts of emergencies when the Kopri colony people and the villagers roundabout have to go to the city not only for business but for getting medical aid and for many other things; and, every time they have to cross these lines. A bridge is there and it is only a question of extending the bridge by one span. But even this thing, I suppose, for the last five years is left outstanding. I would request the Minister to look into this matter also.

The last point that I would like to take up is the discrimination that is being made by the Railway Board or the Railway Minister—I do not know which—between the unions. This matter has been brought to the notice of the Minister in charge many times. In this House also so many people have referred to it. I do not know what prevents the Railway Minister

[Shri Goray]

from giving recognition to both the unions I know that there is a keen desire on the part of Government that these unions should come together and that they should be amalgamated and merged and that there should be a single union representing all the railway workers. This experiment has a long history. This was tried. It appeared that it would succeed, but, unfortunately, it has not succeeded. And, the present position is that there are two unions, countrywide unions, in the railways. Some of them say that they have 2,50,000 membership and the other less. I do not know whose claim is correct—I would simply say, without going into details, that recognise both the unions. As it is you are recognising both unions in some Railways. Why don't you recognise the unions throughout the country? That will avoid a lot of bitterness, a lot of tension and a lot of rivalry going on between the unions. What is happening is this. Because this discrimination is there, the railway authorities on the spot instead of helping to lessen the tension use it as a handle. They favour one union against the other and the consequence is bitterness between the two rival unions. This is not the case only on the All India level. This is the case at lower levels also. On the Central Railway, I was told that there was a merger and Shri Asoka Mehta was the Chairman of the merged union. Against that or together with that union a union which has been formed recently, only three months back has been recognised. But, on the Northern Railway, a union that was recognised for the last ten years does not find recognition now because perhaps it does not belong to the ruling party. This is very unfortunate. This is not in accordance with the policy laid down in chapter 27 of the Second Plan which deals with labour policy. That chapter is full of high-sounding principles—I say high-sounding because they are not put into practice. It is very definitely stated there that the workers' union must be recognised, that an industrial democracy is the

same *qua hon* of any socialist planning. Where is all this when you examine facts? These principles are given a go-bye. When you say that the workers must participate in the industry and they must feel that this is the new India that they themselves are building and all that, you should not put all these things in cold storage and leave them in the lurch when it comes to making them a part of our life.

I would say this to the Railway Minister. If you want to fulfil the Second Plan, the railway worker has a very important—I would say, indispensable—role to play. If he is unsatisfied and feels bitter and despaired, I can tell you, without fear of contradiction, that the railway worker alone can hold up your Plan. It is not at all impossible. Do you want the railway worker to hold up the Plan and push him into a position where he will stand up and challenge your Plan? It will be the most unfortunate policy to follow. So, with all the emphasis at my command, I would ask you to revise your policy and live up to the principles which you yourselves have laid down and recognise both the unions and prepare the ground for enlisting the co-operation of the worker, so far as the Plan and smooth development of the country are concerned.

श्री राधे लाल व्यास (उज्जैन)

उपाध्यक्ष महोदय मैं अनदान सख्या १ के समर्थन में बोलने के लिये खड़ा हुआ हूँ। पिछले वर्षों में—जब मैं देश आजाद हुआ है तब मैं रेलवे प्रशासन ने जो प्रगति की है, उस पर सभी का अभिमान है। हमारे साधन बहुत सीमित होत हुए भी बहुत से महत्वपूर्ण काम हुए हैं। जैसे चित्तूरजन का कारखाना, इन्टरनल कोच फैक्टरी पैरम्बूर इत्यादि। अब हज़ारों की संख्या में बैंगलूर हमारे देश में बनाये जा रहे हैं, जिस से रेलवे में काफी प्रगति की है। इस के प्रतिरिक्त स्टेशनों पर कई सुधार किये गये हैं और यात्रियों को सुविधायें उपलब्ध की गई हैं। इस में कोई

शक नहीं है कि इस सम्बन्ध में काफी परिवर्तन हुआ है। लेकिन इस के साथ ही साथ अगर कहीं स्थिति बिगड़ जाती है, तो लोको को टीका टिप्पणी करने और दुख प्रकट करने का ज्यादा मौका मिल जाता है। मैं माननीय मंत्री महोदय और रेलवे प्रशासन के नोटिस में कुछ ऐसी बातें लाना चाहता हूँ, जिन के बारे में मेरे राज्य और मेरे निर्वाचन-क्षेत्र की जनता बड़ी गम्भीरता के साथ सोचती है और जिन पर वाकई ध्यान देने की जरूरत है। मैं ये बातें कोई टीका-टिप्पणी करने की दृष्टि से नहीं कह रहा हूँ।

सब से पहले मैं यह निवेदन करना चाहता हूँ कि जिस समय राज्यों का पुनर्गठन किया गया, उस समय स्टेट्स री-आर्गनाइजेशन कमीशन ने नव-निर्मित मध्य प्रदेश राज्य के बारे में स्पष्ट तौर पर और बड़े खोर के साथ बताया था कि इस बड़े राज्य में आवागमन के साधन बहुत कम हैं और उस ने बड़ी पुरखोर सिफारिश की थी कि राजधानी सं इस राज्य के विभिन्न भागों का सम्पर्क कायम करने के लिये कुछ नये रेल-मार्ग और बनाये जायें। आज हमारी राजधानी भोपाल में आवास वगैरह के जितने साधन उपलब्ध होने चाहिये, वे नहीं हैं, जिस की वजह से राज्य के शासकीय विभाग तीन चार जगहों में रखे गये हैं। इस के कारण मिनिस्टर्स, मैजिस्ट्रीज और हैड्ज आफ द डिवार्टमेंट्स को आने जाने और दौरा करने में और सरकारी काम काज चलाने में कितनी कठिनाई का सामना करना पड़ता होगा और लोगों को भी कितनी कठिनाई होती होगी, इस का अनुभव हमारे मंत्री महोदय को जरूर होगा। हमारे प्रदेश में एक छोटा सा फासला तय करने के लिये कितने घंटे लग जाते हैं, इस का एक छोटा सा रूप में आप के सामने रखना चाहता हूँ। उज्जैन और भोपाल के बीच ११४ मील की

दूरी है, लेकिन इस यात्रा में छ. घंटे लग जाते हैं, और वह भी तब जबकि ट्रेन ठीक समय पर चले। वहाँ पर ट्रेन्ज प्रायः दो तीन घंटे लेट हो जाती हैं। १ अप्रैल से उज्जैन-भोपाल लाइन सेंट्रल रेलवे से वेस्टर्न रेलवे में गई है। तब से स्थिति बड़ी खराब हो गई है। लोग इस बारे में युद्ध से पूछते हैं और मुझे शर्म के बारे में सिर नीचा कर लेना पड़ता है। लोग कहते हैं कि क्या बहाने वाला कोई है या नहीं। बहाने स्थिति यह है कि शायद ही कोई गाड़ी समय पर आती हो। वहाँ तो यह नियम सा ही हो गया है कि गाड़ियाँ लेट आती हैं और अगर कभी वे वक्त पर आ जायें, तो समझा जाता है कि आज बड़ा अच्छा दिन है। गाड़ियाँ लेट होने का परिणाम यह है कि लोगों को कनेक्शन नहीं मिलता है और उन को बड़ी परेशानी का सामना करना पड़ता है। रिजर्वेशन कराई जाती है, लेकिन कनेक्शन नहीं मिलता है। अगर इस सम्बन्ध में जून के आठवें देखे जायें तो बड़ा आश्चर्य होता है। रतलाम, खांडवा, उदयपुर और अजमेर जाने वाले लोगों को बड़ी परेशानी होती है। उन के कनेक्शन होते हैं। लेकिन उन को गाड़ियाँ नहीं मिलती हैं। वे लोग नागदा में पड़े रहते हैं। हमारे यहाँ लोग कहते हैं कि दूसरी जगहों पर इतना सुधार हुआ है, तो क्या वजह है कि यहाँ पर इतनी अव्यवस्था है। गाड़ियाँ बराबर लेट होती हैं, लेकिन कोई अफसर वहाँ आने का कष्ट नहीं करते। पिछले दिनों एक अफसर आये थे, लेकिन फिर भी स्थिति में कोई परिवर्तन नहीं है। लोगों को प ले ही आने जाने में काफी दिक्कत होती थी, लेकिन गाड़ियाँ लेट होने से तो उन की कठिनाईयाँ बहुत बढ़ जायेंगी। हमारे मुख्य मंत्री, डा० कैलाश नाथ काटजू, ने इम प्रश्न को नेशनल डेवेलपमेंट कौंसिल में रखा होगा कि हमारे प्रदेश में आने जाने के साधन सुलभ किये जायें। यह ठीक है कि रेलवे प्रशासन के पास इतना रुपया नहीं है कि वह इधर से उधर तक

[श्री राधे लाल व्यास]

साइन बिछा दे, लेकिन एक दो लाइनें, जो बहुत जरूरी हैं, जिन के लिये रुपया मंजूर हो चुका है और सरबे हो गया है, जल्दी से जल्दी बिछाने का काम हाथ में लेना चाहिए। बिन्ध्य प्रदेश में एक लाइन बिछानी चाहिये। उस के लिये रुपया मंजूर हो गया है और सरबे हो चुका है। गुना-उज्जैन लाइन भी बहुत जरूरी है। अगर इस पंचवर्षीय योजना में इन का निर्माण शुरू हो जाय, तो हम समझेंगे कि रेलवे प्रशासन ने लोगों की मुसीबतें दूर करने में कुछ काम किया है। पैसे की कमी जरूर है, लेकिन कम से कम ऐसे काम तो किये जा सकते हैं, जिन में बहुत रुपये की जरूरत नहीं है। उज्जैन से भोपाल तीन पैसेंजर गाड़ियां आती जाती हैं। क्या उन में एक भी फ़ास्ट ट्रेन नहीं हो सकती है? क्या बहा पर आधा में होने वाले समय में कमी न होगी? क्या इसका फ़ैसला जल्दी से नहीं हो सकेगा? इसी तरह से बीना से बिलासपुर तक पैसेंजर गाड़ी चलती है भोपाल आने के लिये यदि इन गाड़ियों से आया जाय तो, कितना ही समय लग जाता है। इन में से एक गाड़ी को तो फ़ास्ट ट्रेन में तब्दील किया जा सकता है। अगर आप के पास कोचिज नहीं है, अगर आप के पास रोलिंग स्टॉक नहीं है तो जितना सामान आपके पास है, उसी को मिला कर और उसका ठीक ंग से उपयोग कर के आप इस काम को कर सकते हैं। कितने ही बार इस मांग को आप के सामने रखा गया है लेकिन आपन इस पर कोई ध्यान ही नहीं दिया है, यह बात मुझे बहुत दुःख के साथ कहनी पड़ती है। इन गाड़ियों से अगर मिनिस्टर लोग सफर करते हैं तो सारे का सारा दिन उन का जाया हो जाता है और बहुत ज्यादा समय एक स्थान से दूसरे स्थान तक पहुंचने में उन का खर्च हो जाता है। ऐसी शूरत में वे किस तरह से जनता की शिकायतों को सुन सकते हैं। उन के लिये जाना ही मुनीबत होता है।

स वास्ते मैं माननीय मंत्री महोदय से प्रार्थना करता हूं कि वह इस और अवश्य ध्यान

दें। इस बारे में भी उन की कुछ बिन्धेबारी है। उन्होंने ने खुद इस बड़े राज्य का स्वागत किया है और इस राज्य से हमारे नेताओं ने बड़ी बड़ी आशाएँ रखी हुई हैं। इस राज्य के लिये साधन जुटाना तथा उस की आवश्यकताओं की पूर्ति करना बहुत जरूरी है। मैं आशा करता हूं कि डिबेट के समाप्त होते ही माननीय मंत्री जी इस प्रश्न पर गम्भीरता पूर्वक विचार करेंगे तथा वहां जो कामिया है उन को दूर करने का प्रयत्न करेंगे। मैं समझता हूं कि जितने साधन हमें प्राप्त हैं उन के भीतर रहते हुए बहुत कुछ किया जा सकता है और मेरा यह दृढ़ विश्वास है कि मंत्री महोदय करेगे भी।

15 hrs.

अब मैं उस जनता एक्सप्रेस का जिक्र करना चाहता हूं जो बैस्टर्न रेलवे पर चलती है। उस ट्रेन में मैं कई बार आया भी हूं और गया भी हू। इस ट्रेन में जितने यात्रियों को सफर करना चाहिये उतने यात्री सफर नहीं करते हैं और काफी जगह बच रहती है। जितनी इस गाड़ी में भीड़ होनी चाहिये उतनी नहीं हो पानी है। इस ट्रेन पर बिना टिकट सफर करने वाले यात्रियों की भी कोई कमी नहीं है। क्योंकि इस ट्रेन पर बहुत कम चैकिंग होता है, इस वास्ते मैं यात्री लोग सरकार को बड़ी दुआये देते हैं। मैं ने खुद बड़ी तादाद में इस ट्रेन पर यात्रियों को बिना टिकट सफर करते देखा है और यह भी देखा है। कबकर बहुत कम आते हैं! इस गाड़ी में भीड़ बढ़ाने के लिये रेलवे प्रशासन ने मथुरा से बड़ोदा तक जो लोकल जाती है और जो साढ़े पांच बजे शाम चलती थी उस को बन्द कर दिया ताकि इस गाड़ी में भीड़ हो सके। इस रात्रि की गाड़ी को बन्द कर के इस को प्रशासन ने सुबह चलाना शुरू किया। मैं ने इस गाड़ी से भी सफर किया है और देखा है कि इस में भीड़ काफी रहती थी। भीड़ तीसरे दर्जे में भी और पहले दर्जे में भी रहती थी। इस ट्रेन में तीसरे दर्जे के यात्रियों के लिये खड़े होने के लिये भी स्थान पाना मुश्किल हो जाता था। जब इस गाड़ी को

रात को बन्द कर दिया गया तो मैंने जनरल मैनेजर को चिट्ठी लिखी और साथ ही साथ दूसरे अधिकारियों को भी लिखा। मुझे जवाब मिला कि मथुरा और उस के आस-पास के लोग चाहते थे कि इस को सुबह चलाया जाय इस वास्ते ऐसा किया गया है। मेरा निवेदन यह है कि आप को मथुरा तथा उस के आसपास के रहने वालों की सुविधा को ही नहीं देखना है बल्कि औरों की सुविधा का भी ध्यान रखना है। उन का विचार था कि इस से जनता गाड़ी में भीड़ बढ़ेगी लेकिन ऐसा भी नहीं हुआ और हम के साथ ही साथ जो यात्रियों को सुविधा प्राप्त थी वह भी बन्द हो गया। मैं यह इमालिये नहीं कह रहा हूँ कि इस में मेरे निर्वाचन क्षेत्र के लोगो का फायदा है लेकिन जो जनता की तकलीफ है उस को मैं आप के सम्मुख रख रहा हूँ। आलोट के लोगो का अकमर रतनाम, जोकि जिले का हैडक्वार्टर है, आना जाना पड़ता है। उन को खाचरोट, नागडा और उज्जैन इत्यादि में भी जाना और आना होता है। जब स इस गाड़ी को सुबह चलाना शुरू किया गया है, उन के लिये और कोई गाड़ी आने जाने के लिये नहीं रखी गई है सिवाय देहरादून एक्सप्रेस के। रात को वे लोग जा नहीं सकते हैं। जब काम कर के वापस आते हैं तो शाम को गाड़ी नहीं मिलती है। यह केवल खाचरोट, महिदपुर रोड, नागडा का ही प्रश्न नहीं है बल्कि जो लोगों को तकलीफ होती है उस के निवारण का प्रश्न है। उन्होनें हत्रागे की तापदा में दस्तखत कर के जनरल मैनेजर को और दूसरे वरिष्ठ अधिकारियों को चिट्ठीया लिखी हैं। जनरल मैनेजर, बस्टन रेलवे जब उस क्षेत्र में आये थे तो लोग नागडा में जा कर एक डेपुटेशन के तौर पर उन से मिले थे। जब वे शामगढ़ गये तो वहाँ के लोग भी उन से मिले और उन से निदान किया कि जो जनता एक्सप्रेस है उस को खाचरोट, महिदपुर रोड, बिजमगढ़ आलोट इत्यादि पर रूकवाया जाना चाहिए। जनता एक्सप्रेस

रतलाम से आगे तो हर स्टेशन पर चाहे वह छोटा हो या बड़ा रुकती है लेकिन इन महत्वपूर्ण स्टेशनों पर जो तहमील हैडक्वार्टर्स हैं नहीं रुकती है। ये व्यापारिक क्षेत्र हैं और यहाँ पर अच्छा व्यापार होता है। मसल में नहीं आता कि इस गाड़ी को इन स्टेशनों पर क्यों नहीं ठहराया जाता है। मैंने स्वतः भी डिविजनल सुपरिण्डेंट, रतलाम से बात की है और उन्होंने मुझे आश्वासन दिया था कि वे इस मामले को रेलवे एडवाइजरी कमेटी में उठायेगे और वे रवय भी अनुभव करते हैं कि इस को यहाँ ठहरना चाहिये। मैंने कोटा के डिविजनल सुपरिण्डेंट से भी बात की थी। उन्होंने भी मुझे इसी तरह का आश्वासन दिया था और कहा था कि वे इस पर विचार करेंगे। इस के बाद आकड़ें मगाये गये। जनरल मैनेजर को मैंने खुद भी चिट्ठी लिखी और कहा कि जिस चीज को बहुत पहले ही जाना चाहिये था वह अभी तक नहीं हो पा रही है इस का क्या कारण है। लोग कहते हैं कि यह ठहरेगी तो मही लेकिन पता नहीं कितने समय के बाद। जो लोगो की तकलीफ है उस को जल्दी से जल्दी दूर न करना मैं समझता हूँ कोई मसलदारी का काम नहीं है। मैं यह बात इमालिये नहीं कह रहा हूँ कि मैं उन लोगो का जो मेरे निर्वाचन क्षेत्र में हैं खुश करना चाहता हूँ परन्तु मैं महसूस करता हूँ कि जो उन की कठिनाई है, वह वास्तविक है, उस को बड़ा चढा कर पेश नहीं किया जा रहा है। मैं समझता हूँ कि यदि इन स्टेशनों पर इस गाड़ी को ठहराया गया तो एक तो यात्रियों की मस्य बढ जायेगी और दूसरे जनता की जो वास्तविक तकलीफ है वह दूर हो जायेगी और इस को जल्दी से जल्दी किया जाना चाहिए।

देहरादून एक्सप्रेस में यात्रियों की भीड़ बहुत रहती है, इस को भी कम करना चाहिये। लेकिन यह सवाल ऐसा है जोकि सागरे देश से ताल्लुक रखता है। लेकिन फिर भी भीड़

[श्री राधे लाल व्यास]

बाद को कम करने के लिये कुछ तो किया ही जाना चाहिये ।

मैं एक और प्रश्न की ओर माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ जो बहुत महत्व रखता है । गुड्स और पार्सल्स को ले जाने की या पहुचाने की जो स्थिति है वह बहुत भयकर होती जा रही है । श्रीमान, रतलाम से खाचरोट केबल तकरीबन २५ मील की दूरी पर है । लेकिन पार्सलो की स्थिति यह है कि रतलाम से खाचरोट तक जो पार्सल एक घंटे में पहुच जाने चाहिये, उन को पहुचाने में काफी समय लग जाता है और वे समय पर नहीं पहुच पाते हैं । मुझे तो कहा गया कि इन के पहुचने में एक एक महीना लग जाता है । पहले पहल तो मैं ने इस पर विश्वास नहीं किया लेकिन बाद में मैं ने इस की जाच की और पाया कि यह बात ठीक है । मेरे पास रेलवे रिसॉर्ट नम्बर है, इनवायस नम्बर है और पार्सल ब बिल का नम्बर है । समझ में नहीं आता कि जिस चीज को एक घंटे में पहुच जाना चाहिये उस के पहुचने में एक महीना क्यों लग जाता है । रतलाम, खाचरोट, नागडा इत्यादि सभी जगहों पर यही हाल है । मुझे आश्चर्य है कि क्यों स्थिति इतनी खराब होती है । हो सकता है कि ये पार्सल फेरी ओवर हो कर भागे चले जाते हो । लेकिन जिस चीज को टापमोस्ट प्रायोरिटी देने की जरूरत हो, उस को टापमोस्ट प्रायोरिटी दी जानी चाहिये । इतनी कम दूरी पर जो स्टेशन है, उन तक भी अगर माल समय पर न पहुचें तो यह एक बहुत गम्भीर प्रश्न हो जाता है । ऐसा होने पर व्यापारी वर्ग में तथा जनता में असन्तोष का पैदा होना स्वाभाविक हो जाता है । इनका एक नतीजा यह भी है कि लोगो को चोरी करने का भी मौका मिल जाता है । आज मैं देख रहा हूँ कि रेलवे बोर्ड को करोड़ों रुपया मुआवजों के तौर पर देना पड़ रहा है । नागडा एक महत्वपूर्ण अंशकण है । वहाँ बिडला की रेयन मिल

फैक्ट्री भी है जिस में करोड़ों रुपया लगा हुआ है । गुड्स और पार्सल के रूप में वहाँ काफी माल आता है । लेकिन मुझे अफसोस के साथ कहना पड़ता है कि वहाँ कोई पार्सल रूम भी नहीं है । जहाँ कम से कम २०० बडल पार्सल के रोजाना आते हो, वहाँ एक पार्सल रूम का न होना आश्चर्यजनक है । वहाँ पर एक कमरा है जो १५ × २० का है जिस में स्टेशन मास्टर भी बैठता है, टिकट कलेक्टर भी बैठते हैं और जिस को लगेज रूम के तौर पर भी इस्तेमाल किया जाता है । वहाँ पार्सल रूम के न होने का नतीजा यह होता है कि जो पार्सलो के बडल होते हैं वे प्लैटफार्म पर ही पड़े रहते हैं और जब बारिश होती है, तो बारिश में भीगते रहते हैं । इस से व्यापारियों का नुकसान होता है, चोरी की गुजायश अधिक होती है, पब्लिक का नुकसान होता है, देश का नुकसान होता है और रेलवे बोर्ड की हजारा रुपया कम्पेंसेशन के रूप में देना पड़ता है । वहाँ पर एक पार्सल रूम बनाने की ओर रेलवे अधिकारियों का ध्यान अविलम्ब जाना चाहिये । नागदा रेलवे स्टेशन पर गुड्स शेड और गुड्स साइडिंग न होने की वजह से रेलवे से भेजे जाने वाला सामान उठा कर इधर उधर फेंक दिया जाता है और माल नुकसान होने के कारण अक्सर रेलवे को कम्पेंसेशन देना पड़ता है । नागदा का स्टेशन बड़ा महत्वपूर्ण स्टेशन है कारण वहाँ से काफी मात्रा में माल जाता है और वहाँ पर आता है और यह प्रबन्ध करना बहुत जरूरी है कि माल बर्बाद न हो और रेलवे को उस के कारण हर्जाना न देना पड़े क्योंकि अगर रेलवे को मुआविजा देना पड़ता है तो वह देश का और राष्ट्र का नुकसान है । मैं चाहता हूँ कि रेलवे मंत्रालय उन ओर शीघ्र ध्यान दे और यह देखे कि वहाँ गुड्स साइडिंग है या नहीं और गुड्स साइडिंग और गुड्स शेड न होने की वजह से जो माल टूटता फूटता है और बर्बाद होता है वह न हो और

इस के लिये मेरा निवेदन है कि वहाँ पर गुड्स शेड और गुड्स साइडिंग दोनों बनाये जाने चाहिये और गुड्स के ठीक प्रकार से रखे जाने के प्रतिरिक्त माल की चोरी भी नहीं होगी। यह बड़ा महत्वपूर्ण प्रश्न है और इस की ओर रेलवे बोर्ड को जल्द से जल्द ध्यान देने की जरूरत है।

मैं एक आध मिनट में बहुत संक्षेप में एक दो प्वाइंट और सदन के सामने रख देना चाहता हूँ। लाचरोट में भी गुड्स शेड चाहिये। इस के प्रतिरिक्त बडनगर और लाचरोट में अपर क्लास पैसंजर्स के लिये बेटिंग रुम्स की व्यवस्था होनी चाहिये। मेरा एक सुझाव यह है कि चंगबल और चावला इन दो नदियों के बीच के पचास गावों के बीच इधर से उधर जाने की समुचित व्यवस्था नहीं है। बारिश के दिनों में भवस्था बड़ी खराब हो जाती है और हालत यह हो जाती है कि अगर उन गावों के यात्री गौतमपुर पर उतरे तो नदी पार कर के दूसरी ओर नहीं जा सकते और इसी तरह बडनगर वाले उधर नहीं आ सकते, इसलिये मैं चाहता हूँ कि बडनगर और गौतमपुरा रोड स्टेशन के बीच पीर झल्लार पर एक फ्लैग स्टेशन बनाया जाना चाहिये जिस से यह कठिनाई हल हो जायेगी और उन पचास गावों के लोगों को यह मुसीबत दूर हो जायेगा।

इसी तरीके से एक सुझाव मेरा यह है कि बडनगर में वाटर वर्क हो गया है उस को वाटरिंग स्टेशन कर दिया जाय और यदि ऐसा किया गया तो इस में रेलवे का खर्चा कम हो जायेगा।

उज्जैन के बारे में मुझे वह निवेदन करना है कि वह बहुत बड़ा शहर है और तीर्थ स्थान है। वहाँ पर अभी तक फुल फ्लेज्ड रेलवे एनक्वायरी आफिस नहीं है और जो रेलवे एनक्वायरी आफिस है वह खूबे स्थान पर है और दूसरे वह चौबीसों चंटे के लिये नहीं खुलता है और वहाँ पर

रेलवे का टाइमटेबुल भी नहीं मिलता है जिस के कि कारण यात्रियों को बहुत असुविधा का सामना करना होता है और उन को जरूरी इतिला नहीं मिल पाता है। मेरा निवेदन है कि रेलवे मंत्रालय को उज्जैन के महत्व को देखते हुए जहाँ कि आबादी करीब डेढ़ लाख के है, और जो एक महत्वपूर्ण तीर्थ स्थान भी है, वहाँ पर फुल फ्लेज्ड एनक्वायरी आफिस की व्यवस्था करनी चाहिये ताकि यात्रियों को कोई असुविधा न हो और टाइमटेबुल और दूसरी आवश्यक सूचनायें और जानकारी उन को हर समय मिल सके।

Shri Shankaraiya (Mysore): At the outset, I would like to refer to an injustice that has been caused to a class of railway employees, which has been pending for a very long time. I am referring to the railway employees who were taken over by the India Government from the ex-Mysore State in 1950 after integration. As we know, the original Mysore State had a railway of its own and a separate staff of its own. Though it was paying smaller salaries to their staff, so far as efficiency, qualifications and other things were concerned, they were in no respect inferior to any other railway servants. When the integration took place, an agreement was entered into between the Mysore Government and the Government of India when certain conditions were laid down. But till today those conditions of the agreement have not been fulfilled. Great injustice has instead been done to the employees taken over from Mysore both with regard to the classifications and with regard to the gradation of pay. They have been clamouring for a very long time. The case is pending for a very long time, but only piecemeal justice has been done. A few cases are considered here and there, but the problem has not been solved in an equitable and reasonable manner. The State Government, the railway employees and the Members of this House have

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been agitating for a solution of this problem I do not know what has happened and why the matter is delayed and also why piecemeal justice is being given. The matter is pending for over seven years now. Many of those employees have retired and some are about to retire, justice has been denied to them. Those who are now serving also have been suffering on account of this injustice. I would also bring to the notice of the Government that when they put forward their claims, they are treated in a differential manner by the superior officers in the Southern Railway. They are discriminated against, ill-treated, transferred and put to all sorts of difficulties. I would bring this matter to the notice of the Government and see that immediate justice is given to them. The Mysore Government has been pressing this problem from the very beginning. When the Deputy Railway Minister came to Mysore I personally represented the whole matter to him. He was in full sympathy with them and said that he would in consultation with the Chief Secretary of the Mysore State and the representative of the Southern Railway solve the problem within three months but it is more than three years now and the problem is still pending. I do not know how and when it will be solved. So, I would request the Ministry to take up the matter seriously and see that justice is meted out.

Though I may not be quite justified in ventilating my feelings so far as the ex-Mysore State is concerned, I am sorry to state that after the integration, not an inch of line has been added during these 7 years. We had the first Five Year Plan, the Second Plan and crores of rupees have been spent, but the old Mysore State remains the same. Mysore State and not one inch new line, has been added. Why I am making this reference is, for the last 60 years we have been making claims for several lines—very important lines, life lines—linking Mysore with South India and the west coast. For example, the

Satyamangalam-Chamarajangar line is pending for the last 60 years. Several promises have been made both on the floor of this House and during visits of Ministers to the State, but unfortunately they have not been implemented. Several surveys have been made—economic survey, financial survey and so on one after another have been made, but still the matter is pending and it is still in the air. Nothing has materialised. In the white paper circulated along with the 1957 budget it is stated that a fresh survey has been ordered. I do not know why so many surveys are necessary. Several surveys have already been made and the matter is pending for over 60 years.

With regard to the Hasan-Mangalore railway, the Mysore State has been clamouring that it should have a link with the west coast to advance its industries and commerce, but that has not been done even today. With regard to the Chamarajangal-Satyamangala Railway linking I would like to bring to the notice of the Minister and the House the assurance that was given on the floor of this House by the previous Minister, the late Shri Gopalaswami Ayyangar with regard to a cut motion tabled by Shri Ethirajulu Naidu in 1950. The Minister said

I happen to know the lay of the land there and also that this section will serve the area which will come under the Lower Bhawani project and so I thought that the estimate I had received underestimated the financial prospects of the line. It has been decided practically that we should take up this line as soon as possible. The surveys have been completed. The actual survey report is being compiled and as soon as it is received, we shall take further steps. I will only promise that I shall expedite this matter as much as possible before I cease to have anything to do with these matters. I should like some beginning to be made on this line."

This is the assurance given on the floor of this House by the late Mr Gopalswami Ayyangar Shri Lal Bahadur Shastri also, who was in charge of the railways, when he visited Mysore, made a categorical reply when the claim was made, that this line would be given priority and he gave an assurance. And today we still find that the matter is deferred for another survey. How much money will be wasted on these surveys, I want to know. I want to know categorically when this line will be taken up.

Formerly, the construction of this line was being objected to by the South Indian Railway when it was under the management of the British, because they knew that most of the traffic of the SIR would be diverted to this line and consequently their income would be affected. But we have no such fears now and there is nobody to object now. Everything is our own railway.

This is a very important life-line which links up Coimbatore and the whole of the South. Much of the business in that part is being affected as the whole of the business has now to run from Bangalore via Jalarpet and the other line. It is a circuitous route of four hundred miles causing inconvenience both to passengers and goods traffic. I therefore request that the hon. the Railway Minister will pay particular attention to this matter and do his best in the matter and fulfil the promises held out by his previous predecessors.

Another thing that I wish to bring to the notice of the hon. the Railway Minister is regarding the line between Bangalore and Mysore. It is a metre-gauge line. When this line was being operated by the Mysore Government they wanted to convert it not only into broad gauge but into an electric line. They had made all the proposals, finalised the survey and sanctioned the whole thing. But unfortunately integration came in and they could not execute the work. But now what is the position? Leave alone the

question of broad gauge or conversion into an electric line, how is the line running? It is a line only 86 miles long. And it takes for a mail train four and a half hours to cover these eighty-six miles. Can such a train be called a mail or express train? And then most of the bridges are damaged. Only the other day the North Cauvery bridge was damaged. Why? There is a specific prohibition in the railway traffic rules against the running of more than 35 wagons and one 'YD' engine on this line at any particular time. But contrary to this instruction forty goods wagons with two 'YD' engines were run on a particular day, 22-4-57. The North Cauvery bridge was damaged. But the report is otherwise. They say that only the cement pointing has been affected and the railway bridge is in order.

But what is the condition of working here? No train is allowed to run at more than five miles speed. It is not only with regard to this bridge. There is another bridge to the south on the Cauvery side. Even there no train is allowed to run at more than five miles speed. It is an old track. And I wish to bring to the notice of the hon. the Railway Minister that this metre-gauge line is the one which pays the highest dividend to the Government both with regard to passenger traffic and with regard to goods traffic. If you take into consideration the whole of the Southern Railway, this Bangalore-Mysore line which runs to a length of eighty-six miles is the highest profit-giving line out of the metre gauge lines and there has been a long agitation for converting it into broad gauge or at least to renovate it. Now on account of the worst condition of the track the mail and express trains have to take $4\frac{1}{2}$ hours for covering these eighty-six miles. The line is too old, it has not been renovated, and no attention has been paid to it. It is after taking into consideration all these factors and the overall picture that I was constrained and compelled to make a statement that the old railway of Mysore State—

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whether it is called old or new State—and the whole of this area its neighbourhood. Why the whole of South has been neglected both by the Southern Railway as well as by the Railway Board. Therefore I would request the hon. Minister to pay personal attention to this matter and remove the grievances early. There has been a good deal of criticism against a railway train, and that too a mail train, taking 4½ hours to cover this short distance of eighty-six miles.

Another point I wish to bring to the notice of the hon. Minister is with regard to the supply of coal. Many of the industries in Mysore have been greatly affected, particularly the Bhadravati Iron Works. The Bhadravati Iron Works, as we all know, is producing steel which is very essential today. But the steel is produced at a heavy cost. If the coal transmission is done through the railway alone it would save a good deal and would reduce the cost of production also. They have been claiming it for a long time. The Mysore Government have also been urging upon the Centre to provide railway wagons and arrange for the transmission of coal only through the railways. Now it is partly being done by shipping and partly by railway. If it is transmitted only through the railways the cost of production of steel would be considerably reduced. But I do not know why it has not been done. After all it is a government concern now. They are interested in the production of steel. They must bring down the cost of production. The Railway is also in their hands.

I would therefore request the hon. the Railway Minister to look into these things and remove the grievances. And I would particularly appeal once again to him to see that the Sathyamangalam-Chamarajanagar railway line is brought into being immediately, because the matter has been pending for the last sixty years and promises in this respect have been held out by his predecessors. And the

present hon. Minister will take all the credit this time in whom I have great trust and belief.

Shri B. S. Murthy: On a point of information. May I know whether those people who have not taken part in the general debate be shown any consideration during the discussion of the Demands?

Mr. Deputy-Speaker: I will keep that in mind. Shrimati Parvathi Krishnan.

Shri Mohamed Imam: I did not take part in the general debate.

Mr. Deputy-Speaker: I have called Shrimati Parvathi Krishnan.

Shrimati Parvathi Krishnan: Mr. Deputy-Speaker, when discussing these Cut Motions, the key issue that comes up before all of us and is there in our mind's eye is that of over-crowding in the railways today. Far from this problem of over-crowding being tackled, it seems to be a worse headache today than ever before, and it is something that has to be seriously looked into. Because we must remember, in this age of democracy—about which the hon. Minister himself waxed so eloquent when speaking on the Railway Protection Force Bill—that eighty per cent or more than eighty per cent of your passenger revenues comes from the third class passengers. When that is so, it is only natural that one expects that the third class passengers would be given some more consideration than they have been given hitherto. It is no good having your *de-luxe* trains and your saying "Look, we are thinking of the third class passengers." It is for deeper and far more fundamental than that, and no amount of window dressing or eye wash is going to help—however much the Railway Minister may choose to learn from his colleague the Finance Minister.

Now, I would like to put before the House certain key examples of the manner in which third class passengers suffer because of the lack of

efficiency of the administration, because of callousness, and because there is such a top-heavy bureaucracy that they think only in terms of the bureaucracy and all and sundry that might be around them. For instance, at the place where I come from, namely Coimbatore Junction, when the Cochin Express reaches there, an extra bogie is attached. And in that extra bogie you have two first-class compartments and two third-class compartments which can accommodate eighteen third-class passengers each, sitting accommodation and perhaps about thirty-six third-class passengers, huddling accommodation, as is the rule nowadays. When the Governor was once going from Coimbatore to Madras, his saloon was to be attached to that train. One of those compartments reserved for third class passengers was reserved for his staff numbering six, consisting of dhobi, barber, valet, etc., I do not know the details. This was brought to the notice of the Governor. I am happy to say that he was in a very democratic mood that day and therefore he said that he would look into the matter. The point is not whether the Governor is in a democratic mood or not, the point is not whether the Governor is such that he could be approached by an ordinary third class passenger as happened in this case. The point is that in the administration there is something seriously defective that the railway authorities, when such reservations have to be made, do not make it taking into consideration the comfort of the ordinary, every day travelling third class passenger. If the Railways should do this, certainly the problem of over-crowding of third class passengers can be combated to some extent. If the administration had said at that point, that accommodation for six people be reserved in this compartment, the quarrel would be minor. But, when 18 seats are wanted for six people, it becomes a major one.

Similarly, we found, when the Chief Secretary was travelling one

day,—I was in that train—one III class compartment was reserved for his police escort. Such a precious life! The police had to jump out at every station to guard His Excellency who was sleeping in his air-conditioned glory. For this one man, one whole compartment for the police another. Any way, the police have to sit awake. Why not they travel in a crowded compartment? Why not the ordinary third class passenger be given some more comforts. These are the things. There must be hundreds of examples like this. If the administration would look into these and see that they do not happen, that would go a very large way to enable the public to feel that there is some human feeling in the Railway Board, that it is not just woodenness that exists, that it is not just a question of tables and chairs being filled with marionettes and puppets.

There is another aspect. In the Grand Trunk Express today, on some days, we have an air-conditioned coach attached. When there is the De-luxe train, when there is an extra first class compartment in the De-luxe train, is it necessary to continue the air-conditioned coach? I feel that in the interests of the travelling public, it would be far better to take away the air-conditioned coach and attach an extra third class bogie in the Grand Trunk Express—or two as my friend says.

Similarly, you have an air-conditioned coach in the Nilgiri Express going from Madras to Coimbatore. I can talk safely about this because those who voted for me do not travel by this air-conditioned coach. This is a train that travels overnight. Most people go in the first class. If you take statistics, you will find that the monthly use of berth in this air-conditioned coach is about 40 per cent. There is a very convenient air service from Coimbatore to Madras and those who can take advantage of the air-conditioned coach usually go by air. On the other hand, because of the insufficiency of service on that particular section of the Southern

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Railway, there is a tremendous rush on that train. It would be far better if that air-conditioned coach is removed and more third class accommodation provided because it ill accords with the conception of a socialistic pattern of society to see a handful of persons travelling deluxe free from noise and dust with all the comforts that an air-conditioned coach gives while hundreds of people travelling huddled together in conditions in which as an hon Member pointed out earlier even cattle are not made to travel. A

Apart from these adjustments which, I am sure, must be many if one were to examine this question train by train, there is also the other suggestion that has been made time and again that the line capacity can be increased by providing for interlocking and for better signalling. Closely linked up with this problem of overcrowding is the problem of delay and late running of trains. Because the trains are late, there is overcrowding. It is not necessary to go into details. Perhaps, the hon Minister will be able to give many more illustrations than myself, knowing how democratic-minded he is how he experiences the late running of trains—he may have been the cause of it sometimes—and also how he experiences overcrowding. This late running of trains has become chronic. It is becoming an epidemic that I think it needs as much of a special discussion as the flu epidemic did in this House. Why is it that nothing is done to improve this particular thing? Why is it that operational efficiency today is at such a low par?

Let me give you some examples of how in some cases it can be easily avoided. This is speaking as a layman because I have never worked in the railways fortunately or unfortunately. In Coimbatore, once, a train was held up because the Governor's saloon was expected. Unfortunately, the Governor is still one of the few persons who have to travel

by a saloon. Every one was waiting for the saloon to reach. The Governor got out of the saloon at Coimbatore. From Coimbatore to Ooty, there is a very magnificent road. Various cars were waiting. The Governor got into his car and up he went to Ooty. But the train was held up and the ordinary travelling public had to wait for the saloon to see the Governor coming, getting down and going off in his car. There are ways for crowds to be collected. It was not necessary to hold up the passengers to see the Governor going out. This is the kind of thing that happens. That is delay.

There are various other instances. There is the question of the payment of overtime to the operating staff. I think there is a certain number of hours that they are supposed to work, something like 180 or 190—I am not absolutely sure of the exact number. Be that as it may, the problem exists. After they have done work for those hours, they go off duty. What happens is, the engine driver for instance, keeps check of his hours and when those hours are over, he goes away. There is no proper system of paying overtime. Take for instance a goods train. It is ready. The engine is ready, the fires are burning as they should. But, there is no engine driver. Immediately, somebody has to about calling for driver. All this time, there is delay, wastage of coal. This thing goes on. It would be much better if the Railway administration and the Railway Minister would consider the question of payment of overtime and calculation of overtime on a weekly basis as is already provided for in the Factories Act.

Apart from this, I feel that as far as this question of late running is concerned, instead of there being mutual retribution instead of instances of passengers shouting at the drivers and even threatening to beat them or lynch them because the trains are running late or shouting at the guard or the conductor as the case

may be, would it not be good, as we traverse the very thorny and hard path to the socialistic pattern of society, to set up committees at all levels, Joint committees of administration and the workers? I am not talking in terms of unions because I see a slight twinkle in the eye of the Railway Minister and the Deputy Minister also seems to be listening carefully. I say joint committees at various levels which will help to tackle these problems that come up with regard to delays and late running of trains. Because, sometimes, these delays are due to something happening in the loco shed or in the yard, etc. If you have these joint committees, you will be able to overcome a lot of difficulties. It allows the workers participating in the actual running of the trains, not just looking at their number of hours and saying, it is overtime, so we go. You will have more co-operation and also the administration will be enabled to understand the difficulties that the workers are having. Of course, I would have absolutely no objection if in certain major junctions, in some committees you also include representatives of third class passengers. That would also help

I said over-crowding and delay are linked up. I know from personal experience that trains are held up while passengers jostle with each other and fight and the station master has to come and rescue this person or somebody else. This means delay. If you have joint committees, I am sure these two important issues can certainly be tackled and we can see a measure of improvement instead of this rapid downward march and increasing of overcrowding and delay.

Now, I come to another very important problem and that is the step-motherly attitude that has been adopted towards the South. In the South, we have various problems. We have the problem of neglected railway lines. We have the problem

of complete callousness and refusal even to bother to reply to letters or to reply to memorandums that may be sent.

One point, a key example, has already been touched upon and I am very happy that it has been touched upon. I think it was an hon. Member from Mysore who raised the problem of Chamrajanagar-Satyamangalam and Coimbatore link. I said it was step-motherly. I will point out to you how. The Central Board of Transport in 1951 made various recommendations and every single one of those recommendations has been implemented except this particular railway line and there have been time and again demands that this should be taken up. It is not just a demand where some one could say that it is a linguistic problem, a national problem etc. But from the point of view of the industrial, economic and national progress of this country, from the point of view of giving more transport facilities, of combating overcrowding, it is a very important line. The traffic and the engineering surveys are already over. You must remember that this line will cover an area, a very rich forest tract in Mysore State, of cotton tracts in Coimbatore district, which is a very neglected district, as far as railways go. In our district we have nearly 3 lakh acres under cotton cultivation,—no mean number. As far as these two provinces, Mysore and Tamil Nad—though the ruling party insists on calling it the Madras State—will certainly be helped. And this particular line will co-ordinate a through metre gauge from Poona to Dhanushkodi and this you must take into consideration because when discussions were there on the General Railway Budget, you will remember that speaker after speaker referred to the fact that a great deal of delay was there, because you have to have this transshipment from metre gauge to broad gauge in many places. By this line you will overcome a great deal of delay that is there in the transshipment of goods.

[Shrimati Parvathi Krishnan]

In fact to add to the distinguished galaxy of people who have already been mentioned by previous speakers, that is to say the late Mr Gopalswamy Ayyangar, and the previous Railway Minister Mr Lal Bahadur Shastri, one might add now the distinguished name of the present Governor of Madras, who when he came to Satyamangalam and was given a memorandum, he also promised faithfully that it would be taken up, but the days of promises are over and we are waiting for the days of actions

The estimated cost of this line is Rs 5 crores and odd. Of course, the hon Minister will say that with a greater allocation from the Second Plan, you may have your line. My reply to that would be: You have got the money. Nobody is going to give you an extra allocation till you improve what you have got already. You can save the money. Why do you want Rs 2 crores for the Railway Protection Force? Why do you want Rs 2 crores to militarise your railways? Instead of that divert your Rs 2 crores to the Satyamangalam line. The money is there and you need not have an extra allocation in the Second Plan.

Then I come to the problem of double track in the South, where there are only about 42 miles of double track in the Southern Railway. In the North you have Bombay-Nagpur, Bombay-Itarsi, Calcutta-Delhi, with gaps here and there and then you have got Bombay, Baroda etc. I ask, why not construct a double track from Madras to Coimbatore, from Madras to Bangalore and from Madras to Trichopoly, Madras to Bezwada. I think Professor Ranga will agree with me that Madras to Bezwada will certainly help.

Shri E. S. Murthy: Madras to Bezwada, Bezwada to Kazipet and from Kazipet to Hyderabad?

Shrimati Parvathi Krishnan: I feel that this double track is an important issue and it should be taken up.

There is only one more point that I would like to deal with before I conclude, and that is the attitude towards the railway workers. There is not much time for me to go into great detail but the manner in which the Railway Minister is reacting as I raise the subject—he is obviously well versed with the subject—makes me hope that least this time he will give a very sympathetic hearing to it.

There is the question of policy that is being carried out. The demand for the Second Pay Commission that has been hanging fire for a very long time, the question of housing and of indiscriminate transfers. We are told that there are no wagons to move foodgrains, we are told that there are no wagons to move manganese ore, which is a very important foreign exchange earning product, from the manganese mines to the ports. At the same time in the Southern Railway in the Olavakot Division you have over a period of 2 or 3 months, 1,500 transfers which means that over a period of 3 months 1,500 wagons are to be used for these people to be transferred as a process of harassment, and so many other things, and various forms of discrimination, whereas these wagons could be diverted to far more important use. I say that you must have a more imaginative outlook towards the question of transfers, and link it with national requirements also. I agree that where the staff have got contact with the public you must have certain regulations and after a certain period of time, they should be transferred but why transfer people from loco sheds, why transfer people from the permanent way. This matter should seriously be gone into and the interests of the workers safeguarded while at the same time it will help the railways also.

One last point in this connection and with that I will conclude and that

is the use of the President's special powers under Article 311 of the Constitution and the very urgent necessity of amending the Railway Services Conduct Rules. These have existed in some form or another since 1947. It was something that all of us opposed before 1947, including hon. Members who sit on the opposite side of the House. But after 1947 instead of upholding the liberty of the railway workers and upholding the liberty of the individuals who are employed on the railways, we find that more use of this rule is being made today than ever before; we find that in this road of socialism it is the railway workers who have to go and tread very very carefully because at every step there is a fresh sword of Damocles of these special powers and Conduct Rules hanging over them. Therefore, this is a very important thing. You have got various laws on the statute book which enable you to take action where there is dereliction of duty and if you put into practice the principle of workers' participation in management, if you bring into being those joint committees which I have suggested, those will be a far more powerful weapon towards combating any dereliction of duty or whatever laxity there may be on the part of individual workers who today have no opportunity of replying but are chucked out and they do not have any manner in which they can redress the harm or hardship that they have to undergo.

With these words, I would like to conclude my speech and in doing so, I would like to appeal to the Railway Minister and tell him that we expect the Railways to be model employers. It is a public sector and we are happy that it is a public sector and as an employer you have to be a model. At the same time you must run it as a business proposition and not at a loss and also, Sir, there must be something human about it. Let us forget the old Marwari traditions of business in this country.

Mr. Deputy-Speaker: Is it a complaint against me?

The Chair is expected to be addressed.

Shrimati Parvathi Krishnan: I apologise, There was certainly no reflection, I was getting inspiration from the manner in which the Minister seems to appreciate what I was saying. Perhaps now wisdom is dawning on the administration and on the Railway Minister that the railways should come forward as a model in the new India that is being built up. We want to do away with all that is harsh, with all that is anti-democratic and anti-people and let the railways, instead of turning away from the people, serve as a model for other sections of the public sector and also the private sector.

Shri Bimal Ghose: I would like to refer to two or three matters bearing on questions of policy.

The first is what appears to me to be an absence of a satisfactory or adequate planning machinery in the railway administration. I am not quite sure if overcrowding is also not a result of this absence of a planning machinery.

It may appear paradoxical to say so when the railways have a very large development project in hand, but if one examines the plans that the railways have, one will find that the plans have been evolved in a haphazard and ad hoc manner.

Take for instance the question of the Chittaranjan Locomotive Works. It is stated in the Railway Equipment Enquiry Committee Report that the capacity of the Chittaranjan Locomotive Works would be expanded to produce 300 broad gauge locomotives. That was taken into account in evolving the Second Plan in regard to the requirements of locomotives, but I find in the White Paper for 1957-58 that it is intended to stabilise the production of Chittaranjan Locomotive Works at 168 broad gauge locomotives. I should think that that is perhaps

[Shri Bimal Ghose]

due to the fact that it is now felt that we should go in for more electrification and dieselisation than manufacturing steam locomotives, but my point is that it was in 1956 that the Railway Equipment Enquiry Committee reported and I presume that the information that the Chittaranjan Locomotive Works would produce 300 locomotives must have been given by the railway administration to that Committee, and within the course of a year that decision appears to have been changed. I would submit that the decision has been changed because there was no planning.

15 54 hrs

[SHRIMATI RENU CHAKRAVARTY in the Chair]

Take a more serious matter, the assumptions underlying the railways development schemes in the Second Plan. The original assumption, if I remember correctly, was that there would be a 30 per cent increase in passenger traffic and in goods traffic to about 180 million tons. I would ask you what was the logical basis for having come to the conclusion that there would be an increase of 30 per cent in passenger traffic, because if you take the figure of 1950-51, you will find that the total number of passengers originating in first class railways was about 127.9 crores and I find that in 1955-56 the total number is 127.5 crores. That means over the five year period the number of passengers originating has gone down. Why then in this context do you expect that there would be a 30 per cent increase in passenger traffic during the Second Plan? What was the basis? Has any forecast been made from the experience of past years as to how passenger traffic will develop?

Then I ask how was it that the railway administration came to the conclusion, apart probably from taking into account the increased demands of the Second Plan, that the goods traffic would be 180 million tons? Had they any forecast, or did the railways know from experience that they would be

able to build up capacity to that extent?

The figure was reduced from 180 million to 160 million tons because of shortage of funds. The Planning Commission reduced their allocation from over Rs 1400 crores to Rs 1125 crores and therefore the programme was also cut down. But even for moving a traffic of 160 million tons, the railways have calculated that they would require over a lakh of wagons.

I would like you to project into the Third Five Year Plan, if anybody has thought about it. At the end of the Second Plan there would be on lines over three lakh wagons. If our increase in traffic has been of the order of let us say 24 per cent from 1950-51 to 1955-56 and if it is expected that our goods traffic will increase by about 40 per cent during the Second Plan even at the reduced figure of 160 million tons,—if we are taking 180 million tons the increase would be about 58 per cent—if you project that into the Third Plan, it would mean increase in goods traffic of 60 to 70 per cent. If to move 40 per cent more traffic you require 45 per cent more wagons, then to move 60 per cent more traffic in the Third Plan you would require 70 per cent more wagons, that is more than over two lakh wagons. But have our railways the capacity to put on the line in addition to more than three lakh wagons that we shall have at the end of the Second Plan two lakh more wagons? If we have not got that, then what I want to know is if there is any organisation in the railway administration to think out what our problems would be later on, and whether there would be necessity of changing our attitudes to the size of locomotives, wagons and so forth.

What I wanted to say was that I have a feeling that there is no organisation, no cell in the railway administration anywhere to think out our development plans, and that is not good for the country. Many of our plans will founder on the ability of the railways or the transport organisation to carry the traffic that would

be originating My suggestion therefore would be that there should be a member in the Board specifically engaged in planning work There should be a member for planning, research and statistics

Our railway statistics are also not very good We get certain statistic I have been reading the reports of the Estimates Committee They have suggested many things and those things have not yet been done Further, our statistics do not give us any idea as to how traffic or any other thing in future will develop If I now ask the Railway Minister as to what he expects in future, has he got the statistics as to what will be the traffic at the end of the Second or the Third Plan? Has he got the machinery to tell me that? What the railway administration has been doing has been to go ahead in an ad hoc manner A problem arises, they settle it, but that is not the way in which we should proceed in dealing with such an important service as the railways, particularly as there does not appear to be the possibility of developing the roadways to any very large extent with a view to relieving the burden that may be placed upon the railways

The second point that I want to place before you is the question of the size of the zones That question was examined I believe, by the Efficiency Bureau and their results are also stated in the Estimates Committee Reports If the work-loads have increased, what is the sense in keeping the zones as they are today?

16 hrs

I do not know if it is a question of prestige and Government want to say that they have already 6 or 7 or 8 zones and there will not be any increase in the number of zones It is not a question of prestige, it is a question of operational efficiency, because with that there is another question which I wanted to suggest and that was the question of the devolution of authority to lower levels But devolution of authority will not serve

any useful purpose unless the zones are made of adequate sizes, sizes which, for example, a General Manager or Traffic Manager or whoever is head of any service can adequately look after and also service Unless we do that I do not think devolution of authority by itself will be of much use—although there has been a complaint that there is too much standardisation today in the railways, standardisation which is effected at the highest level and does not take into account local variations But for local variations to be taken into effect, I believe it is necessary that the size of the zones should not be too large

A zone of 5000 or 6000 miles would certainly be considered to be too large and as pressure is increasing with development of the plan and large schemes are taken in hand, I think it is necessary that the hon Minister should devote his attention to this problem and not stand on prestige if necessary, the size of zones should be cut down

It has been a very good decision of the hon Minister to carve out a new zone in the Assam region I think that would make work more efficient in that part Similarly in other areas also, the zones should be cut down to a sizeable figure

The last point I want to bring forward concerns the difficulties which probably the Railway Acts and codes sometimes present and the need that may arise for a revision of those things We very often receive demands which we also voice that overbridges should be constructed at railway level-crossings because of the inconvenience caused to people in crossing the line Very often the answer is that the railways are responsible only for construction of the bridges but the approaches to bridges should be maintained either by the public or by the district or local board But the district or local board may not have funds, whereas the railways may have But the railways do not proceed because I believe that before proceeding, these rules and regulations have to be observed and fulfilled

[Shri Bimal Ghose]

Similarly, there may be schools which need developing and railways may have land which they can give away at nominal cost. But probably they cannot do this because the rules and regulations stand in the way. The rules and regulations and codes were framed at a time when the railways were not national concerns. They were private concerns and those rules were framed with a view to protect the interests of private concerns. Now the railways are nationalised property and, therefore, our conception in this regard should change, and whatever stands in the way of undertaking desirable developments or desirable projects should be removed.

I would, therefore, request the Minister to give his attention to this question so that at least this question of building overbridges at congested roadways may be taken in hand with greater expedition.

I do not intend to bring up local issues at the moment because I believe I shall have an opportunity to do so when we are discussing the construction of new lines. But before I sit down, I would like to mention one or two lines which require to be constructed in West Bengal. It is on the border between West Bengal and East Bengal. I would stress the need for railways to link up the Balurghat, Malda and Dinajpur area. There is a station at Hili which has fallen in East Pakistan but the hinterland is in West Bengal. The crop that is raised there, fruits—mangoes and other things—cannot be easily shifted from there. So it is essential in the interest of the economy of that region that these areas should be linked up.

There was also the question of building the Basirhat-Barasat railway. I would like to know what has been done about it. Certain assurances were given in this regard. I will have an opportunity to refer to this later. Therefore, I do not want to take more time now.

श्री का० न० पाठे (हाता) सभापति महोदया, प्रश्न: चौडे दिन पहले हम लोगों के सामने यह बात आई थीर हमारे प्रेसिडेंट महोदय ने भी इस बात को स्वीकार किया कि उत्तर प्रदेश के पूर्वी जिलो तथा बिहार की हालत खाद्यान्न का दृष्टि से खराब है और यही वजह थी कि माननीय खाद्य मंत्री ने अपने दफ्तलय के सिलसिले में इस बात पर जोर दिया कि वहा पर लोगो का मदद के लिए भ्रम भेजना चाहिए। लेकिन मैं यह देवता हू कि जहा सरकार यह समझती है कि पूर्वी जिलो को तथा बिहार को खाद्यान्न का अत्यन्त खरूरत है वहा रेलव का तरफ से उस खाद्यान्न को पहुंचाना का क्या इतजाम है, इसे देख कर मुझे आश्चर्य होता है। उदाहरणार्थ मैं आपको बतलाऊ कि पूर्वी जिलों में देवरिया जिले और बनारस जिले के बीच में बड़ी गडक नाम की एक नदी बहती है। प्रपेटो के जमाने में वहा पर एक पुल था। वह पुल काफ' असी हुआ बह गया पर इस राष्ट्रीय सरकार के जमाने में उस पुल को फिर से बनाने की कोई खरूरत नहीं समझी गई। अगर गवर्नमेंट की तरफ में इस बात का इतजाम होता है कि वहा पर खाद्यान्न पहुंचाया जाय लेकिन अगर आपके पास आदर तक साधन नहीं है कि जितने वह भ्रम उन जगहो पर पहुंच सके तो फिर इस तरीके की व्यवस्था करने में गबलिक का कोई लाभ नहीं होगा। उधर रेलव नहीं है और अच्छी सड़के जिनके द्वारा वहा पर सामान पहुंचाया जासके उनका भी वहा पर अभाव है। और मैं आप के नोटिस में यह लाना चाहता हू कि वह एक ऐसा क्षेत्र है जहा पर बराबर बाढ आता रहनी है और बरसात के जमान में वहा पर आसानी से लोगो का पहुंचना कठिन हो जाता है। सरकार को याजना है कि अस्तूबक तक काम बाने क्षेत्र को गल्ला दिया जाय पर बरसात में वहा भ्रम कौने पहुंचेगा हूय बात स हूय चिन्ता होती है। विशेषकर देवरिया के उत्तरो हिस्से से लेकर के चम्पारन तक भ्रम पहुंचाने की क्या व्यवस्था होती है भ्रमो नहीं मानम। अगर वह भ्रम मुजबफरपुर

से हीकर के भाता है तो निश्चय ही उस पर जो किराया बढ़ेगा, उस का घसर भ्रम के भाव पर पड़ेगा ।

दूसरी चीज में आपके सामने यह पेश करना चाहता हूँ कि जब हमारे पूर्व रेलवे भन्नी श्री लाल बहादुर शास्त्री ने तो उनके जमाने में पूर्वी जिले में एक ऐसा खिस्ता है जहाँ पर रेलवे लाइन बनाने के बारे में सर्वे हुआ था । योजनानुसार उस लाइन को बड़होज, रूद्रपुर, पडरौना, खड्डा सिसवा होते हुए निचलीर तक जाना था । लेकिन हम देखते हैं कि इस नये प्लान में उसका कोई स्थान नहीं है

श्री जगजीवन राम प्लान उन्ही के जमाने में बना था ।

श्री १० ना० पांडे उस समय सर्वे हुआ था । हो सकता है कि प्लान भी उन्ही के जमाने में बना हो । मेरा उस का जिक्र करने के तात्पर्य यह था कि यदि किसी नई लाइन के बनाने में आप को कठिनाई है तो आप पबलिक को यह समझाइये कि हमारे पास इस बात की कमी है जिस के कि कारण अमुक रेलवे लाइन हम नहीं निभाल सकते और इस तरह पबलिक भी उस को अच्छे तरीके से समझ सकती है । ऐसा न होने से जब पबलिक यह देखती है कि सरकार अमुक लाइन बनाने को जरूरत महसूस करती है और उस का सर्वे भी करा चुकी है फिर भी जब वह उसको प्लान में नहीं देखती है तो उस को बड़ा कष्ट होता है । इसलिये मैं अभी महोदय से भर्ज करूंगा कि भले ही यह प्लान शास्त्री जी के समय में बना हो, आप भी इस बात की जांच कराये कि वहाँ पर इस रेलवे लाइन की अत्यन्त आवश्यकता है या नहीं । जहाँ रोड्स भी पूरे तरिके से नहीं हों और इस रेलवे लाइन बनाने का काम भी स्थगित कर दिया जाय,

तो मैं पूछना चाहता हूँ कि वहाँ पर जो यह गल्ला पहुँचाने की समस्या है और इस के अतिरिक्त दूसरी कठिनाइयाँ जो जनता के सामने हैं उन्हें हल करने में सरकार किस तरीके से कामयाब हो सकती है ? मेरी तो भर्ज है कि मन्त्री महोदय इस बात का ख्याल करे कि उन हिस्सों में जहाँ की सिन्चुएगन भलार्मिंग हैं, और जहाँ सरकार लोगों को सहायता पहुँचा रही है, वहाँ मोन्स आफ ट्रान्स्पोर्ट ज्यादा हो ताकि चीजें सुविधानुसार पहुँच सकें ।

दूसरी चीज मैं यह भर्ज करना चाहता हूँ कि कई स्थानों पर जहाँ गाड़ी तीन या पाच मिनट ठहरती है, सरकार ने ऐसी व्यवस्था की है कि वहाँ पर डिब्बों के अन्दर की सफाई हो सके । वहाँ पर माइन बोर्ड भी लगा हुआ है कि यहाँ पर फ्री सर्विस है, मुफ्त सफाई होती है । सवाल यह है कि चूँकि गाड़ी कुल तीन या पाच मिनट ठहरती है अतः सफाई करने वाले केवल तैयारी ही करने रह जाते हैं जब तक गाड़ी छूट जाती है और कमरे साफ नहीं हो पाते । नतीजा यह होता है कि बहुत से कम्पाटमेंट्स जो शुरू में गन्दे चलते हैं, वह वैसे के वैसे ही चलते जाते हैं । मैं समझता हूँ कि जहाँ पर यह साइन बोर्ड लगे हैं कि सफाई मुफ्त होती है, वहाँ पर ऐसा इन्तजाम करना चाहिये कि वह चरितार्थ भी हो सके । इस काम के लिये कौन प्रादमी जिम्मेदार हैं, डम भोग भी आप को देखना चाहिये ।

मैं अभी हाल में इत्तफाक से लखनऊ से गोरखपुर थर्ड क्लास में गया । जब लखनऊ से गाड़ी चली तो मैं क्या देखता हूँ कि पखे का आधा हिस्सा जो ऊपर सामान रखने की जगह होती है उस पर रक्खा हुआ है । किसी को इतनी फुर्त नहीं है कि उस की मरम्मत करा सके । मैं समझता हूँ कि जहाँ सरकार चाहती है यात्रियों को सुविधा प्रदान की जाय, वहाँ उस को इस और भी ध्यान देना चाहिये

[श्री का० ना० पांडे]

कि किस की बजह से यह सुविधायें यात्रियों को नहीं मिल पाती हैं और वह कौन से इस को देखने वाले हैं जिन को स्लैकनेस से यह बातें कार्य रूप में परिणत नहीं हो पाती हैं, जिसे लोगो को शिकायत होती है ।

श्री एक आई ने कहा कि एक जगह दो यूनियन हो तो उन दोनों का मान्यता देनी चाहिये । मैं समझता हूँ कि इस सम्बन्ध में सरकार का जो रुह नानि है कि एक यूनियन को ही मान्यता देना चाहिये वह बहुत अच्छी है । इसलिये कि अगर यूनियन किन्ती शर्ता पर सही पहले में एक हो जाता है और मिल कर मजदूरों का मागो का सम्बन्ध है, तो उस का बजन ज्यादा होता है और उस में सफलता भी ज्यादा हो सकता है । अगर सरकार दो यूनियन शुरू ले मान कर चलाता तो आगम में कम्प्लेक्सन पैदा होगा और दोनों एक दूसरे से बढ कर मजदूरों का हमदर्द हानि का दावा करेगा । नतीजा यह होगा कि मजदूरों का मागो पूरी नहीं होगी और नाम रागब होगा । इसलिये जो दो यूनियन का मुझाव दिया जाता है वह प्रैक्टिकल मायम नहीं होता । हम भाट्ट यूनियनिस्ट हैं, हम तरह का बातों का राज देखते हैं । आज रिनिस्ट्रि का तरफ में एक यूनियन बनना तो जा प्रयास हो रहा है उस में हम सब को योग देना चाहिये और मैं समझता हूँ कि ऐसा काम काट कठिनाई नहीं है बगैरे वहाँ राजनीतिक विचारधारा को ले कर लागू सामन न आय । वह हम दाँट से श्रां कि उन का मजदूरों का महायना करना है । अगर वह इस दृष्टिकोण को ले कर आयेंगे कि उन का दलगत राजनीति के हित में काम करना है, तो मगठन बिगड जायगा । पर यदि वे राष्ट्रीय दृष्टिकोण में काम करेगा तो उन्हें जरूर सफलता मिलेगी ।

मुझ केवल इतना ही कहना था और मेरा ब्याल है कि मन्ना जी इन सब बातों पर गौर करेंगे ।

Raja Mahendra Pratap (Mathura):
I wish to bring a few points before

the House There have been very fine speeches and many good suggestions have been made. I do not think I can give a better account, but I have to bring to the notice of the House the complaints and grievances which I have received At Mathura Junction coolies had to strike and go on hunger strike I went there and by the grace of God settled the matter But the causes of the hunger strike are still there The coolies are not satisfied because a certain man by name Shri Munna who was removed from service for a small mistake has not been reinstated This is another instance of the continuance of the bureaucratic mentality, or the *burra sahib* approach which still persists in our government departments I am sure the hon Minister will look into this matter

I have received a complaint from Moradabad People who have served the Railway Department for a long time and have retired are not given pension while people who have only recently taken up work are given pensions and all facilities This is a matter which concerns men who have served you well and should be looked into seriously

Then my people from Brindaban, the holy place of Vaishnav religion, have asked me that I should insist and persist and repeatedly bring forth the necessity of constructing a railway bridge Because of lack of a railway bridge whenever there is a flood the waters enter the town of Brindaban and certain portions of Mathura town and cause a great deal of damage If a railway bridge is constructed at Brindaban there will be no floods in Brindaban and Mathura The suggestion is that the railway line which comes from Mathura to Brindaban—it is a metre gauge line—should be extended to Aligarh Then there will be a bridge and the line will pass through a well populated area and also bring good income to the exchequer. Another suggestion is that that line may be connected with the station of Jalesar.

I just bring this suggestion before the hon. Railway Minister.

I honestly believe that the Railway Department is much better managed than any other Department of Government. I am very much satisfied with the conveniences they give. I have always found the railway servants very obliging. At any rate they always attend to me, I do not know about others.

There have been some complaints that nowadays the trains are late. My train was also late. I left Dehra Dun for Bombay on the 6th by the Express, the train got late but I was glad that the train was late. While the scheduled arrival time of the train was 6.45 it arrived at about 8 o'clock. So I could wash myself and I was very thankful that the train was late. But it is unfortunately a fact that nowadays trains are late. When I returned from Bombay the Punjab mail also got late by an hour. I hope the Railway Department will look into it.

Another point which I wish to bring to the notice of the Railway Minister is that when I was going to Bombay three persons fell from the train. One man was standing on the footboard and he fell, nobody knew of it till the train reached a station. The train had to be backed for some distance. That was very considerate of the Railways. But the man fell because the compartment was overcrowded and he had to stand outside. I might say that this is a universal fact that trains are very crowded all over our country.

I may also bring to the notice of the House a little matter. It sometimes happens that some people get ill in certain areas because the air of that area or the climate does not suit them. The Railway authorities should take this fact into consideration and if some people get sick and want to be transferred, facilities should be given to them because

every individual who serves the Railways is doing some service and if he gets ill, it means that the Railways suffer and the country also suffers. So, I beg the Railway Administration to be very considerate in such cases where persons get sick.

When I was coming from Bombay—I do not know how they came to know that I was in the train—a man from Kalyan, serving as an assistant driver came and told me that a few days ago, a man was suspended—perhaps he might be dismissed—simply because he spoke of rules. He had already worked for 12 hours as a driver and when they asked him to work for one more hour he said: 'Look into the rules; I have worked for 12 hours and you cannot ask me to serve longer than that'. The officer got angry and said: 'You disobey me; therefore, I suspend you'. This is again an instance of the bureaucratic way, the *burra sahib* idea. I hope the Railway Department which is so well managed will also take into consideration such little matters.

I am bringing another point to the notice of the House. The vendors in different railways are really suffering. They are forced to give bribes. I found that at Mathura junction and Dehra Dun junction. A vendor came to me and said: We have to pay Rs. 20 and Rs. 30. If it is a fact—I do not say it is a fact—you investigate into the matter and find out—if it is a fact, then it is very serious. A man who takes a contract from you for only Rs. 500 or Rs. 600 per month gets an income of Rs. 4,000 per month. I think many ex-landlords will be very envious of this man getting Rs. 4,000 a month or Rs. 50,000 a year. This has to be investigated. I think it is a general complaint. From Ludhiana also I received a similar complaint. I find that you have a certain remedy for this but you are not extending it to all places. I heard that you have been very kind to establish some sort of co-operative at Ghaziabad. This can be introduced

[Raja Mahendra Pratap]

at other places also like Dehra Dun and Mathura Why should there be any contractor? If vendors are themselves prepared to organise into a co-operative, it is a very good idea The Government speaks of socialism; I speak of morality and religion and not of socialism In any case, the object is the same We go through morality and religion and you go through the new names of socialism and other things All the people must be made to work for all the people to make all people happy

I think, I have spoken enough They are economising in money and I economise in time Thank you very much

Mr. Chairman: Shri Guha

श्री महादेव प्रसाद (गोरखपुर—रहित—अनुसूचित जातिया) गोरखपुर डिवीजन में बास गांव तहसील है जो कि बरसात के समय चारो तरफ से पाना से घिर कर एक टापू सा बन जाती है। वहा पर बहुत समय से रेलवे लाइन बनाने की स्काम चल रहा है।

Mr. Chairman Is the hon Member raising a point of order? I cannot hear him I have already called Shri Guha

Shri A. C. Guha (Barasat) I had no intention of participating in this debate nor do I like to make a long speech. But I should like to mention a few points and I would expect the Railway Minister to give some clarification This is about the Sealdah section of the Eastern Railway I think that is a most neglected section of the Indian Railways Just some time ago, a lady Member from that side was speaking about the step-motherly attitude of the Railway Board to some Railways in southern India. But, I think that that accusation could more correctly apply regarding the Sealdah section

Sealdah is the busiest railway station if not in the whole world, at least in India It has got the largest number of trains coming in and going out and has the largest passenger traffic Sealdah is also a border station

catering to the Indo-Pakistan border on the eastern side So, it has got a strategic importance also The line starting from Sealdah station up to its ramifications on the eastern side of the Ganges is the most neglected line and the trains are running most irregularly It is not a rare occasion when the passengers create some trouble because of the irregular running and lack of amenities along the line Of course, I do not and I cannot support the attitude of the passengers taking the law into their own hands But, I hope the Railway Ministry will try to understand their position They are mostly daily passengers, they have to attend office at regular hours and due to irregular running of trains they have sometimes to go late and they are likely to lose one day's pay or be penalised otherwise

Shri Shahnawaz Khan: Cham-pulling is common

Shri A. C. Guha: Cham pulling is not so common on that side as on the other side, the western side of the Ganges, mainly in the State of the hon Minister of Parliamentary Affairs and also the Minister of Railways I think Bihar has more specialised in that respect I hope the Railway Minister will try to realise the difficulties of the daily passengers when trains run late and appreciate their position and improve matters there

There is a proposal to electrify this section also This year's budget contains only a token grant of about Rs 20 or 25 lakhs for the electrification of the Sealdah section I do not understand the idea of putting such a paltry sum for the electrification of the entire Sealdah section As I have already stated, this section extends up to the Indo-Pakistan border—Petrapole-Bongaon and Gyada-Banpur-Ranaghat Apart from the heavy passenger traffic, these two lines have got strategic importance also Though India may be a peaceloving country. I have not the slightest intention ..

Shri B. S. Murthy: Why are you doubting it?

Shri A. C. Guha: No, no. I do not. We have not the slightest intention of entering into any conflict with any country. Still, I think the Government should keep its railway communications ready for any emergency on that side of the country. I would humbly request the Railway Minister to see that the electrification comes up to Petrapole on the Bongaon side and Banpur-Gyada on the Ranaghat side.....

Shri Jagjivan Ram: Covering your entire constituency.

Shri A. C. Guha: That is accidental that it is in my constituency. I shall go beyond my constituency; I am not limiting my remarks to my own constituency. I am not so parochial.

Shri Feroze Gandhi: He is enough to electrify his constituency.

Shri A. C. Guha: Maybe, but not the railway lines nor the Railway Minister. So, I would request the Railway Ministry to see that the electrification scheme goes up to the two border stations

I also do not know whether their idea is to have only one track line. The heaviest of the passenger traffic is on the Sealdah section. After electrification, the trains would run like shuttles, after every ten or fifteen minutes and it would be very difficult, if not impossible, to have such quick service without double lines. Their idea is, I believe, to keep the single line as at present. But, I hope the Railway Minister will examine this aspect also.

I now come to the amenities. I think you, Madam, also have some experience of the amenities available there because your constituency also lies in that area. You will corroborate me as regards the amenities available there. It is the worst line in this aspect. There is hardly any refreshment room, hardly any waiting room, particularly for ladies and women ... (Interruptions)

Mr. Chairman: The hon. Member need not be disturbed.

Shri A. C. Guha: I want a waiting room for women...

Mr. Chairman: That is all right. You mentioned two categories and that has led to some remarks.

Shri A. C. Guha: There are two words connoting two categories in the English language which I cannot avoid. I am using that language. So I used both the words to cover the entire community.

As you know, this area has the largest concentration of refugees. Though ill-planned, several refugee colonies have developed and there have been many townships along this line—Tahrpur, Kalinarayanpur, Gayespur, Habra and so many of them. Habra is a growing township and the present population would run to 50-60 thousand people. There is one station in Habra Bazar but there is no railway station for the new township that has been developed by the Rehabilitation Ministry—I mean the Asoka Nagar. For the last few years, they have been representing their case to the Railway Ministry and I have also interfered on several occasions but it has not been possible for me to make the Railway Ministry take the work of the railway station for Asoka Nagar. I hope that this case will be considered now or at least I would like to be informed how the matter stands.

Shri Jagjivan Ram: It is very near Habra Bazar; I have seen it.

Shri A. C. Guha: It would be about two miles.

Pandit Thakur Das Bhargava (Hissar): There are fifty miles ...

Mr. Chairman: Order, order. The hon. Member may kindly address the Chair.

Shri A. C. Guha: I am addressing the Chair and you should rather admonish these old gentlemen sitting on this side.

As regards the overbridges and level crossings also, some special attention should be given. Last year, I took the then Railway Minister, Shri Lal Bahadur Shastri to an area near Ranaghat. His car and mine also had to wait at the level crossing near Ranaghat station for more than half an hour. Then, Shastriji could of course realise and he promised that he would try to do his best. Somehow, after coming to Delhi, I think he should have forgotten or some technical or departmental difficulties might have come in the way of putting into practice the idea which he entertained then.

In this connection, I may mention a few more places. Our approach to Habra town or Habra Bazar is through Jessore Road. There are three level crossings on the Jessore Road, within one mile and we have often to wait for more than half an hour, particularly in the evenings when the traffic is the heaviest and we have to pass through at least three level crossings through which the same train passes. I think by a new alignment that at least this can be avoided, and the number may be reduced to one; so that in some not very distant future, we may expect to have one over-bridge on that level crossing. If there are three level crossings, I do not know whether the Railway authorities will ever consider constructing an over-bridge over each of them.

At Barasat also there should be some over-bridge near the railway station.

I would also like to refer to the Barasat-Basirhat line in which, Madam, you are also very much interested (*Interruption*). I must evoke the protection and support from the Chair in every way. We are here technically to convince the Chair with regard to our points; we

are not to address the Ministry or the Ministers and, therefore, if I make any particular appeal to the Chair I think the Minister or members should not object to that.

I do not know what the position is with regard to the railway line that I have just mentioned, and when it is going to be constructed. At least we may be told when the work will be seriously taken in hand and completed.

Shri T. B. Vittal Rao: Rs. 10 lakhs has been provided this year.

Shri A. C. Guha: Rs. 10 lakhs won't do anything. That information gives me a somewhat depressing effect. I hope the Railway Minister realises the difficulty experienced by the people of that locality. The entire passenger and goods traffic cannot properly be served by road transport. Therefore, I think some special attention should be given to this line.

I do not want to take any more time of the House. As I said, it is not really a speech on the Railway Budget. I only wanted to point out some of the difficulties the people on the eastern side of Ganges have been feeling. I wanted to invite the attention of the Minister to that most neglected railway section of India. I hope the hon. Minister and the Railway Board will give due consideration to all these points.

Shri Narayanankutty Menon: Madam, my object of speaking a few words regarding the Demands for Grants under the Railways is to bring before the forum of this House the policy that has been followed by the administration for the last few years against one million labour employed by the administration.

The State in India forms the biggest employer in the country, and discriminating inside the State the Railway Ministry forms the biggest organisation employing about a million people under it.

We are almost tired, in this House and also outside, when we hear that the socialistic pattern of society is being steam-rollered round under the auspices of the State, and when you have a look around the railways, Madam, you will find how the socialistic pattern of society is being steam-rollered on one million railway workmen. If you will look to the labour policy that has been pursued by the Ministry for a few years in the past, you will be convinced that the Railway Administration has taken such a bureaucratic attitude both towards the workmen and also the trade unions that in a hundred years to come the workmen shall never realise that this Railway Ministry and also the Government are only having a dream of the socialistic pattern of society.

With particular reference because of want of time I am drawing the attention of the House to the manner in which justice in the twentieth century has been meted out to the railway employees by the Ministry. It is true that under article 311 of our Constitution there is an extraordinary clause whereby the President of India can dismiss a workman without assigning any reason. If you go through the proceedings of the Constituent Assembly assurances have been made by the draftsmen of the Constitution that this particular clause is meant for use in times of emergency. I do not know whether it is the case of the Railway Ministry or the Government that a state of emergency started in the Union of India in 1950 and in 1957 the state of emergency continues. There are hundreds of cases where workmen have been told without any reason to go out of their jobs for no fault of their's.

Shri Jagjivan Ram. I would like to have even one dozen such cases.

Shri Narayanankutty Menon: I am prepared to give the hon. Minister more than hundred cases, and if I fail to give hundred cases where the Administration has used the extra-

ordinary powers under article 311 I am prepared to withdraw the charge that has been made.

Going back to the most notorious case, the Madras case of a railway engineer, Shri Anantanarayanan, the charge-sheet that was served by the Railway Ministry, by the authorities of the Southern Railway, gives very interesting reading for people in India in 1957. What were the charges for which a railway engineer was being sought to be dismissed by using this extraordinary power? Fortunately enough, there was the High Court under the Constitution and that engineer was capable enough of approaching the High Court, whereafter the High Court crashed those charges.

I should like to remind the Members of this House that one of the charges was that he was having connections with the Polit Bureau of the Communist Party of India. The second charge was that he attempted to collect certain funds in connection with elections in order to give that money to some of the political parties. When he challenged the Administration to prove one of the charges, the Administration was cowardly enough not to give a charge-sheet to him and conduct an enquiry but using these extraordinary powers, where the employee cannot talk that way and the Administration can talk this way, he was sought to be dismissed. On the very caustic observation made by the Madras High Court we were all thinking that it would create sense in the Administration and that such things would not happen in future, in 1957 where we all boast of liberty and that in this Republic of India every citizen could get justice from the hands of anybody.

2000 years ago the principle of jurisprudence was evolved even in countries where much of democracy did not exist, that a man shall not be condemned unless he was told on what offence he was guilty. But today it is happening. People are being dis-

[Shri Narayanankutty Menon]

missed. What is the reason? The extraordinary powers of the President are brought in I submit, these extraordinary powers which are not at all in consonance with the basic principles of democracy, the basic sentiments expressed in the fundamental rights of the Constitution, shall not be evoked unless we pass through an emergency, and nobody dare say that we are passing through such an emergency at present.

Apart from the cases of individual employees in whose cases these extraordinary powers are used, if you look back to the policy of the Administration towards the trade unions in the Railways, in the most polite language it cannot be anything but 'disgraceful'. It may be that in a Railway the workmen did not choose to have the flag of the ruling party. It may be that in a Railway the workmen did not choose to have leaders who have got the blessings of the ruling party. Because the workmen did not choose the leadership of those who have got the blessings of the railway overlords the Government refuses to recognise their union, refuses to negotiate with them. What is the result? The result is what has been told before 1947 by those who are sitting opposite. If the workmen are not given a legitimate road through which their grievances may be settled, they will wait for years to come but there shall come a time when, because there was no other go, the workmen will simply spurt. It has been the experience the world over

If the grievances of the employees are not properly listened to, a time shall come when the grievances are redressed not in such a democratic manner as we all wish but in a very undemocratic manner as happened in Kharagpur. When I mention the incident at Kharagpur, it was not an incident where some railwaymen were violent enough to engage in those activities. It tells stories, on the mere hearing of which tears shall

fall down the eyes of any man who has a heart to feel, about the state of affairs there; for how many days months and years the workmen of Kharagpur sought an interview with the General Manager to get their grievances redressed. Is it so much condemnable that workmen who have not got any other channel to get their grievances redressed should go on strike and that strike results in violent activities? I wish to refer to the case of the Southern India Railway Labour Union. This Union is an organisation which can prove—it has proved—that it represents the majority of the railwaymen there. In the last session of the first Parliament, an assurance was given to an hon. Member on this side that the question of recognition of the Southern India Railway Labour Union would be looked into and some action taken, but many months have passed and no action has been taken. If at all the railway administration feels that a particular union or federation is not representative enough and if the federation or union comes and challenges that we have got more members and we are the majority union, why not the railway administration take some steps to see which is the more representative? Unfortunately, no steps are taken to recognise that aspect and settle the controversy as to which is the representative union and what is the resort of the workers to settle their grievances. In many other places, the Labour Ministry of the Government of India goes out and says, 'follow the path of negotiation and settlement, do not go on strike, national production will be endangered. If the workmen go on strike, they shall be answerable to the nation.' I ask him, if railwaymen strike work, they impede production and they shall be answerable to the nation. If the Railway Ministry obstruct the workmen from having their grievances redressed and force them to go on strike, to whom shall the Railway Ministry be answerable? Are they not answerable to the nation? Therefore, the path of settle-

ment, the path of negotiation and democratic functioning should be allowed to the railway. The past policies should be retarded and more consideration should be given. Everybody speaks often that during the second Plan period, production is more important and communication should not be disrupted; man-days should not be lost and so on. If you are really earnest about it, recognise the union in which the majority of the working class have got confidence and thereby try to settle the matters in right earnest.

The last point I will bring to the attention of the House is what has already been stated by hon. Members in the past, namely, opening of new lines. Even though I may not accuse that an attitude of step-motherliness has been pursued, as far as the South is concerned, there have been very glaring cases where lines requiring top priority from industrial and other points of view have been completely neglected. A line has been suggested by an hon. Member on my right, namely, the Satyamangalam-Chamarajanagar line. Even though that lies in the Mysore State, a very huge area, the entire peninsula is going to be benefited if that line of 58 miles is completed. For ten years, the matter has been hanging fire.

Shri Dasappa (Bangalore): For a much longer period.

Shri Narayanankutty Menon: I agree with the hon. Member. The port of Cochin has not at all developed for the last 20 years because it could not get the trade from the peninsula and because there is no connecting line from the central plateau. If this 58 mile-line is completed, the port of Cochin could get the entire coal trade from the Mysore area. The entire coal which is to be exported from the mining area in Mysore now has to be taken to the port of Madras and because of too much congestion in the port of Madras, the coal remains in

Madras for months together. Here is the port of Cochin which wants to develop and which can relieve the congestion of the Madras port if only priority is given to this 58 mile-line. But the railway administration does not see to it. On the other hand, when political considerations come, priority is given.

In conclusion, I wish to point out that there are thousands of workmen thrown out of employment in the railways. The railways maintain out-agency departments in many places and the work that is being done by the workmen in the out-agency departments is a permanent recurring work of the railways. But still the Railways continue to give yearly contracts to these out-agencies, and these workmen who have been working with the railways and under the railways as railway employees under the contractor for years and years are thrown out of employment every year and left to the mercy of the contractor.

When the Planning Commission has categorically recommended, when the Labour Ministry of the Government of India has condemned contract labour as not befitting our own civilization, why are the Railways giving contracts to some contractors in every part of India and throwing thousands of workmen at the mercy of the contractors? The Railway Ministry owes an answer, because one part of the Government says that there shall be no contract labour and there shall be no exploitation by contractors, but another part of the Government, the Railway Ministry, are giving contracts to contractors and throwing railwaymen out of employment every year. Therefore, this giving of yearly contract and termination of yearly contract to the out-agencies should be stopped, and these thousands of workmen who have been with the railways for years together should be protected and they should be absorbed.

[Shri Narayanankutty Menon]

I will conclude in a minute. I may refer to the case which has been hanging fire for many years, the case of the Barsi Light Railwaymen. During the last session when the question came up during the discussion of the Industrial Disputes Act Amendment Bill, the hon. the Labour Minister was pleased to assure the House that the injustice done to the Barsi Light Railway employees will be mitigated and justice done to them. But unfortunately the injustice that has been done by the negligence of the Railway Ministry and also the Labour Ministry has not been mitigated. The company which terminated the services of those employees has gone away with Rs. 8 lakhs in respect of which the Bombay High Court had given an injunction that it should not be taken away. It has flown away from the country because of the negligence of the Railway Ministry. The workmen are not complaining because it cannot be got from the foreign company. But they have served the Barsi Light Railway for years. They have their service and you should absorb those workmen into your own railway system. When you are taking over the Barsi Light Railway justice demands that credit for the past services should be given to them. I appeal to the hon. the Railway Minister that the services of the Barsi Light Railwaymen may be considered and the assurance that has been given before the House may be fulfilled.

पंडित ठाकुर बाल भार्गव (हिमार)

सभापति महोदया, मैं हाउस का ज्यादा धक्का नहीं लेना चाहता सिर्फ एक दो बात अपने इलाके की बाबत मैं आप को मदद करने का आग्रह करना चाहता हूँ।

अभी आनरेबल मेम्बर साहबान ने नेगलेक्टेड इलाको का यहाँ पर जिक्र सुना। इलेक्ट्रीफिकेशन और डबल ट्रैक का जिक्र सुना। उन्होंने ने यह भी कहा कि साउथ की तरफ रेलवे मंत्रालय ने बहुत कम तवज्जह दी है। लेकिन मैं इस मौके पर उस नेगलेक्टेड

ऐरिया और बैकवर्ड ऐरिया का जिक्र करना चाहता हूँ जिसे कि अन्दर पचासों मील तक कोई रेलवे नहीं है और जहाँ कि लोगो ने रेलवे इज्जत तक नहीं देखा है और जो कि हिन्दुस्तान की राजधानी के ऐन नजदीक है, दिल्ली से १०० मील के रेडियस में यह इलाका इतना नेगलेक्टेड है कि शायद हिन्दुस्तान का और कोई इलाका इतना नेगलेक्टेड नहीं होगा।

जनाबवाला मैं आप की तवज्जह इस रेलवे लाइन की तरफ दिगाना चाहता हूँ जो लडई के दिनों में रातव में पानीपत तक जाता था वह और रेलवे लाइनों के साथ बन्द कर दी गई थी। हम देखते हैं कि सारी रेलवेज हिन्दुस्तान की जहाँ डिस्मीटेड था वह एक एक कर के गवर्नमेंट हाई गईं लेकिन यह रेलवे लाइन आज ५० वर्ष लाइन को आये अभी तक स्टार नहीं हा सकी। हम में यह वायदा तो किया गया था कि हम इस रेलवे को स्टार कर दग लाइन बनाया यह है कि आज तक वह रेलवे लाइन स्टार नहीं हुई है। गारे हिन्दुस्तान भर में वह रेलवे लाइन बैकवर्ड और नेगलेक्टेड इलाका है और यह अफगांस का मकाम है कि उस इलाके का वायदा न तो सैदा गवर्नमेंट और न पंजाब गवर्नमेंट कोई गारंटी करती है। यह हरियाणा राजन गोट फोर्नि और पंजाब स्टेट रोजन है और मेन्टर गवर्नमेंट और पंजाब गवर्नमेंट कोई भी इस का परवाह नहीं करती।

इस के अलावा मन् १९२६ में जब मैं इस गोट में आया था तब उस समय एक रेलवे लाइन राहतक में भिवानी तक चलाने के वास्ते सर्वे हुआ था और उस समय उस पर ३ लाख रुपये खर्च हुआ था यह चीज रेकार्ड में आ गई कि अब यह रेलवे लाइन बनेगी। यह इलाका ऐसा है कि जिस के अन्दर एक रेलवे लाइन बनाना ऐकनामिक प्वाइंट आफ व्यू से बिल्कुल जस्टिफाएबल है लेकिन आज उस को सर्वे हुए २६ वर्ष होने को आये, वह रेलवे लाइन नहीं बनी। पिछली दफा मैं ने हाउस में एक

सवाल उठाया था और आन्डरेबल मिनिस्टर ने उसका यह जवाब दिया था कि यह इलाका जो गुडगाव से अलवर तक का है जिस के कि अन्दर कई कस्बे पड़ते हैं और फरखनगर, नूह, और सोहना के इलाकों के वास्ते बहुत जोर दिया गया और जिनकी कि बाबत मुतवातिर ५ साल से यहां पर अर्ज करता आया हूँ, उन की बाबत रेलवे मिनिस्टर साहब ने यह बताया कि सेकंड फाइव इयर प्लान में हम इस का फौमला करने के बाद इस को जरूर लेंगे। आज के सेकंड फाइव इयर प्लान का एक बरस गुजर चुका है। जब मैं आन्डरेबल मिनिस्टर साहब का स्वीच का याद करना हूँ कि सेकंड फाइव इयर प्लान में हमारे पास नई रेलों के वास्ते कोई गुआइस नहीं है, तो मेरा कलेजा मूठ का आना है। इस के मन्ने यह हूँ कि अगले चार पांच साल तक यह इलाका बिना रेल के हो रहेगा। गुडगाव से अलवर तक का जो इलाका है, मझे खोजी है हमारे डिप्टी मिनिस्टर साहब ने हम इलाके का देना हुआ है उस में सोहना, फरखनगर नूह और गढ़ तहसाले आती हैं। यह इलाका हमारा से पम्मादा इलाका रटा है अभी तक उस की तरफ कोई तबज्जह नहीं हुई है फाई वजह नहीं है कि उस में रेल न बनवाई जाय। अब मैं उस इलाके का जिक्र कर रहा हूँ जहां के लोगों ने अब तक एंजिन नहीं देखा है, जिन का अहांमयत भावना डैम के लिये बहुत है। आप ने जब यह भावना नहर बनाई तो वादा किया था कि इस इलाके का आप रेलगाड़ी भी देंगे, लेकिन उस की तरफ आज तक तबज्जह नहीं हुई है। इमानिये मैं अर्ज करना चाहता हूँ कि हमें एन्ड्रिफिकेशन नहीं चाहिये हमें डबल ट्रैक भी नहीं चाहिये, लेकिन हम यह जरूर चाहते हैं कि इस पम्मादा इलाके में रेल हो और आप इस की तरफ तबज्जह दें। मैं पहले भी कह चुका हूँ और आज भी एक मिनट में रिपीट करना चाहता हूँ कि आप हार्जिज हार्जिज अपनी ड्यूटी पंजाब गवर्नमेंट पर न डालें, महज पंजाब गवर्नमेंट को सिफा-

रिश की रू से अगर आप काम करेंगे तो ड्यूटी (आखिरी समय) तक मुर्माकन नहीं है कि हमारे यहां रेल बन सके। यह रेलवे मिनिस्ट्री की ड्यूटी है दफा १४ के मुनाबिक कि वह सारे हिन्दुस्तान को एकमा फौमलटी दे। अगर आप हमारे इस इलाके के तरफ नजर उठा कर नहीं देखते तो आप नाइ राफ, वरेंगे और हमारे यहां कोई रेल नहीं आ पायगी। हमारे यहां एक लाइन बनती थी, उस की जगह पर चंडीगढ़ में बन गई, मुकेंरिया में बन गई। मुझे पंजाब से कोई दुश्मनी नहीं है, मैं नहीं चाहता कि वहां पर रेल न बने, लेकिन इस पम्मादा इलाके में जो पिछड़ा हुआ है, जहां कोई सहायत नहीं है, उस की तरफ आप का खाम तबज्जह देनी चाहिये। आप इस का दफा १४ का रू से देखिये। मैं ने मुता है कि आप के पास तबज्जह आई है, लेकिन क्या भी आप की तबज्जह इस की तरफ नहीं हुई। मैं अर्ज करूंगा कि आप का इस बैकवर्ड इलाके की तरफ जरूर ध्यान देना चाहिये।

17 hrs.

अब मैं इन बड़े बड़े मामलों को छाड़ कर छोटे छोटे चन्द मामलों की तरफ आता हूँ क्योंकि बड़े बड़े मामलों की तरफ तबज्जह मरियत से होता है। मैं अंतय का तबज्जह एन स्टेशन का तरफ बदलाना चाहता हूँ जिन का नाम डकलाना मडा है। वहां के लोगों की दरखवास्त है कि जो वहां का एक गुट्स शौड प्लेटफार्म है उस की जगह प्लेटफार्म दूसरी तरफ बनवाना है ताकि उन की तरफ दूर हो जावे, रेलवे में तबज्जह मजूर का हुई है, और मडी बान्नी ने रुपया भी अपना जब से दाखिल कर दिया है लेकिन अब तक वह गुट्स शौड प्लेटफार्म नहीं बना है। जब वहां के लोग इस के लिये रुपया दे चुके हैं तब आप को क्या ऐतराज हो सकता है। मेहरबानी करके इस की तरफ आप तबज्जह दीजिये क्योंकि वहां के लोगों की बड़ी तकलीफ है। जब मैं कहा गया तो लोगों ने जो कारेस्पॉन्डेंस इस बारे

[पंडित ठाकुर दास भार्गव]

में हुई है वह मुझे दिखलाई। मैं बहुत खुश हुआ कि रेलवे मिनिस्ट्री के साथ लोगों ने पूरा सहयोग दिया। और रेलवे मिनिस्ट्री ने वायदा किया—इस में और कोई दिक्कत नहीं है, सिर्फ आप की तबज्जह की बात है।

एक होडल (G.I.P.) स्टेशन है। उस का छाटा सा गुड्स शैंड बना हुआ है गुड्स शैंड के जिस तरफ से माल आता है वह जमीन की सतह से नीचा है और गुड्स शैंड ऊंचा है। इस से जानवरी (बैलो) और इन्सानो दोनों को तकलीफ होती है। माल ले जाने के वास्ते जब ठेले यहाँ से गुजरते हैं तो बैलो को बड़ी तकलीफ होती है। अगर मेहर-बानी कर के उस का लेबेल जरा ठीक करा दे तो यह तकलीफ दूर हो सकती है। यह कोई ज्यादा रुपये का मामला नहीं है। यह सिर्फ तबज्जह का मामला है। मैं जब कभी होडल जात हूँ वहीशे यह शिकायत सुनने का मिलती है। मैंने लिखा भी, लेकिन पाच वर्ष पुकारते पुकारते हों गये। अभी कुछ नहीं हो सका है।

इम के बाद मैं पटौदी स्टेशन की तरफ भी आप की तबज्जह दिलाना चाहता हूँ उस का रेलवे गेट ऐसा है कि उस के ऊपर से बहुत गाव का रास्ता है। उस के ऊपर जा गेट मौजूद है उस पर आज कल कोई आदमी नहीं रहता है। इस लिये रात को गेट बन्द हो जाता है और इधर के आदमी उधर और उधर के आदमी इधर रह जाते हैं, एक पाकिस्तान सा बन जाता है हिन्दुस्तान में। और दोनों तरफ से रास्ता बन्द। चूँकि वहाँ पर कोई आदमी नहीं रहता इसलिये वहाँ से कोई बैलगाड़ी गुजर नहीं सकती है। वहाँ पर एक आदमी मुक़रर कर दिया जाये और उस का कोठा बना दिया जाये। अगर आप को इस के लिये रुपये की जरूरत है और आप का काम नहीं चलता है तो मंडी वाले इसमें कन्डीभ्युट भी कर दें मैं अर्ज करता हूँ कि यह एक ऐसी तकलीफ है जो कि आप के लिये ज्यादा नहीं है, लेकिन उन के लिये यह बहुत है। इसलिये इस की तरफ आप को जरूर तबज्जह लेनी चाहिये।

नीची चीज मेरे शहर और कांस्टीट्यू-ऐसी की है। मेरा मतलब हिसार से है। यह हमारी बुधकिस्मती थी कि पिछले इलेक्शन के जमाने में खुद रेलवे मिनिस्टर साहब वहाँ तशरीफ ले गये और उन्होंने वे हिसार को देखा। ६०,००० बहा की आबादी है लेकिन वहाँ का जो रेलवे स्टेशन है वह बहुत पुराना है। जिस समय यह बना था उस समय शहर वालों को कोई तकलीफ नहीं थी। लेकिन अब बढ़ने बढ़ने आबादी इतनी बढ़ गई है कि जो रेलवे स्टेशन है वह दूसरी तरफ पड़ गया है और आबादी दूसरी तरफ पड़ गई है इस तरफ से दोनों तरफ काफी आबादी हो गई है। वहाँ का बेटेरिनरी कालेज भी स्टेशन की दूसरी तरफ पड़ गया है अदालत व सिविल लाइन रिपयूजी कालोनी सब दूसरी तरफ है। रेलवे के दो फाटक मौजूद हैं। दोनों फाटकों में से एक फाटक पर साँ गुड्स शैंड है और दूसरे फाटक पर एजिन शैंड है। नतीजा यह होता है कि उस का दरवाजा हर वक्त बन्द पड़ा रहता है। और गाँ या और आदमी बहुत से गुजरने के लिये बेताब खड़े रहते हैं मेम्बरान ने शिकायत की है कि कहीं कहीं उन को ३०, ३० मिनट तक खड़ा रहना पड़ता है। लेकिन हमें तो एक एक घंटा तक खड़ा रहना मंडता है। मैं जो स्टेशन पर पहुँच कर गाड़ी से उतर जाता हूँ और पैदल ही चला जाता हूँ। लेकिन सवारियों का बड़ी तकलीफ होती है। घंटा घंटा भर तक एक तरफ से आदमी दूसरी तरफ नहीं जा सकते। यह पता नहीं कि रेलवे मिनिस्ट्री इस की तरफ कब तबज्जह देगी। पैमेन्टरी के वास्ते और सवारियों के वास्ते एक तरफ ब्रिज बन सकता है। वहाँ आप एक अफसर को भेजें जो उस को जाँ कर देखें। पहले तो ब्रिज बनाने की तयारीज भी थी और लोगों को उम्मीद थी कि यह ब्रिज बन जायेगा। लेकिन अब तक वह नहीं बनाया गया। मैं अर्ज करता हूँ कि इस की तरफ बहुत जल्द

तवज्जह देने की जरूरत है क्योंकि यह वहाँ की कार्यन मीड है । बहुत थोड़े ही धरों में आप देखने कि वहाँ की आबादी एक लाख होने वाली है । जहा आप नें आखरा डेम बनाया है वह तरक्की का एक बहुत बडा केन्द्र है और बहुत जल्दी बहा तरक्की हो रही है । इस लिए आप को यह तकलीफ फौरन हटा देनी चाहिए ।

मैं अब आप का बहुत ज्यादा वक्त नहीं लेना चाहता । मैं नें जो चन्द बातें अर्ज की हैं मुझे उम्मीद है कि आप उन पर तवज्जह देंगे और रेलवे मिनिस्टर साहब मेहरबानी कर के हमारे यहा की तकलीफ की तरफ खास तौर से तवज्जह देंगे ।

श्रीमती जायबान साह (गिरनार)
सभानेत्री जी, रेलवे डिपार्टमेंट के ऊपर जो बातें हो रही हैं, उन के सम्बन्ध में मैं भी आननीय मंत्री जी का ध्यान खीचना चाहती हूँ । जब हम सुविधाओं की ओर देखते हैं तो आनन्द होता है । यह भी कहना चाहिए कि पहली पंच वर्षीय योजना और दूसरी पंच वर्षीय योजना के पहले साल में जो कुछ हुआ है वह सन्तोषजनक है और उस के लिए अपने मंत्री महाशय को मैं धन्यवाद भी देती हूँ ।

मगर जब दुमरा चित्र सामने आता है तो कुछ दुःख भी होता है । जब हम स्टेशनो पर जाते हैं और गाडियो में बैठते ही और थर्ड क्लास की हालत को देखते हैं तो बहुत से विचार हमारे मन में आते हैं । हम नें सोशलिस्ट पैटर्न आफ सोसायटी का ध्येय रखा है । हम यह भी देखते हैं कि हम नें रेलो के लिए बहुत सारी अमेनिटीज रखी हैं । उन में एअर कंडिशनिंग और फ्लर्ट क्लास के लिए रिटायरिंग रूम, बेटिंग रूम की बहुत सी स्कीम्स हैं । उन स्कीम्स को देख कर हमारे मन में ऐसा लगता है कि यह खर्च करना उतना जरूरी नहीं है जितना थर्ड

क्लास के पैसेन्जर्स के लिए चाहिए । मैं समझती हूँ कि इस सोशलिस्ट पैटर्न आफ सोसायटी में क्लासेज कम रूँगी और होना भी नहीं चाहिए, उस में एक क्लासलेस सोसायटी बनेगी । जब यह हमारा मकसद है तो हमें ज्यादा से ज्यादा ध्यान इस ओर देना चाहिए । मगर हम देखते हैं कि नये नये प्लान्स रेलवे के लिए आ रहे हैं । आज आप डीलक्स ट्रेन्स चलाना चाहते हैं, ठीक है जो हमारे यहाँ का धनिक वर्ग है, वह उस में ही चलता है मगर आज हमारे धन का उपयोग पहले थर्ड क्लास के लोगो के लिए होना चाहिए । उन को सुविधा मिलने की सब से पहले आवश्यकता है । थर्ड क्लास की हालत को हम सब जानते हैं । उनमें जो फैंस रहते हैं उनकी क्या हालत है, डिब्बे कितने गन्दे रहते हैं, हमारे मुमाफिरो को उसकी तकलीफ उठानी पडती है । ऐसा नहीं है कि उनके लिए कुछ नहीं किया गया है थोडा बहुत हो भी रहा है मगर मेरी ऐसी राय है कि जो सुविधा आप अपर-क्लास के लिए करना चाहते हैं उसको काट कर वह सारी पूजा थर्ड क्लास के लिए रखें और अपर-क्लास के लिए जो काम अभी चल रहा है उसको बन्द करना चाहिए ।

हमको जो साहित्य दिया गया है उसमें कुछ नये स्थानो का डिज़ा है । हमको उनके बारे में जानकर आनन्द होता है । लेकिन हम जानते हैं कि बहुत से ऐसे गाब हैं जिनमें रेलवे स्टेशन ५० मील की दूरी पर पडता है । यहा पर नई रेलवे लाइने डालनी चाहिये बाद में ऐसे स्टेशन पर खर्च करना चाहिये में चाहती हूँ कि अपर-क्लास के लिये जो सुविधायें दी जा रही हैं उनको काटना चाहिये और थर्ड क्लास के लिए ज्यादा सुविधायें देनी चाहिए । जब हम डिमोक्रेसी की बात करते हैं तो आम जनता को सबसे पहले सुविधा मिलनी चाहिए । जिनके पास पैसा है वे तो किसी न किसी तरीके से अपने लिए सुविधा प्राप्त कर ही लेते हैं ।

[श्रीमती जयबेन शाह]

दूसरी बात एडमिनिस्ट्रेशन के बारे में है। हम जहाँ कहीं भी जाते हैं और जो अफसर लोग और आपरेशनल स्टाफ हमसे मिलता है वह अमंनुष्ट प्रतीत होता है। मेरी ममझ में नहीं आता कि ऐसा क्यों है। उनको तनखाह मिलनी है और कुछ भी मिलना होगा। लेकिन तो भी जब वे लोग हमको मिलते हैं तो कुछ न कुछ फरयाद ही करते रहते हैं। यह हमारे लिए अच्छा नहीं है, क्योंकि जब तक वे अमंनुष्ट रहेंगे तब तक काम में सुधार होने की बहुत सम्भावना नहीं हो सकती।

यहाँ पर बहुत सी लोकल बानें भी कहीं गयीं। मैं भौगाट्ट से आता हूँ। यद्यपि यह लोकल बानें बहाने का नमय नहीं है मगर फिर भी मैं कुछ बात आपके सामने रखना चाहती हूँ। वहाँ बोला जाना है कि बाप जी की गाड़ियाँ हैं, धीरे धीरे चलना है और जहाँ दिल में आता है रुक जाना है और फिर कब चलेंगी यह मान्य नहीं होता। जिन स्टेशन पर रुकना नहीं चाहिए उस पर रुकती है। मेल ट्रेन तक रुक जाती है। जिस स्थान पर पहुँचने में दो घंटे लगने चाहिए उस स्थान पर पहुँचने में पाँच और ६ घंटे लग जाते हैं। राजा लोगों के सामने में हालत बहुत खराब थी। उसमें तो आज हालत अच्छी है मगर फिर भी जितना होना चाहिए उतना अभी नहीं है। कहा जाता है कि जब स्लीपर लग जायेंगे तो स्पीड बढ़ जायेगी। ठीक है। आजकल हालत यह है कि अगर हमको ६० मील जाना है तो चार घंटे का समय लग जाता है।

17.13 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

दूसरी बात डिरेलमेंट के बारे में है। मीराट्ट में बार बार डिरेलमेंट होता है। जब मैं दो चार दिन पहले यहाँ आने के लिए स्टेशन पर आयी तो मालूम हुआ कि गाड़ी आने वाली नहीं है क्योंकि डिरेलमेंट हो गया है। मैंने तो आने का रास्ता निकाल लिया। मगर प्रश्न यह है कि बार बार

डिरेलमेंट क्यों होते हैं। यह ठीक है कि वे डिरेलमेंट माल गाड़ियों के ही होते हैं पैसिजर गाड़ियों के नहीं होते। लेकिन एक बार पैसिजर ट्रेन का भी डिरेलमेंट हो गया था। इस बारे में ज्यादा सोचना चाहिए। बार बार डिरेलमेंट होने से लोगों के दिल में शंका पैदा हो जाती है। वे सोचते हैं कि अगर हम रेल से जायेंगे तो न जाने क्या होगा। इस बारे में भी गहराई से सोचना चाहिए।

एक बात मैं रेलवे कुलोज के बारे में कहना चाहती हूँ। यह ठीक है कि ये स्टफ के आदमी नहीं हैं और रेलवे पर उनकी कोई जिम्मेदारी भी नहीं है। मगर ये लोग स्टेशन पर काम करते हैं। अफसर लोग और स्टाफ वाले उनमें अपने घरों का काम करवाते हैं और जो लोग नहीं करते उनके ब्रजेज ले लेते हैं। अक्सर ऐसा होता है। उनको रेलवे की तरफ से कॉन्ट्रोल नहीं मिलनी है। जाड़े और बरसात के दिनों में भी वे रात को काम करने आते हैं और स्टेशन पर ही सोते हैं। मगर सुझाव है यदि हो सके तो उनके लिए भी कुछ किया जाना चाहिए। यद्यपि इनकी जिम्मेदारी रेलवे विभाग पर नहीं है पर ये हमारे लिये उपयोगी सर्विस तो करते हैं। आप इस बारे में भी सोचने की कृपा करें।

पंडित ठाकुर दाम जी न लाइन बनाने के लिए कहा। हमारे यहाँ भी कुछ लाइनों की आवश्यकता है। मीराट्ट में बड़ी लाइन का तो कुछ सर्वे आदि का कुछ काम चल रहा है। लेकिन दो तीन छोटी लाइनों के लिए हमने बार बार कहा है। इस बारे में प्रथम पंचवर्षीय योजना में बहुत बातें हुई थी। हमारे यहाँ राजूला जाफराबाद और मंगरोल कशोद इन दो लाइनों की बहुत आवश्यकता है। ये इलाक़े रेलवे लाइन से १४ और १६ मील दूर पड़ते हैं और वहाँ रेलवे लाइन न होने से इंटीरियर (भीतरी इलाकों) में माल ले जाने में बड़ी परेशानी होती है। इनके लिए सीकंड फाइव डेयर प्लान में भी कोई

प्रावीजन (व्यवस्था) नहीं है। मैं आशा करती हूँ कि उस पर भी मंत्री महोदय कुछ सोचेंगे और हो सकेगा तो कुछ करेंगे।

यों तो परेशानी की बहुत सी बातें हैं मगर वे तो सारे एडमिनिस्ट्रेशन में हैं। लेकिन चूकी रेलवे का एक अलग बोर्ड है और ये कर्माशियल लाइन्स पर चलायी जाती हैं इसलिए हम इस विभाग से ज्यादा अपेक्षा रख सकते हैं। जो नई लाइन शुरू की जाती है उसका सर्वे होता है। जब पूछते हैं तो कहा जाता है कि सर्वे हो रहा है। हमें मालूम है कि सर्वे दो तीन प्रकार का होता है। मैं यह नहीं कहती कि समय फिजूल खोया जाता है। मगर इसमें जरा तेज़ी करनी चाहिए। जो काम हो उसमें तेज़ी होनी चाहिए। इस पर जरूर गहराई से विचार करना चाहिए।

हमारे यहां सैकिड क्लास रखा गया है। मैं तो समझती हूँ कि इसको हटा देना चाहिए क्योंकि वह थर्ड क्लास जैसा भी नहीं है और फर्स्ट क्लास के साथ तो उसकी तुलना हो ही नहीं सकती। उसमें बर्थ बहुत छोटी है और उस पर गद्दी लगायी गयी है। इस कारण बैठने लायक भी नहीं रहतीं, सोने का तो सवाल ही नहीं हो सकता। और जो अपर बर्थ है वह इतनी ऊंची है कि उस पर चढ़ना मुश्किल है। साधारण आदमी तो उस पर चढ़ ही नहीं सकता। और अगर एक बार ऊपर चढ़ जाये तो उतरने में बड़ी तकलीफ होती है। अपरबर्थ पर बैठा तो जा ही नहीं सकता। ये छोटी बातें हैं लेकिन पब्लिक के लिए बहुत उपयोगी हैं। जो बातें मैंने कही हैं उन पर मैं मंत्री महोदय से बहुत गौर करने की बिनती करती हूँ।

जो फाइव इअर प्लान का काम चल रहा है इसपर मुझे खुशी है। मगर मैं यह मानती हूँ कि ज्यादा स्ट्रेस आम जनता के बारे में देना चाहिए और अपर-क्लास के बारे में अगर हम कुछ समय के लिए रुक जायें तो बुरा नहीं है।

Shri S. N. Dwivedy: Mr. Deputy-Speaker, Sir, I do not propose to take

much time of the House at this late hour but I want to confine my remarks to two of my cut motions, Nos. 101 and 102 which relate to the need of development of railways in Orissa and inadequate provision made for railway lines in Orissa.

I would not have pressed this point had I not before me the support from the Planning Commission. In the Second Five Year Plan it has been said that provision in the Plan for new lines is confined to lines required for operational purposes and for new industrial projects. Orissa is a place where there are immense resources and many industrial projects are going to be undertaken within a period of a few years and, probably, during the Second Five Year Plan, many new industries are coming up.

Today, I asked a question in this House about the industries to be started during the Second Plan period. A list has been given. One can see therein that there will be a great many industries at different places. These industrial undertakings cannot be worked unless there are transport facilities. But, at present, Orissa has only about 800 miles of railways. The Government of Orissa which is entrusted with this task to see that the industries are worked properly had also made a demand for some railways during the Second Plan. I was also given a list of these plans in reply to a question of mine. There were five or six lines that they proposed to construct during the Second Plan. But, I am surprised to find that in the Budget not only none of those lines have been mentioned but only some kind of a provision has been made for a survey of two areas. This, I think, is no policy.

The policy that has been decided and stated in the Plan is there. But, what is being done here is arbitrary. The resources in many districts of Orissa will feed not only one iron factory in Rourkela. It is already feeding the Tatas who get their iron ores from Orissa. There will also be several such factories which could be

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placed within the resources of Orissa. How are those resources going to be developed?

In some of the districts such as Keonjhar and Koraput the resources are not being explored for the lack of transport facilities. The Machkund electric power is not being utilised in Koraput because there is no railway and nobody is prepared to go there and set up industries. There are districts which are inaccessible because there are no railways. The demand of Orissa is not on account of its being a neglected area. If we want the targets of industrial production should be fulfilled during the *Plan period, first priority should be given to this part of the country.*

Recently, the Railway Minister visited Orissa and I read in the papers—I do not know whether it is correct—that representations were made to him and he was sympathetically disposed. He also felt that proper consideration has not been given to the needs of Orissa and he promised to do the needful. Perhaps he also assured that a line from Rourkela to Paradip, a port which is yet to be developed, is likely to be undertaken. I would like to know what has he to say in regard to this.

In this connection, I may also say that there was a proposal—not today, but even before 30 years—and a survey was made of an area consisting of about twenty lakhs of people growing jute—an area which can give us about ten lakhs of bales of jute—and then it was decided that a new line from Kendrapara road to Bhadrak *via* Kendrapara town should be constructed. I am told that the Transport Department of Orissa also recommended such a proposal to the railway authorities. I do not know the position now. Is it not possible at this stage for the railways to provide for this line?

From Kharagpur to Puri the line comes entirely within the boundaries of Orissa. The number of trains that run on this line is very insufficient.

People experience a very great difficulty because Cuttack, the principal city of Orissa, falls in this line. The High Court and university are there in Cuttack and people from both sides have to go there. At present the train timings are such that people who want to attend the court or university and return back home the same day find it impossible to do so. It is not possible for them to avail of the existing facilities. I would, therefore, request the railway authorities to consider this minor point and see whether it is possible to introduce a new passenger train in the line between Kharagpur and Puri, or change the timings of the existing trains in such a way that the people of that area are able to avail of the facility.

Shri B. S. Murthy: Mr Deputy-Speaker, Sir, our friends from the opposition benches have been cataloguing the various difficulties experienced by the passengers as well as by the railway workers. They said that the trains are running very late and the late running has become an epidemic. The other point that they mentioned was that congestion was so acute that sometimes people standing on footboards fall down and get themselves injured. It was also said that sometimes trains have to go back to pick up persons who fall down by standing on footboards.

Besides these two points there is another thing which, perhaps, has not been noticed by many. Trains are already congested and with utmost difficulty people get accommodation inside the trains. The trains run late by two hours, three hours and even eleven hours. But, after having arrived at the destination it takes a passenger not less than 45 minutes to emerge out of the platform and leave the station. This is a very important matter. It is because almost all the stations are now being used for keeping parcels. If a man gets down at a particular station with his family, the porter takes his luggage by one way, his children go by a second way, he goes by a third way and sometimes

his wife is left behind, with the result that it takes nearly an hour for them to get together. Why can't some arrangement be made to see that the parcels do not impede the passage of passengers on the railway platforms? In Madras, Bezwada, Bangalore, Coimbatore and other big stations where I had occasion to go recently, I saw parcels and parcels alone lying on the platforms and not even a single line passage is left for the travellers. I think this is a matter which must be taken serious note of, and it must be seen that the platforms are rid of these parcels.

Many people spoke about Madras and Mysore and to counter-balance that Pandit Thakur Das Bhargava said that there is not sufficient railway communication near Delhi. But nobody has spoken about poor Andhra Pradesh.

An hon. Member: Poor?

Shri B. S. Murthy: Poor in railways though it is rich in natural resources, and it is to the detriment of the country's economic welfare. Therefore, I appeal that railway communication in that State must be improved. The work of doubling of the track from Bezwada to Madras was taken up nearly two or three years back. I think it is only having snail's progress. I do not know, everytime I go, I see all the material by the side of the track, but no progress. Trains are being held up saying that the track is under repair or under doubling. Except the progress of over-delay, there is no progress about the doubling of the track from Madras to Bezwada.

As for Hyderabad, all roads must now lead to Hyderabad, and naturally the road from Bezwada to Kazipet must necessarily go to Hyderabad. Hyderabad is a very important city in the south, because our President has made a promise to spend a few months every year in the south, especially in the city of Hyderabad. Therefore, I would like the railway authorities to see that south of Vindhya is also taken care of, as far

as railway communications are concerned. The Railway Board does not look at the south at all, I do not know why. Perhaps we must insist upon one or two more members of the Railway Board being taken from Cape Comorin or Bangalore or Bezwada, as the case may be, so that at least they will not forget the region.

Shri Keshava (Bangalore City): You may suggest that the headquarters of the Railway Board should be in the south.

Shri B. S. Murthy: When you become a Judge of the Supreme Court, I shall make the appeal to you.

It is true that from Bombay to Nagpur, from Bombay to Itarsi and from Delhi to Calcutta there are almost double lines. Why should we not have a double line from Madras to Delhi? It is a life line and it is a very serious matter. I am telling the Government that from Cape Comorin to Pathankot there must be a double line, so that in emergencies no trains need be held up. It is a very serious proposition I am making and I ask the railway authorities to consider it very seriously.

There is another point. There is a category of trains which run late. The Grand Trunk Express invariably comes to Delhi or goes to Madras very late. There is another train, the *de lure* running between Madras and Delhi which reaches the destination correct to the minute. If one train could arrive very correctly, to the minute, why not the other trains also? Especially if the mail and express trains are to run late, it is a matter for serious consideration. I do not understand why the efficiency of train running has gone down. This is a matter I want the Railway Board to take cognizance of.

In Andhra the population is over 3 crores and the area is more than a lakh of square miles, but there are only two straight lines and another line forming something like an isosceles triangle. These are two lines, one running from Madras to

[Shri B. S. Murthy]

Guntakkal and another from Madras to Bezwada and there is one linking up Bezwada, Hyderabad and Guntakkal. Except this triangular line, there is no other line worth the name. Therefore, I think there must be some more consideration shown to Andhra. The new survey proposed to be made from Nellore to Madhavpur has not yet started. I do not know why it is delayed. Perhaps in the next budget this survey will be deleted saying that economy measures have necessitated the deletion of this line. I hope the Railway Board will not do injustice to the Andhras on this score.

Then, my constituency is suffering a good deal on account of the lack of sympathy from the Railway Board. There was a proposal to divert the mail train from Samalkot to Kakinada and Kakinada to Pithapuram. I do not know where the papers have gone—perhaps to the archives of the Railway Board. Then, the railway stations at Kakinada as well as at Kakinada Port are in a most miserable condition. I wish either the General Manager or a Member of the Railway Board would be pleased to go there and see in what a dilapidated condition both these stations are.

During the war the line from Kakinada to Ramachandrapuram was removed. Ever since I had the opportunity of coming and voicing the feelings of the Kakinada constituency I have been repeatedly requesting the Railway Ministry to restore the line. One speaker from the Opposition said that to ask for a new line is something like asking for the moon. I am not asking either for the moon or the sun. I am only asking for a line which was in existence in that place and which has been removed as a matter of emergency. And it is the bounden duty of the Railway Board to restore that line. Last time also when I spoke on this matter, no reply was given as to the reason why the line is not being restored. I think this is a serious matter. I want the Deputy Railway Minister to see to it that the fulfilment of the duty of

restoring the line is given top priority.

Recently the hon. the Railway Minister was pleased to pay a visit to Hyderabad and he promised to give three more through-trains: one from Hyderabad to Bezwade and *vice versa*, a second from Hyderabad to Waltair, and a third from Hyderabad to Bangalore. But so far I am told these have not been implemented. I hope that these three fast passenger through-trains will soon be leaving from the various places and reaching their destination at Hyderabad.

I now come to a very sore point about the station masters and assistant station masters. The cry of the station masters and assistant station masters has been a cry in the wilderness. In last March when I was speaking on this subject, the hon. Minister was pleased to state that I should read the 'new deal' once again and see whether or not the station masters and assistant station masters have been benefited. According to his advice—because he is a senior to me in many respects and I enjoy his affection perhaps in a much greater degree.....

Shri D. C. Sharma (Gurdaspur):
Oh!

Shri B. S. Murthy: Yes, of course. It goes without saying that B. S. Murthy is deserving of his affection more than Shri D. C. Sharma. Therefore I have given my sincerest thought to that; I have read it, re-read it and read it again. But I find nothing new there. All these points I have reduced into a letter and I have sent him a communication. It is nearly four months, but still I have not got a reply. I hope station masters will not be called upon to resort to anything unpalatable and anything which will impair the fair name of the railways. Yes, we have given a strike notice, and the strike is to start on September 15th. Personally, I assure the Railway Board, the Railway Ministry and the country and the nation that we are not for a strike. Our fight all along

has been on principle. It is not for self. We are asking the Railway Board and the Railway Ministry to listen to our grievances and to discuss them with us and explain to us how we have to carry the heavy burden, the heavy responsibility. Up till now, on some plea or other, we have not been allowed to reach the proper quarters. The doors are banged against us, we are refused permission even to lay our grievances at the portals of the Railway Board or the Railway administration

Shri Sadhan Gupta: In spite of affection

Shri B. S. Murthy: Affection will also have defection and the defection perhaps is due to persons like Shri Sadhan Gupta and others. Therefore, the Minister and the Ministry are afraid to show us affection. Therefore, I want this question to be solved before it is too late. We are forced to go on strike and paralyse the whole system of transport in India. Station masters and assistant station masters are occupying key positions. Twenty-five thousand of them are prepared to go on strike for a principle. You pay us more or not, that does not matter. Please listen to our grievances: that is their case. Sometime back the Minister was promising that any legitimate grievances will be heard. They say, ours is a legitimate grievance; we come to you and knock at your door; you refuse to open the door, you bang the door against us; there is no other course except to show our resentment by making you open the door by resorting to such action which is not very endearing to us

Just one point about vendors. Our friend from Himachal Pradesh was speaking about vendors. In Delhi, New Delhi and Pathankot, departmental vending and catering have been introduced. With what result? Lakhs of rupees net loss is the result. Who is responsible? Not the public; nor the vendors, but the officers in charge of this vending and catering.

The officers do not know the ABC of vending or catering. They want to have everything done on paper. That is something like the joke as it goes. A man goes in a car; the car stops; he asks the driver, what is the matter. The driver says, there is no petrol. He says, let us go back with the car. In the same manner, if anything goes wrong, everything is laid at the doors of the vendors. I want the Government and the Railway department to be sympathetic to these vendors and also create a co-operative organisation to which catering and vending could be entrusted, the vendors and others being partners in a concern for looking after the comforts of the travelling public

Last but not the least is the disappointment of the Harijan community in sharing the appointments of the Railway Board and the Railway services. Some time back, my hon friend Shri Sivaraj was quoting figures that except in Madras, in all the other Service Commissions of the Railways, no proper justice was done for the Scheduled Caste candidates. After having gone to Andhra, Madras and Mysore, I made enquiries whether any Scheduled Caste boys have applied to other Service Commissions. I have in my possession information and record that several qualified candidates from the Scheduled Castes from the south have applied to other Service Commissions. If proper and suitable candidates were not available in the area concerned, why were not these applicants from other parts of India taken into consideration? The Railway Minister and the Railway Board should go into this matter and see that proper justice is done. Again in promotions also there is a lot of harm being done. After all, there is a moral binding on the nation and the people of the country to see that no injustice is done so far as Harijans are concerned. This moral responsibility should not be violated lest there should be much more danger to the unity of the nation thus jeopardising our plans and our future.

Some Hon. Members rose—

Mr. Deputy-Speaker: I can accommodate only one Member more because this debate has to be concluded today. Only the Minister will reply tomorrow. Therefore, if there is any hon. Member who will not be here to take part in other Demands I can accommodate him.

Shri D. C. Sharma: I will not be here tomorrow.

Mr. Deputy-Speaker: Then, Shri D. C. Sharma.

Shri Tangamani: I take it we will be given some preference tomorrow.

Mr. Deputy-Speaker: Those who have not spoken on other Demands will be given preference.

Shri D. C. Sharma: The hon. Member from Andhra who preceded me made a statement during the course of his very valuable speech which heartened me a great deal. He spoke about the railways connecting Cape Comorin and Pathankot. It shows he had an all-India outlook, and we all want to develop an all-India outlook. But it would have been better if he had talked about the railway line connecting Cape Comorin with Jammu.

Shri Shahnawaz Khan: Why not go a little further to Srinagar?

Shri D. C. Sharma: I believe the Railway Board will be doing very well to the people of Jammu and Kashmir if they give them at least those amenities which they used to have during the British days. I knew that Jammu was connected by railway in the British days, but now there is no railway line connecting free India with Jammu, and I believe that in order to give the people of Jammu and Kashmir the sense of oneness with India, the sense of unity with India, the sense of a common destiny with India, it is essential that a railway line should be built from Pathankot to Jammu. Pathankot and Jammu are both strategic points in the military geography of our country, and I believe that the defence of India can-

not be put on a proper footing unless Jammu is given those facilities which only the railways can give. I do not know what reasons have been weighing with the Ministry of Railways and why they have not paid any attention to this problem so far, but I hope that they will do something and by doing so they will strengthen the already strong ties which exist between India and Jammu and Kashmir. I hope they will do so.

Every Member on the floor of the House has been talking about railway lines in his own constituency, and I do not want to let down my constituency by not talking about it. I am a person who is homeless.

Shri Feroze Gandhi: From Hoshiarpur

Shri D. C. Sharma: There was a time when I represented Hoshiarpur, and all the time I was asking the Railway Minister to build a small railway line from Una to Nangal, a stretch of about eight miles. So far as I know, the line was surveyed and some kind of hope was held out that the line would be built, but I do not know what has happened. I do not think that that promise which was held out to my heart in a soothing manner has been fulfilled.

Again, now that Nangal and Una can be connected, it would be very useful for the economic development of that backward *slacka* and for solving the inter-communication problem of that *slacka*. After all, some parts of Hoshiarpur are backward and I think it is the duty of our Government to level up some of these backward *slackas*. I hope something will be done in that direction.

I would say that the Railway Ministry is very good at doing big things. Of course, my hon. friend, Shri Feroze Gandhi, may have a different tale to tell, but I speak from general experience that the Railway Board is very good at undertaking big projects. But I would ask the Ministry to look at small things also. I feel that in India at present, we are thinking in terms

of huge things. While we should not neglect big things, I believe perfection lies in also looking to the small things.

For instance, I find some big stations are being remodelled. It may be that as a result of the economy drive, we may stop that work. But there has been remodelling. Retiring rooms have been put up and new waiting halls have been built. All these things have been done, and I think they are good things.

But I find that the condition of small stations in India is not as desirable as it should be. Do these big officers ever visit these small stations? Do they ever look at them? Do they ever think that something will be done to make them look like places which are worthy of looking at?

I could have said something else, but I want to put it as mildly as possible. I feel that the small stations in our country are being neglected and, therefore, the staff that is there, the station master, assistant station master or whoever they may be—sometimes there is only single-staff station—feel that they are also being neglected. They feel that they are not part of this huge undertaking which is called the railways in India. They have a feeling of being the poor, neglected children of the Railway Ministry.

Therefore, I would say that while you are thinking of building marshalling yards, overbridges and all other big laudable things, you should also think of giving something to the small stations so that they, along with the big stations, make a picture which does not suffer from contrast but which has a sense of harmony.

After all, the big and the small should go together and should form one composite piece which pleases the eye, which does not offend the values of life for which we stand.

As I stand for small stations—I am a man who has been dealing with small stations all my life, from Hoshiarpur to Jullundur, and now

from Pathankot to Gurdaspur and other places, a series of small stations—I would say that some justice should be done to them.

At the same time, I also speak of the small man in the railways. There are some friends of mine who have been very critical of the Railway Board. I can assure you that the Board deserves to be strengthened. The Railway Board is a statutory body and deserves to be kept going. It has given a good account of itself. It is not only the electronic brain of the Railway or the mechanical brain, but it is also the human brain of the Railways. (An Hon. Member Question) I would be the first person to say that the Railway Board has been doing well and that it should be strengthened. I also say that while I stand for the Members of the Railway Board and all high officials—I want them to do well—I stand for the small man also, the forgotten man in the Railways, the neglected man in the Railways. Who are the small men in the Railways? I start with the railway porters. What have you done for them? You get money from them. Their hard-earned money you get from them, 4 annas per head or something like that, and you keep a supervisor over them. Why do you keep a supervisor? I ask this question, why do you get money from them?

Mr. Deputy-Speaker. I have not ordered all that.

Shri D. C. Sharma: When I address you, I address through you the whole of India.

Mr. Deputy-Speaker: That would not be a good record because it is supposed that every speech is directed to the Chair.

Shri D. C. Sharma: So, I ask why do they charge the small man? Why should they keep a supervisor over them, useless people who do not understand the problems of labour, people who have no sympathy for the down-trodden people, people who want to show off their clothers and their smattering of knowledge and their contacts with the big bosses.

[Shri D. C. Sharma]

of the railway? I say, scrap this system; and if you do not scrap this system of supervisors and get money from the coolies for paying them, there will be trouble for the railways. I do not predict that there will be strike or anything like that. But, I tell you, you have to look to the small man.

Mr. Deputy-Speaker: Every Member here is an honourable Member and should not be addressed like that.

Shri B. S. Murthy: Can he point out his finger at me as if he is trying to hit me? .

Mr. Deputy-Speaker: That would be confined to this place; it would not go into the records.

Shri D. C. Sharma: I was saying you give the small man, the railway porter the uniform and all that and charge from them fees of all kinds. I would say that he has got to be protected and has got to be looked after properly. Of course, I agree with my friend from Andhra that the Station Master, the Assistant Station Master and other employees are also to be looked after. But, I would say that you should begin at the rock bottom of railway employment and I can assure you that something can be done.

Of course, our railways have been trying to get a new look all along the line and they have introduced a system of catering and vending. But I ask this question, why are vending contracts sub-let? What is the necessity?

Shri Shah nawas Khan: There is no sub-letting. If the hon. Member would bring any such case to our notice we will take necessary action.

Shri D. C. Sharma: It is very good that the hon. Minister has contradicted it. I will bring some aspects of this question to his notice and I will ask him to look into them.

I would say that so far as labour problem is concerned, as it is being done in some other departments, we should have some labour co-operatives

and we should abolish the contract system straightaway. The contract system is reminiscent of the days of foreign rule. It is a relic of the days when we lived under an economy which has ceased to exist. I, therefore, say that this system should be abolished and the labour co-operative movement which has been started in some other sectors of our economy should also be given a very good trial here. It is possible that it is being given effect to but it should be made as widely based as possible.

The Railway Service Commission should be looked into. I have nothing to say against its members but they should do something to speed up the results. I would ask the hon. Minister to tell me what the time-lag between the receipt of the applications, examinations, interviews and the announcement of the results for various posts is. If the hon. Minister looks into it, he will find that things are not done as speedily as possible.

There may be some reasons for delaying things. But the inordinate delays which is a characteristic of the Railway Service Commission should go.

I would say that the railways are the pride of India. But, I would also like to say that they should be made as representative of the new values which India represents, as representative of the new social service for which free India stands and as representative of the vision for which India stands. I hope the Railway Minister and the Railway Board and all the persons manning the railways will be true to the vision which all of us have about free India and that they will do their best so that the railways here can stand comparison with the railways in any progressive country of the world.

18.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 19th July, 1957.