

have to have at least a posse of constables at every pole, that is not possible because the provincial governments' budgets will go up then.

MR. CHAIRMAN: The question is:

"That the Bill further to amend the Telegraph Wires (Unlawful Possession) Act, 1950, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: We shall now take up clause by clause consideration of the Bill.

*Clauses 2 and 3 were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

DR. P. SUBBARAYAN: Sir, I move: "That the Bill be passed."

*The question was put and the motion was adopted.*

#### **THE APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL, 1962.**

THE MINISTER OF RAILWAYS) (SHRI JAGJIVAN RAM): Sir, I beg to move;

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1962-63, for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

*The question was proposed.*

SHRI S. C. DEB (Assam): Mr. Chairman, Sir, I would like to place some points for the consideration of the hon. Minister. One is about accidents. In spite of the Committee

set up by the Railway Ministry for investigation of accidents there are still many accidents taking place. In recent times between Moghulsarai and Gaya there have been several accidents within a very short period. In other places also there have been accidents and some loss of life also. These things are going on. How they are going on and why they cannot be checked, I do not know- But I am inviting the attention of the Railway Board and of the hon. Minister so that they should see that such accidents do not occur.

About these accidents, there is another aspect. I have my own personal experience in an accident. When there is an accident, there is a virtual deadlock in the running of trains. There was one accident on the 7th February and the train running from Amingaon to Barauni took two days though usually it used to cover the distance in 24 hours. When the accident occurred both the Kamrup Express and the Oudh Mail were combined together. And this train was stopping at station after station. The train stopped at important stations at odd times so that no food or water could be had for hours together. There was great inconvenience to passengers and there was no method of supplying food at least to children. I do not know whether the Railway Administration has no responsibility towards these passengers who move from place to place either for their personal work or on Government duty. There were many high class officials and also defence personnel in that train who were proceeding on important duty but nobody was there to take care of the passengers, to find out what their lot was, whether they were getting any food or anything. After two days the train reached Barauni at a late hour and there also nobody was there to attend on the passengers. From there the passengers had to move to Mokameh for catching trains going upwards and downwards, to Bombay, Calcutta, Madras, etc. As I said among the passengers were a large number of defence personnel who liad

[Shri S. C. Deb.] to move to their posts of duty urgently. And all of us had to carry our luggage ourselves over a distance of one furlong or so and then wait uncertainly for any train to arrive either this way or that way. Nobody was there to give any information to the passengers who had reached that place after two days of hazardous journey. It was dead of night, about 12 o'clock, and they were all held up there. There was no information as to when a train would arrive, whether there would be accommodation available, etc. Sir, this state of things cannot be tolerated by any people. Among them I was the only Member of Parliament. I could not get any information and I had to carry my luggage and things myself and I was waiting in uncertainty, where to go and how to get accommodation. Sir, the Railway Ministry should look into this aspect and when such a calamity happens people should be there to look to the convenience of the passengers.

Another point is, in our parts the trains are running late; I am sorry to say that, but I have my own experience. I do not see how they say that the trains are running in time. They say 82 to 94 per cent, of the trains are running to time but from my knowledge I can say that only 50 per cent, trains are running to time and the other 50 per cent, is late. How they make their calculations, I do not know. I have myself missed connections several times. I am bringing this to the notice of the authorities concerned but nothing is being done. In that part, as you know, there is this movement of army personnel and many times they are held up because of missed connections due to late running of trains. They are held up at Barauni, they are held up at Amin-gaon and nobody is attending to these things for the last few years, I can say. At Barauni there is so much of mismanagement. There you have three Administrations. One is the North Eastern Railway. Another is the North-East Frontier Railway. The

third is the Eastern Railway. One is meant for this thing, another is meant for another thing and there is no co-ordination. Passengers are suffering like anything. Even station masters 'do not see to the accommodation and other comforts of the passengers. I have been always bringing these to the notice of the authorities and the Railway Minister. I was beseeching them to make such arrangements at Barauni so that passengers would not suffer like anything, but these things are still going on. So, I am bringing this specially to the notice of the hon. Minister to see that these things do not happen off and on. Irregular running of trains, delays in the running of trains at certain stations without any reason are going on. It always happens that irregularity is there. It is difficult to say who is responsible. Nobody from high to low, none in the railways, seems to be responsible for all these irregularities. So, I submit that our Railway Minister should kindly see these things and ensure that in my part of the country the trains are run regularly. Thank you.

MH. CHAIRMAN: Thank you. We have got only half an hour's time allotted to this Bill. We have taken already ten to fifteen minutes. So, all subsequent speakers will be brief.

SHRIMATI T. NAU^AMUTHtT RAMAMURTI (Madras): Mr. Chairman, I want to draw the attention of the hon. Minister to a few points with regard to the railways. I congratulate the Ministry on whatever they have-done with regard to extension of lines, provision of amenities and improvement in the catering department in some parts of the country. I dare say what my hon. friend was remarking just now was quite necessary and should be seen to. But in the South the catering establishment has done very well. I hope the electrical extension to the southern part of the country would be completed in the first part of the Third Five Year Plan. It had been long pending and it should

have been attended to even in the Second Five Year Plan.

Now, my points are these. While congratulating the Ministry, there are still many points to be attended to. One of the most compelling things is that as citizens of the country we should also co-operate with the railways with regard to booking of reservations in the First Class compartments of railways. You find that the bookings are very far ahead and I think in this respect, with all due respect to my colleagues here, Members of Parliament have to answer a great deal, because the bookings are made by M.Ps, they are not cancelled if not required, and the ordinary public is kept waiting for accommodation in the First Class. Till the last minute cancellation is not made and still they are kept waiting. They cannot get accommodation. They cannot travel, but when the train moves, whole compartments go empty. I think this is a national waste, and a heinous crime, calling ourselves a democracy and boasting of conscious citizenship. I feel that the public should come forward and especially Members of Parliament, who have got various privileges, to bring about the necessary remedy for this.

Secondly, I come to the corridor compartment. It looks very beautiful from outside, shines, is spick and span and everything. But actually it is a low-roofed compartment. The windows are so placed that we have to look out as caged animals into the outside platform. The compartment is so long, the corridor is so long that when the train stops at a station we can hardly reach even our friends because some luggages are blocking the way, people move about and it becomes very awkward for the passengers, especially women. That is one thing. The actual space, accommodation, for facility of movement provided in the corridor train is, I think, not sufficient. Therefore, it has to be seen to. I hope that in future

when they are going to build coaches, they will go back to the old 4-berth, 6-berth or 8-berth compartments, or whatever you like, with individual bathrooms for each compartment. Now, especially with regard to bathrooms, this common bathroom at either end of the corridor compartment is also a bit of an awkward thing for women who have to travel in these compartments. We have to wait in long queues. And one experience I might mention. When we, women were travelling in a certain compartment by G.T. Express, the next compartment was occupied by certain military personnel and they had a spree *among* themselves. We could not move out from the compartment and we could not go out for anything. They were having drinks and they were blocking the passage and that was the difficulty. I hope that the hon. Minister will look into the matter and see that all ladies are accommodated in First Class, in individual 4-berth or 6-berth compartments, with individual bathrooms, and not be placed in these corridor compartments, whatever the need for economy in the country may be. The hon. Minister is shaking his head, and saying, 'Just now it cannot be done', but I feel, Sir, it has to be done, because after all the nation's economy should also aim and be directed to serve the convenience and comfort of the citizens. Especially we women, feel very strongly about it and we will have to have a change in this. Therefore, I plead very strongly and I hope all my sisters will agree that women should be accommodated in compartments with individual bathrooms.

Another thing invariably is this. I was travelling by Kalka Mail the day before yesterday and I do travel a great deal. Invariably you will find that in the women's compartment the electric-light bulb is not there in the bathroom. I had to speak to the authorities to replace the bulb. It takes a number of stations before it is rectified. These are small things,

[Shrimati T. Nallamuthu Ramamurti.]  
but very vital things. We cannot travel in the dark.

So, these are a few points. In these corridor compartments they say an attendant would sit, but neither the attendant nor anybody else as his substitute is there. Another thing is this. When railway officers are passing up and down, when the safety squad or the Railway Protection Force and some guard—it is a long train and the guard has no doubt to go from one end to another—pass by and you call them, even when you are Members of Parliament they look somewhere else, as if looking to the reservations and so on. So, immediately there is no response. These are the various difficulties. I would like some consideration to be given to these matters and the necessary remedies brought about.

Then, in the South the catering is good, but on the Northern Railway and the North Eastern Railway I am sorry that it is not so very well observed with regard to cleanliness, tidiness, timeliness, etc. I think there is a good deal of improvement in the South, but there are a few stations even in the South which are not being attended to. I was travelling from Madras to Trivandrum to attend a conference. After Trichinopoly and even at Madura, people had to wait in long queues for coffee. Subsequent stations were still worse. We were going to attend the All India Women's Conference, about 100 odd women delegates. There was very little arrangement made and it was a sorry spectacle. Everybody started complaining and no kind of assistance came from anywhere. Private parties had to come to our rescue. So, I would like, when the railways have earned a good name in the sense that they are serving the country so well with regard to extension of lines and the number of trains, etc., these amenities for ordinary passengers should also be attended to, and all that should but in every train where especially women are travelling in great numbers

be done in this direction should 2 NOOK be done. Before I conclude, Sir, I would like to insist that not only at stations but in every train where especially women are travelling in great numbers in the third class, there should be some kind of assistance provided for them. In some of the stations there are women passenger guides, but the passenger guides do not go to the women passengers travelling in the third class. They go to the first class passengers and say: "How do you do?", "How are you?", etc. The third class passengers are absolutely neglected. I would ask the Railway Minister to give a directive to all stations where women passenger guides are employed to see to the amenities of the third class women passengers. Even though they are meant for it, they do not do it. The third class is absolutely neglected. It was a sorry spectacle to see the third class passengers running here and there asking for some particulars, some help, a little milk for babies, a little hot water, and so on. I had to get down from the compartment and become a passenger guide myself. Not that I do not like the work. It is our duty to do it. Being Members of Parliament, we have to serve and protect our own folk, but I think the people who are meant for this job should be educated, should be trained, should be checked and supervised periodically to carry out their work properly.

Thank you very much, Sir. MR.

CHAIRMAN: Mr. Ram Sahai. Three minutes.

DR. A. SUBBA RAO (Kerala): Why not give some more time, Sir? Otherwise the business will collapse.

MR. CHAIRMAN: Let us see.

श्री राम सहाय (मध्य प्रदेश) : सभापति महोदय, मुझे रेलवे मिनिस्टर महोदय का ध्यान थोड़ी-सी बातों की तरफ आकर्षित करना है। सबसे पहले तो मैं पैसेजर्स की सुविधा के लिये जो टाइम-टेबल कमेटी है उसके बारे में निवेदन करना चाहता हूँ।

[THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) in the Chair.]

टाइम-टेबिल कमेटी की जो अथारिटीज हैं वे पहले से ही अपना कुछ खयाल बना कर के और एक प्रकार से टाइम-टेबिल को पूरा कर करा कर तैयार रखते हैं और उसी के मुताबिक सबके खयालात बनाने की कोशिश करते हैं और अगर कोई नया सुझाव दिया जाये तो उस पर विचार करने को वे तैयार नहीं होते। मेरा निवेदन है कि विदिशा एक ऐसा मुकाम है, जो कि जिले का हेड-क्वार्टर है और साथ ही वहां बहुत-सी शैक्षणिक संस्थाएँ हैं, इंजीनियरिंग कालेज है, पालि-टेक्निक है, लाँ कालेज है, पोस्ट ग्रेजुएट कालेज है। ऐसी बहुत-सी शैक्षणिक संस्थाएँ हैं और आर्क्योलाजिकल मानुमेंट्स वहाँ हैं। तो इन बातों के होते हुए भी जो जी० टी० एक्सप्रेस देहली से चल कर वहाँ से गुजरती है, उसको वहाँ ठहराना नहीं चाहते हैं। विदिशा में पैसेंजर्स के लिये चाय का टाइम भी होता है। बीना से डाइनिंग कार लगती है और विदिशा में सुविधा से पैसेंजर्स को चाय दी जा सकती है, लेकिन इस सुविधा का भी कोई खयाल नहीं करता है और बीना से ले कर भोपाल तक उनको चाय के लिये इंतजार करना पड़ता है। कई कारण ऐसे हैं कि जिनकी वजह से जी० टी० एक्सप्रेस को विदिशा में खड़ा करना चाहिये, लेकिन उसको खड़ी नहीं करते।

पहले जब श्री लाल बहादुर शास्त्री थे, तब उस वक्त मैंने प्रयत्न किया और उन्होंने मेरी बात स्वीकार कर ली। श्री जगजीवन राम जी ने भी, हमारे मिनिस्टर महोदय जो कि इस वक्त यहाँ हैं, उन्होंने भी मेरी बात स्वीकार की। एक बार पहले मैंने उनसे निवेदन किया था और उन्होंने उसको स्वीकार करके इस बारे में लिखा था और वह ट्रेन वहाँ खड़ी होने लगी थी लेकिन बदकिस्मती से मैंने देखा कि अब जब कि मैं टाइम-टेबिल कमेटी का मेम्बर नियुक्त हुआ, तब डेढ़ साल से

मैं कोशिश कर रहा हूँ, लेकिन मेरी बात सुनी नहीं जा रही है। तो मैं अर्ज करना चाहता हूँ कि आप इस बात पर गौर करें कि जब मैं मेम्बर नहीं था, तब जिन बातों की तरफ मैंने तबज्जह दलाई वे स्वीकार कर ली गई और अब जब कि मेम्बर की हैसियत से मैंने उन बातों की तरफ तबज्जह दलाई तो उन पर कोई तबज्जह नहीं की गई। मेरा निवेदन है कि इस बारे में फ़ास तौर पर विचार किया जाये। मैं इस वजह से कहता हूँ कि जो पैसेंजर विदिशा जाते हैं, उनको क्या करना होता है; यह आप देखें। उसको सांची पर गाड़ी को खड़ा करना पड़ता है। आर्क्योलाजिकल मानुमेंट्स की वजह से सांची पर जी० टी० खड़ी कराई जा सकती है। और वह खड़ी होती है और फिर जब उधर से उसी समय पंजाब मेल आता है, तो वह उसको भी खड़ा कर लेता है। इस तरह पंजाब मेल और जी० टी० ट्रेन को खड़ा करके विदिशा आ सकते हैं और इस तरह से आते हैं। यह एक साधारण-सी बात है, दो, तीन मिनट खड़ा करने की बात है और ट्रेन के रफ़्तार लेने के लिहाज से दो, तीन मिनट और लग सकते हैं, तो चार, पांच मिनट की बात है, लेकिन तब भी इस प्रश्न को हल करने का प्रयत्न नहीं किया जाता है। मैंने यह भी कहा कि कम से कम जो फ़र्स्ट क्लास के पैसेंजर्स हैं, उनकी रिक्वेस्ट पर ही उसे खड़ा करने की कोशिश की जाये, तो जो पहले जनरल मैनेजर साहब थे, उन्होंने कहा कि हम इस पर सोचेंगे और दूसरे जनरल मैनेजर ने भी कहा कि हम भी इस पर सोचेंगे, लेकिन अब तक उस पर कोई ध्यान नहीं दिया गया है। मैं यह अर्ज करना चाहता हूँ कि वह एक ऐसी ट्रेन है, जो कि बड़ी सुविधाजनक है और उससे बहुत समय की बचत होती है। मैंने इस बात के लिये बहुत कोशिश की, लेकिन कोई भी तबज्जह नहीं दी गई। मैं मिनिस्टर महोदय का ध्यान आकर्षित करूँगा कि जिन कारणों से उन्होंने पहले मेरी प्रार्थना को मंजूर करके जी० टी० खड़ा करने के

[श्री राम सहाय]

लिये आदेश दिया था अब उससे और भी बहुत सी अधिक बातें हैं, इसलिये वह जरूर इस बात पर ध्यान दें ।

अब मुझे रेल के ऊपर जो रोड के ओवर ब्रिज होते हैं, उनके बारे में अर्ज करना है। वैसे तो कई जगह इसकी जरूरत है, लेकिन विदिशा के बारे में मैं खास तौर पर तबज्जह दिलाना चाहता हूँ। वहाँ जितनी भी शैक्षणिक संस्थाएँ हैं, इंजीनियरिंग कालेज से लेकर डिग्री कालेज तक, सब लाइन के उस पार हैं और कोर्ट्स भी उस पार हैं और उस पार होने की वजह से बहुत ट्रैफिक रहता है। जब किसी को मीटिंग वगैरह में जाना पड़ता है, तो काफी दिक्कत होती है। जब पहले रेलवे शुरू हुई थी, तब १०, २० ट्रेनें चलती थीं, लेकिन अब कम से कम हंड्रेड ट्रेन्स चलती हैं। तो आप और कीजिये कि जब हंड्रेड ट्रेन्स बार बार पार हों तब रास्ता कैसे आसानी से मिले और उसमें कितना समय लगने जाता है। इसके अलावा जब शॉटिंग वगैरह होती है तो और भी दिक्कत हो जाती है। यह जरूर है कि रोड, ओवर ब्रिज में स्टेट्स को भी अपना शेयर देना चाहिये और तब ही रेलवे इस पर गौर करेगी और मैं समझता हूँ कि यह मुनासिब बात है कि स्टेट्स को जरूर कुछ शेयर देना चाहिये लेकिन एक बात पर आपको जरूर विचार करना चाहिये कि जब रेलवे शुरू हुई थी उस वक्त की हालत के लिहाज से और आज रेलवे में जो तरक्की हुई है, उसके लिहाज से रेलों और स्टेट्स के शेयर के बारे में गौर होना चाहिये। जहाँ तक रेलवे का सवाल है, अब पहले से ट्रेन्स आठ दस गुनी ज्यादा हो गई हैं।

श्री जगजीवन राम : हम उनको सड़क कनाने के लिये कहते हैं, पुल बनाने के लिये नहीं कहते ।

श्री राम सहाय : जैसा भी आप मुनासिब समझेंगे वैसा करेंगे, लेकिन मैंने अपनी मध्य

प्रदेश गवर्नमेंट से भी इस बारे में खास तौर पर निवेदन किया है और वह भी कुछ थोड़ा-सा एग्री हो गई है, इसलिये अगर आप तबज्जह फरमायेंगे तो जल्दी से जल्दी यह काम हो जायेगा ।

अभी एक्सीडेंट्स के बारे में कुछ सज्जनों ने जिक्र किया। एक्सीडेंट कोई भी करना नहीं चाहता है, मुलाजमीन भी नहीं चाहते हैं और अधिकारी भी नहीं चाहते हैं, एक्सीडेंट के माने ही हैं कि यों ही अक्समात हो जाता है, लेकिन इस बारे में सतर्कता की आवश्यकता जरूर है। इस बारे में रेलवे मुलाजमीन की एक्शियेंसी के बारे में जरूर कुछ थोड़ा-सा विचार करना चाहिए और ऐसे लोग, ऐसे मुलाजमीन इन खास खास पोस्टों पर रखे जायें, जोकि ऐसे एक्सीडेंट्स को कुछ एवायड कर सकें, तो ज्यादा अच्छा होगा ।

अब यह निवेदन करना चाहता हूँ कि कैटरिंग का काम रेलवे ने अपने हाथ में ले लिया है यह बहुत मुनासिब है और उसमें जो जनता के नाम से एक खाना मिलता है, जो कि जनता का खाना कहलाता है वह खाना बिल्कुल मुनासिब है और कुछ सस्ता भी मिलता है, इसमें शुबहानहीं है, लेकिन मेरी अर्ज यह है कि बाज वक्त वह ऐसा मिलता है कि आधा खाया जाता है और आधा नहीं खाया जाता है। मैं अर्ज करूंगा कि उसमें कुछ सुधार जरूर होना चाहिये। बहुत से लोग ऐसे हैं, जो थोड़ा-सा ज्यादा पैसा दे सकते हैं, तो सबको एक प्रकार का ही खाना खिलाया जाये कोई जरूरी नहीं है। मैं समझता हूँ कि एक कुटुम्ब में भी, एक परिवार में भी, सब ही एक-सा खाना पसन्द नहीं करते हैं। मेरी अर्ज यह है कि मैंने देखा है कि इस क्रदर मोटा चावल दिया जाता है कि वह बहुत कम खाया जाता है ।

रेल उपमंत्री (श्री शाहनवाज खाँ) : कीमत भी कम है ।

श्री राम सहाय : इस पर तबज्जह करने की जरूरत है, मेरा यही निवेदन है।

एक और बात की तरफ मैं खास तौर पर आपकी तबज्जह दिलाना चाहता हूँ और वह यह है कि रेलवे में जो मरम्मत का काम किया जाता है तो ठीक से नहीं किया जाता है। जैसेकि अगर बाथरूम की मरम्मत करनी है, तो बाथरूम की मरम्मत करने वाले इस चीज का ध्यान नहीं रखते कि यह बाथरूम कितना अच्छा बना हुआ है, इसका कितना अच्छा पेंट है और इसमें दूसरी चीजें कैसी लगी हुई हैं, बस वे जल्दी में तोड़ फोड़ कर इधर उधर उसकी रिपेयर कर के चले जाते हैं। यह जो तरीका होता है, उससे एक बढ़िया खूबसूरत चीज भी बदनुमा हो जाती है। इसलिये मेरा यह कहना है कि उन लोगों को खास तौर पर यह हिदायत होनी चाहिये कि वे इस बारे में ऐसा अहसास रखें कि ऐसी चीजों के साथ जब दूसरी चीज लगायें, तो वह मैच करने वाली हो और जितनी आवश्यकता हो उतनी ही तोड़-फोड़ हो और ठीक तरीके पर उसे लगायें। मैं समझता हूँ कि थोड़ी बहुत तकलीफ उसमें हो तो कोई हर्ज नहीं लेकिन एक चीज जो अच्छी और खूबसूरत बनी हुई है उसको बिगाड़ कर इस तरह से मरम्मत कर दी जाय, यह मुनासिब नहीं है। इसी तरह से पाइप बगरह जो लगाते हैं वह भी बिल्कुल अनमेल बेजोड़ होते हैं। बहुत खूबसूरत अच्छी चीज बनी हुई है उसमें एक लोहे का बदनुमा पाइप टोंटी लगा दिया तो वह सारी अच्छी चीज बदनुमा हो जाती है। मैं समझता हूँ कि रेलवे में किसी तरह के स्टॉक की कमी नहीं रहती है और कोई कारण नहीं है कि जैसी चीज आवश्यक हो, वैसी वहाँ नहीं लगायी जाये। अच्छी चीजों के साथ अच्छी ही चीजें लगनी चाहियें। इन बातों पर थोड़ा सा भी ध्यान दिया जायेगा, तो जरूर कुछ न कुछ अच्छा नतीजा निकलेगा।

(Time bell rings.)

SHRI J. S. BISHT (Uttar Pradesh):  
Mr. Vice-Chairman, I have been  
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making appeals for the last ten years and luckily the hon. Minister for Railways is present here today, and I might make one more appeal in the hope that it will at least be fruitful. As he himself knows, there is a metre gauge line between Kathgodam, Haldwani and Bareilly. There is no broad gauge line there. An engineering survey was made some six years back and I believe that the cost that has been computed has not come to more than Rs. 2 crores or Rs. 2½ crores. It is a very small sum. We have already gone through nearly two Five Year Plans and we have also finished the first year of the Third Five Year Plan. So far as we are concerned and so far as the railways are concerned we have been left completely in the cold. Last year, the hon. Deputy Minister for Railways, Shri Shah Nawaz Khan, was present here and he made a definite commitment to the effect that this line would be taken up next year. This year I have just looked through the Demands and I find again that there is an omission; there is no mention of it.

SHRI JAGJIVAN RAM: It is a matter between you two.

SHRI J. S. BISHT: Well, if it were a matter between him and me, I think it would have been done. But the argument is that the Planning Commission comes in the way or something like that. All I can say, is, I can only appeal to the Railway Minister that Rs. 2½ crores is too small a sum in the big budget of Rs. 500 crores of the Railways to need the approval of the Planning Commission at all. These are small items which can be got from anywhere, from any corner, from the Contingency Fund or from any other Fund—this sum of Rs. 2½ crores. Therefore I would make an appeal to him seriously and most earnestly that this time he will be kind enough to somehow smuggle through this line in the regular Budget that he produces before Parliament and have this line and earn the gratitude of the two million

[Shri J. S. Bisht.] people living in the Himalayas for the convenience that he will be granting them by constructing this new line. I hope, Sir, that it will be done. Thank you.

DR. A. SUBBA RAO: Mr. Vice-Chairman, I take this opportunity of raising an issue which has been regularly raised in this and the other House and which is agitating the minds of the people of the area from which I come, that is very near Mangalore. I am referring, Sir, to the Hassan-Mangalore line. Everybody knows the importance of that line and I need not go into details about the importance of that line. After great pressure it was included in the Third Five Year Plan along with the Salem-Bangalore line. Last year nothing was earmarked for that line, even for the survey. Only in November, by a Supplementary Grant, they earmarked about Rs. 2,15,000 for the final survey and even then, it was said that the final survey depended on the receipt of intimation from the Ministry of Transport and Communications giving their indication of the programme of development of the Mangalore Port. I would ask the Ministry how far they have succeeded in impressing the Ministry of Transport and Communications to give an indication about the development of the port. Even in this year's Budget we see that only Rs. 7 lakhs have been earmarked for the final survey, while Rs. 1 crore have been allotted for taking up the construction of Salem-Bangalore line. Am I to understand that it is just because the Deputy Minister of Railways is interested in the construction of this Salem-Bangalore line and does he not think that he has got equal responsibility for carrying out the construction of the Hassan-Mangalore line expeditiously? Sir, the people of that area are really agitated whether it will be taken up at all because recently we have been seeing in the papers that the development of the Mangalore Port might not be undertaken at all because of the Goa Port that we have

now. So, I would like to press my views with regard to this line because it is not only in the interests of exporting iron ore which is found in plenty in that area but this line will definitely help in developing those areas and improving commerce and trade there.

Now, I would like to refer to» another point as well. I could not actually see whether it is included in this year's Budget. That is with regard to the remodelling of the Calicut Station. I know the Deputy Minister had toured that area and when he came there, I am sure that the people of that area had impressed upon him the necessity of remodelling the Calicut Station. I do not know whether that has been included in this Budget. As at present the main bottle-neck is due to the very limited capacity of the Calicut Station, on account of which there is late running of trains in that area. I hope that work will be taken up in right earnest and completed very early.

The third point which I want to raise in this debate is that we have repeatedly raised the question of providing more and more carriages in that area. In the Consultative Committee we have repeatedly brought to the notice of the Minister that the trains are overcrowded there. I even requested for a small additional train from Kasaragod to Mangalore, Mangalore being the main trading centre and also an educational centre in that area. There is only one train in the Morning taking the traders as well as the students to Mangalore, and one train in the evening. These trains have got a very limited number of bogies and people going in these trains practically travel hanging from the door-handle bars and other things. So, I expect one additional train to be introduced to minimise overcrowding in that particular area at least. Now, Sir, one more thing I want to refer to is about the late running of trains especially in that area. There are one or two other trains of course and I am not talking about those Mail and



Express trains but about passenger trains. There is one train which is coming from Cochin Harbour to Mangalore and which is scheduled to arrive at Mangalore at 10:45 at night, but it usually arrives there at 12 O'Clock or at 12.30 in the night. Passengers reaching Mangalore at 12 O'Clock are finding it very difficult to get accommodation there or even to go to the town at that hour. I am told that the main reason for the late run—King of this train is due because the whole control is being done by the Divisional Superintendent at Olavak-kot and I feel that unless some amount of authority is given to the respective Station Masters—which was being done previously—I am not very sure about it—I do not think that we will be able to overcome this late run—Ming of trains.

I again request, Sir, that the Hassan-Mangalore line be taken up at the earliest and an additional local train be introduced to run from Mangalore to Kasaragod.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Mr. Niranjan Singh. Three minutes please.

श्री निरंजन सिंह (मध्य प्रदेश) : उप-सभाध्यक्ष महोदय, यूं तो मैं जो बात कहता हूँ वह कई बार कह चुका हूँ, लेकिन आपने जो तीन मिनट का समय दिया है, उसमें केवल तीन ही बात कह सकता हूँ।

पहली बात मैं रेस्टोरेन्ट कार में जो वर्कर हैं उन के बारे में कहना चाहता हूँ कि उन्हें बिल्कुल भी रेस्ट करने के लिये समय नहीं मिलता है। मैं आप के सामने केवल सेन्ट्रल रेलवे के रेस्टोरेन्ट कार के वर्करों के बारे में कहना चाहता हूँ। अक्सर देखने में यह आता है कि जब रेस्टोरेन्ट कार एक गाड़ी से दूसरी गाड़ी में लगाई जाती है तो उस में जो काम करने वाले कर्मचारी होते हैं, उन्हें गाड़ी में ही बैठे रहना पड़ता है और उन्हें इतना भी समय नहीं मिलता है कि वे थोड़ा सा आराम

कर लें। जैसे बम्बई से नागपुर होते हुए गाड़ी इलाहाबाद आई और उस में से रेस्टोरेन्ट कार दूसरी ट्रेन में अटैच हो गई। इसी तरह से जो गाड़ी झांसी से भुसावल जाती है, वह कभी कभी सिक हो जाती है, इसलिये उसको नागपुर में ही दूसरी गाड़ी में अटैच कर दिया जाता है। इस तरह से इन गाड़ियों में जो रेस्टोरेन्ट कार होती हैं और उन में जो वर्कर हैं उन्हें रेस्ट करने का बिल्कुल भी अवसर नहीं मिलता है। इसलिये मैं माननीय मंत्री जी से प्रार्थना करूंगा कि वे इस बात की ओर भविष्य में अवश्य ध्यान दें।

दूसरी बात मैं रेलवे यादों के बारे में कहना चाहता हूँ कि वहां पर किसी तरह क फैंसिलिटी नहीं मिलती है। मैं इटारसी और कटनी के यादों के बारे में आप से कहना चाहता हूँ। इन दो स्टेशनों के पास जो यादें बने हैं वे ओपन हैं लेकिन स्टेशनों से दो और तीन मील दूर हैं। इन यादों में जो स्टाफ काम करता है उन के रहने के लिए वहां पर कोई प्रबंध नहीं है। उन लोगों को अपनी झूटी पर पहुंचने के लिये काफी समय लग जाता है और जब झूटी खतम हो जाती है, तो घर लौटने के लिये भी काफी परेशानी उठानी पड़ती है। सरकार के पास भी उन की कठिनाइयों के बारे में खबर आई होगी और मुझे आशा है कि सरकार उन की कठिनाइयों को दूर करने का जल्दी से प्रबन्ध करेगी और उन के आने जाने के लिये भी कोई प्रबन्ध कर देगी।

तीसरी चीज मुझे नये स्टेशनों के बारे में कहनी है जो इस समय बन गये हैं या बनाये जा रहे हैं। इन स्टेशनों में जो स्टेशन मास्टर या स्टाफ काम करता है उन के लिये कोई फैंसिलिटी का प्रबन्ध नहीं किया गया है। इन स्टेशनों में न दवाई का कोई प्रबन्ध है और न ही पानी का कोई प्रबंध किया गया है। इन स्टेशनों में जो स्टाफ काम करता है उन के लिए क्वार्टरों का कोई प्रबंध नहीं किया गया है। इस का नतीजा यह होता है कि जो कर्म-

[श्री निरंजन सिंह]

चारी इन स्टेशनों में काम करते हैं वे दूसरी जगहों से यहां पर काम करने गाड़ियों में आते हैं। अक्सर गाड़ियां दो या तीन तीन घंटे लेट चलती हैं, जिसका नतीजा यह होता है कि इन लोगों को १२ घंटे से भी ज्यादा काम करना पड़ता है।

इस के अलावा मुझे पुलों के संबंध में भी कुछ कहना है। सदन में भी कई बार पुलों के संबंध में सवाल किये गये और मंत्री महोदय द्वारा यह कह दिया जाता है कि बन गये हैं। जो पुल डैमेज हो जाता है, उस के ऊपर से गाड़ियां बहुत धीमी रफ्तार से चलती हैं। डैमेज शब्द का अर्थ ही यह है कि गाड़ियां स्लो स्पीड से चलाई जायें। लेकिन देखने में यह आता है कि कुछ पुलों पर गाड़ियां कई वर्षों से स्लो स्पीड से चलती आ रही हैं। उन पुलों पर "कांशन" शब्द लिखा रहता है, तो इस का मतलब यह हुआ कि पुल अच्छी हालत में नहीं है, लेकिन उनकी न मरम्मत की जाती है और न उन पर गाड़ियों का चलना बन्द किया जाता है। मुझे दो तीन पुलों के बारे में मालूम है जो ऐसे मालूम पड़ते हैं कि जल्दी ही कोलेप्स हो जायेंगे। दो तीन साल हो गये हैं लेकिन इन पुलों को अभी तक कोई मरम्मत नहीं की गई है। अगर आप इन चीजों की ओर ध्यान नहीं देंगे तो इस से काफी नुकसान होने का अन्देश है।

अब मैं अन्तिम बात रेलों में चोरी के बारे में कहना चाहता हूं। रेलों में जो चोरी होती है, उसके सम्बन्ध में यह कहा जाता है कि पुलिस को अपरेट नहीं करती है और पुलिस की ओर से यह कहा जाता है कि रेलवे विभाग वाले को अपरेट नहीं करते हैं, जिसकी वजह से चोरों का पता नहीं चलता है। रेलवे विभाग को इस बारे में अवश्य कोई प्रबन्ध करना चाहिये ताकि चोरी का एकदम पता चल सके और प्रोसीक्यूशन जल्दी हो जाय। यादों में जो पुलिस के कर्मचारी काम करते हैं वे चोरों

से मिले रहते हैं। जब कोई चोर पकड़ लिया जाता है तो जो रैगुलर पुलिस होती है वह उस का प्रोसीक्यूशन नहीं करती। इस तरह से चोरी की वारदातें होती रहती हैं और दबती नहीं। ये दोनों चीजें स्टेट से संबंध रखती हैं। इसलिये मैं आप से यह कहूंगा कि इस सम्बन्ध में रेलवे मंत्रालय और स्टेट सरकारों को मिल कर काम करना चाहिये, जिससे रेलों में जो चोरी की वारदातें होती हैं और जो बहुत ज्यादा बढ़ गई हैं, वह जल्द से जल्द खतम हो जायें। मुझे आशा है कि माननीय मंत्री जी मेरी इन बातों की ओर अवश्य ध्यान देंगे।

SHRI N. K. DAS (Orissa): Mr. Vice-Chairman, there are lots of grievances regarding the maladministration of South-Eastern Railway, which are floating in my mind at present, but I do not propose to refer to them now. I would only refer to two things which have been repeatedly brought to the 'notice of the railway administration but without any effect.

Firstly I should like to refer to the paucity of passenger trains between Calcutta and Puri. Formerly there were two regular passenger trains running between Calcutta and Puri. Calcutta is an important business centre. Lakhs of people from Orissa frequently go to Calcutta, and as the House well knows, at the other extremity is Puri which is an important religious centre, and there is a railway station at Puri. Throughout the year there are religious festivals at Puri attracting enormous crowds of passengers from every nook and corner of Orissa. There is no reason why the two passenger trains running between Calcutta and Puri should be reduced in number. About 10,15 years ago, one passenger train was reduced, and as a result of agitation one passenger train between Kharagpur and Waltair was run,

which was popularly known as *mach gadi* (fish shuttle), or something like that. That train was also discontinued four or five years ago. Then, in the year 1955 or 1956, the said train was reintroduced, and it used to run from Calcutta up to Waltair. It continued running for about a year after which, for reasons best known to the railway authorities, that train was discontinued. Again the attention of the railway authorities was drawn to this, and it seems the railways have agreed to reintroduce the train. The ex-P.W.D. Minister of Orissa—Shri Brindaban Naik—in fact made an announcement on the floor of the Legislative Assembly that with effect from such and such a date that train was going to be introduced again. But that train was not introduced. Recently, a train known as Parcel Express train has been introduced between Kharagpur and Bhadrak. It has one or two passenger bogies. It does not halt at all the stations. If the railway administration is not in a position to introduce a regular passenger service between Calcutta and Puri, at least this Parcel Express train could be extended up to Cuttack, and it should be made to halt at every roadside station.

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY) : It will not be an Express then.

SHRI N. K. DAS: This is the Parcel Express—not the Puri Express; I am referring to the Parcel Express train carrying one or two passenger bogies. I have one more point to which I want to invite the attention of the hon. Railway Minister. Only last week I was in my own place, Balasore district of Orissa. A number of business people used to complain to me there about the irregular supply of wagons to move paddy. Now, during the Doljatra festival some wagons were supplied to them. Because the coolies were off duty—they had gone home during the festival—they were in difficulty. They felt considerable difficulty in loading the trains. Moreover,

when they went to load the wagons they found that the wagons supplied were defective. The supply of wagons again, was not on the main line, but on the midline. Now, one or two business people known to me said, "You are in Parliament and you are an old Member. The hon. Railway Minister, we know, is your friend, and in spite of that our small grievances are not being redressed". I thought I would personally speak to the Railway Minister. Now that an opportunity has arisen, I should like to draw the attention of my friend, the Railway Minister, to this small grievance of the business people there.

Sir, I have nothing more to say presently, though I have a catalogue of grievances regarding the railway administration which I reserve for a future occasion.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : Mr. Saksena, do you want to speak?

SHRI H. P. SAKSENA (Uttar Pradesh) : Yes, Sir.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : If the House has no objection, he can speak sitting. ^jq-

SHRI H. P. SAKSENA: Mr. Vice-Chairman, I want once again to bring to the notice of the Railway Minister the question of ...

**श्री जगजीवन राम : आप न बोलिये**

**श्री गोपीकृष्ण विजयवर्गीय (मध्य प्रदेश)**  
**रहने दीजिये । आप लिख कर दे दीजिये ।**

SHRI H. P. SAKSENA: ..... confirmation of those Railway Magistrates who have been working for the last fifteen years.

SHRI DAYALDAS KURRE (Madhya Pradesh): Sir, I rise to support this measure whole-heartedly. Sir, I would like to say a word about the educational activities going on under the railway administration. Generally, on

[Shri Dagadas Kurxe.] the South-Eastern Railway the school affairs are looked after by the local officers. Some of them are Medical Officers, District Medical Officers, District Mechanical Engineers and so on. In fact, they have no proper time to look into the schools' affairs. Apart from this, they are not technically advanced to look into these matters. The inspections are generally made by the State Inspectors who are working under the District Officers. Because they do not get extra remuneration for this work from the beginning to the end of the year they get salary for inspection.

SHRI JAGJIVAN RAM: They get salary for inspection.

SHRI DAYALDAS KURRE: I would humbly suggest that in this zone, under the General Manager there should be a separate department of educational affairs which should have a separate officer who should have the co-operation of the district officers and other subordinate officers so that they may be able to look after the schools' affairs.

Another point in this connection is that there should be proper arrangements for buildings and a little extra amount should be granted for that purpose. Last year, in my speech, I made a request about the Bilaspur High School building. This time also I request the hon. Minister to sanction a little more money for the construction of a school building because the number of children in that High School is more than 600 and the classes presently are being run in barracks. If a building could be constructed within a short period, the school will improve considerably.

Next, Sir, I would request about the opening of a new railway line from Bilaspur to Jabalpur via Mugeli and Mandala. This line will be very, very useful to that area where there is a great public demand. So, I would request the hon. Railway Minister to sanction some amount for the opening of this line.

[THE VICE-CHAIRMAN (SHRI NAFISUL HASAN in the Chair)]

SHRI S. V. RAMASWAMY: Mr. Vice-Chairman, nine hon. Members have spoken and they have raised some points to which I shall refer briefly. Mr. Deb mentioned about an accident about which I have got a report. It says:

"On 7-2-1962 at about 10/15 hrs. while 762 Dn. goods train was running between Jorai and Kamakhya-guri Stations on Amingaon-Alipur Duar Jn. Section, 14 wagons got derailed and capsized at mile 117/3 to 116/25 blocking main line. Relief train from Alipur Duar Jn. and Amingaon left for site at 11/25 and 11.45 hrs. respectively with the Local Officers. Track for a length of about three telegraph posts got distorted and damaged. Transshipment at site was not possible due to steep bank and jungle growth. Duration of block which was originally expected to last till mid-night of 7/8-2-1962 is now expected to continue till mid-day of 8-2-1962 due to heavy downpour last night. None was injured. Cause is under investigation."

This is the report that we got. Obviously it was a very exceptional thing and nobody expected that there would be derailment at that place. Sir, the House will appreciate the difficulties to which the railway authorities have been put and with the best of intentions all that they could do they have done.

Generally the hon. Member spoke about railway accidents, that they were increasing and so on. The hon. Minister in his Budget Speech has already referred to these accidents, "The question of accidents on the Railways has been engaging my earnest attention." Following the discussion in Parliament after the unfortunate accidents at Ghatsila, Mainpuri and Kosgi during October and November, 1961, a Committee has been

constituted with Dr. Kunzru as Chairman, 4 Members of Parliament and 2 technical experts. The terms of reference of the Committee are (i) to consider the question of accidents on Indian Railways, and (ii) suggest measures by which they can be further minimised. We are awaiting the report of the Committee. I might mention in passing that the number of train accidents on the Indian Railways during the ten months from April 1961 to January 1962 registered a slight increase of 0.8 per cent, as compared to the corresponding period of the last year but then during the corresponding period, the total train miles on Indian Railways registered a corresponding increase of 2.14 per cent. It will be seen from the above statement that the increase in the number of accidents is offset by more than a corresponding increase in the train miles on Indian Railways. So that is the position.

Shri Deb and others also mentioned about delays and unpunctuality. I would like to submit, without tiring the House with details, that the results achieved in the form of percentage of passenger carrying trains not losing time to the total number of trains run on all the Government Railways during 1957-58, 1958-59, 1959-60 and 1960-61 compare very favourably and show that the position has been improving. I will just briefly mention one or two points and I will not tire the House. About all trains including electric multiple unit trains, in 1957-58 the percentage was 77.63 per cent. In 1960-61 it has come up to 85.75 per cent. There is a definite improvement. Similarly for the Mail and important through trains, in 1957-58 it was 70.81 per cent, but in 1960-61, it was 79.67 per cent. For other passenger trains, in 1957-58 it was 76.29 per cent, and in 1960-61 it was 79.63 per cent. Similarly the improvement has been registered for the meter gauge also. What I gave was with regard to broad gauge. It will be seen therefore that there has

been improvement on both Broad gauge and meter gauge during 1960-61 as compared to the preceding three years. The punctuality performance in 1961-62 (up to February, 1962) particularly during the latter part received a set-back due to unavoidable causes such as heavy rains, floods and breaches on several railways and resultant imposition of severe engineering restrictions, heavy emergency moves and foggy weather, loco loss on run due to inferior quality of coal, etc. The punctuality performance of trains is watched at all levels including the highest level in the Board's Office and all feasible measures for ensuring punctual running of trains by way of institution of punctuality drives, education of staff through Railway Gazettes, etc. are taken.

Shrimati Nallamuthu Ramamurti spoke about reservations and non-cancellation of reservations. It is very unfortunate that the general public are very eager to have reservations but when they do not go, they do not care to inform the railway authorities that they are not going and therefore it may be made available to others. I hope there will be a better sense of civic responsibility on the part of all concerned among the general public so that reservations may be made available for others.

The hon. Lady Member mentioned about catering also. We are paying great attention to catering. There is departmental catering at several stations. There are the restaurant cars and having set up a standard in our own departmental catering for the private sector for the contractors, we have looked into all these matters to see that catering is improved as much as possible.

Shri Ram Sahai mentioned that the Timetable Committee comes to conclusions already arrived at. It is not so. It is open to hon. Members to urge before the Committee to change the timings. Changing timings may

[Shri S. V. Ramaswami.] not be—of particular trains—so easily obtained because one conflicts with the other. A change of timing of a particular train may clash with many other things. So it has to be duly considered.

With regard to overbridges, the position must be known very well to the hon. Member. The State Government has got to build the approaches for overbridges and if the State Government does it, we will have no hesitation in linking the two approaches over the Railway property.

Shri Bisht and others mentioned about new lines. Members are probably aware that the Planning Commission has approved of certain new lines and set apart funds necessary for the same. Others were not approved largely on the ground of paucity of funds. I suppose as and when funds become available, other lines will be considered. I do not know about the assurance given by my colleague and Mr. Bisht was mentioning that my friend was nodding his head.

SHRI J. S. BISHT: It can be verified from records.

SHRI S. V. RAMASWAMY: Dr. Subba Rao referred to the remodelling of Calicut station. I may tell him that we are going to remodel Calicut station in a big way. In fact during the current year an amount of Rs. 3 lakhs will be spent. The total expenditure on remodelling of Calicut station will be of the order of Rs. 10 to Rs. 11 lakhs. He was mentioning about the paucity of carriages and late running. The whole difficulty arises there because the rails are old and they need to be strengthened. The hon. Member knows that we are re-railing the section from Calicut to Mangalore. He also knows that the rails are placed on either side of the track and all that needs to be done is to put them

on the track, just pull out the old and put in the new ones. When that is done, it is proposed to run the W.P.s which stop away at Shoranur now right up to Mangalore which will have a hauling capacity of 12 to 13 coaches which at present is not possible because those trains on that section are hauled by X.Bs and smaller engines.

With regard to Hassan-Mangalore, there is no discrimination anywhere. I belong to the Government of India . . .

AN HON. MEMBER: What about Salem? . . .

*(Interruptions)*

SHRI S. V. RAMASWAMY: India includes Salem. There can be no charge of any partiality. My friend will kindly look into the Third Plan Report of the Planning Commission. There is no condition attached to the inclusion of Salem-Bangalore or Manamadurai-Virudunagar. With regard to Mangalore-Hassan, they have definitely stated that it will depend on the completion of the Mangalore port and that completion of the Hassan-Mangalore line will synchronise with the completion of Mangalore port and they have even said that it should be done in consultation with the Ministry of Transport. We are bound by what the Planning Commission has said.

DR. A. SUBBA RAO: Is it not a fact that it will take five years for the completion of the railway line while it is possible to complete the development of that port within three years and if so, is it not necessary to take up this work even before?

SHRI S. V. RAMASWAMY: It is much easier to construct a railway line than to build up a port there. The port will take a longer time than the construction of a railway line. Anyhow we are bound by what the Planning Commission has said

Shri Niranjana Singh mentioned about there being not enough rest for the restaurant staff. We know about it and we have been giving them sufficient time and we have provided sufficient amenities also so that they may have the required rest. He mentioned also about the speed restriction. That is because of the exceptional rains that we had last year which damaged some bridges and in view of the fact that the engineering works are going on, these restrictions will be there and once the engineering works are completed of course these restrictions will be removed. As regards the station yard at Katni, I myself visited it and I found that they are going on with the construction of quarters for the staff which I hope, will be completed soon.

With regard to the non-cooperation of the local police in the case of thefts, it should not be so. Unfortunately we cannot investigate and prosecute. All that we can do is to lodge a complaint like any other ordinary citizen. Under the existing law, the question of law and order is a State subject. We can only complain. The investigation and prosecution is a matter which is within the jurisdiction of the State Governments. We expect co-operation from the State Governments and often times they do give it. I do not know why there should be any exception in this case.

Shri N. K. Das mentioned about the paucity of trains between Calcutta and Puri. He was speaking of things fifteen years old. Much water has flowed beneath the Jumna bridge.

SHRI JAGJIVAN RAM: And the Mahanadi.

SHRI S. V. RAMASWAMY: And much water has flowed down the Mahanadi river also, I am told. And there have been floods also in the Mahanadi river. Now, the position is, vast engineering works are going on there. Constructions are going on and we cannot have the same number of trains as we had

because we have got to move the goods. The first priority is for the movement of goods and we have cut out one or two trains. This is only to facilitate the movement of goods. At the same time, we have seen to it that the passengers are not inconvenienced much.

Shri H. P. Saksena mentioned the question of the confirmation of the railway magistrates. They are not our servants. They are appointed by the State Governments and if their confirmation is to be done, the State Governments have to be moved. It is they who have to do it.

SHRI H. P. SAKSENA: Do not the Railways for whom they work, take them up as their own employees?

SHRI S. V. RAMASWAMY: No. Their services are lent, and they are paid by the State Governments. Therefore, their confirmation has to be done by the State Governments. They are under their discipline. Therefore, the State Government\* have to do it.

Mr. Kurre mentioned about educational facilities and wanted a separate department to be provided. As hon. Members know, Education is a State subject and we are there only to provide some educational facilities for the children of our railway employees in outlying places where the State Government has not come forward to provide them. Therefore, we have gone in for these single-teacher schools and so on, for providing educational facilities to the children in the outlying places. Our main job is transport and we cannot be side-tracked into opening schools, and so on and so forth. With regard to the Bilaspur High School, that again, is a matter for the State Government and they should be pressed to come forward to build a high school building in order to give better facilities for the education of the children there. The Railways may subsidise it also, in case of necessity

With regard to new railway lines my hon. friend mentioned Bilaspur

[Shri S. V. Ramaswamy.] and Jabalpur. The Planning Commission will have to set apart fundi and unless this is done, I am afraid we cannot do anything in that matter in the Third Five Year Plan period.

DR. A. SUBBA RAO: May I know whether the Railway Ministry is in correspondence with the Transport and Communications Ministry with regard to the developing of the Mangalore port? If so, may I know whether they have given any indication as to when they will start the work?

SHRI S. V. RAMASWAMY: Sir, when they finalise their scheme of construction with regard to the Mangalore port, they will inform us and we will go ahead with the work on the railway line.

SHRI FARIDUL HAQ ANSARI (Uttar Pradesh): Sir, the hon. Deputy Minister just now said that law and order was primarily the responsibility of the State Government. Does he mean thereby that even if a heinous crime is committed in a running train, the Railways are not responsible for it?

SHRI S. V. RAMASWAMY: Sir, my hon. friend is a senior Member of this House and he is well aware of the provisions in our Constitution and he may refer to them.

SHRI DIBAKAR PATNAIK (Orissa): Is it the policy of the Government to see that all the educational institutions under the Railways should be transferred to the State Governments?

SHRI S. V. RAMASWAMY: There is no proposal to transfer them to the State Governments. We are only supplementing the facilities. That is all.

THE VICE-CHAIRMAN (SHRI NAFISUL HASAN): The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated

Fund of India for the service of a part of the financial year 1962-63, for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI NAFISUL HASAN): We shall now take up the clause by clause consideration of the Bill. There are no amendments.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI S. V. RAMASWAMY: Sir, I move:

"That the Bill be returned."

*The question was put and the motion was adopted,*

#### THE ADVOCATES (AMENDMENT) BILL, 1962

THE DEPUTY MINISTER OF LAW  
(SHRI R. M. HAJARNAVIS): Sir, I beg to move:

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"That the Bill to amend the Advocates Act, 1961, as passed by the Lok Sabha, be taken into consideration."

Sir, last year, when the Advocates Bill became an Act, the hon. the Law Minister was pleased to express the hope with which I respectfully joined, that before our term came to end, we would find that all the institutions which the Advocates Act created would be working so that we would have the satisfaction of finding a self-governing profession actually functioning. But Sir, with the best of will and best of co-operation that we received all round, it was found that all the Bar Councils were not constituted. At least one Bar Council was not elected till the 28th February 1962. That created some