

SHRI BHUPESH GUPTA (West Bengal): Sir, I request you to allot longer time since we will have time, possibly.

MR. CHAIRMAN: We allotted fifteen minutes in the first five or six years. In the last year and the year before, we had one hour and this time also we are having one hour.

THE CENSUS (AMENDMENT) BILL, 1959

THE DEPUTY MINISTER OF HOME AFFAIRS (SHRIMATI VIOLET ALVA): Sir, I beg to move for leave to introduce a Bill further to amend the Census Act, 1948.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill further to amend the Census Act, 1948."

The motion was adopted.

SHRIMATI VIOLET ALVA: Sir, I introduce the Bill.

THE PREVENTION OF CRUELTY TO ANIMALS BILL, 1959

THE DEPUTY MINISTER OF AGRICULTURE (SHRI M. V. KRISHNAPPA): Sir, I move for leave to introduce a Bill to prevent the infliction of unnecessary pain or suffering on animals and for that purpose to amend the law relating to the prevention of cruelty to animals.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to prevent the infliction of unnecessary pain or suffering on animals and for that purpose to amend the law relating to the prevention of cruelty to animals."

The motion was adopted.

SHRI M. V. KRISHNAPPA: Sir, I introduce the Bill.

THE APPROPRIATION (RAILWAYS) Bill, 1959—continued

DR. H. N. KUNZRU (Uttar Pradesh): Mr. Chairman, I am glad to have another opportunity of learning facts about the financial position and operational efficiency of our Railways from the Railway Minister. I made some observations on this subject during the discussion of the Railway Budget, and the Railway Minister made some remarks on this subject, which unfortunately for myself, I could not fully understand. I shall, therefore, ask him to consider a little more carefully what I have to say with regard to the financial working of the Railways and then give me a reply which will cover all the points that I raise.

During the debate on the Budget, I pointed out two things. The first thing referred to the growth of the income and expenditure since 1950-51 and the other point related to the comparison of the income and expenditure for 1956-57 with those for the year 1957-58.

With regard to the first point, the Railway Minister said that the comparison was vitiated owing to the fact that I had not taken account of the increased contribution of Rs. 15 crores to the Railway Depreciation Fund made at the instance of Shri Lai Bahadur in 1954-55 or 1955-56. Well, in order to remove these doubts, I shall start with the year 1955-56 in which the increased contribution was made to the Railway Depreciation Fund. What is the result? In 1955-56 which includes in its expenditure the increased contribution of Rs. 15 crores to the Railway Depreciation Fund, the total working expenses amounted to Rs. 258.8 crores and the corresponding figure for 1957-58 was Rs. 309.8 crores. This shows that the expenditure increased during those two years by Rs. 51 crores. On the income side, the gross earnings amounted to about Rs. 316 crores in 1955-56 and to about Rs. 381 crores in

1957-58. That is to say, the gross earnings increased by about Rs. 65 crores. Now, Rs. 51 crores of this went to meet the increased expenditure. Therefore, there remained only a surplus of Rs. 14 crores. That is to say, something between one-fourth and one-fifth only could be retained by us. This more than bears out the comparison that I made between the figures of 1950-51 and those of 1957-58.

Now, take the two years 1956-57 and 1957-58. The Railway Minister pointed out that expenditure in 1957-58 had increased on account of special causes. But there are special causes every year and the growth in working expenses has been continuous for some years. But apart from this, the Railway Minister, when he took account of the increase in the working expenses on account of special causes, did not take account of the increase of Rs. 3 crores in revenue also. What I pointed out during the Budget debate was that while the increase in the gross earnings in 1957-58 as compared to 1956-57 was Rs. 32½ crores, the increase in the working expenses amounted to Rs. 31 crores. If we take into account the fact that our gross earnings in 1957-58 increased by Rs. 3 crores, that is to say, our actual earnings exceeded the budget estimates by Rs. 3 crores, then we cannot but come to the conclusion that but for this increase, the increase in working expenses would have been more than the ordinary increase in the gross earnings. The Railway Minister confined himself during the Budget debate to an examination of the figures relating to the working expenses. I would like him to compare the working expenses with the gross earnings. Otherwise he may not be able to either himself see the complete picture, or present the complete picture to us.

Now, Sir, I wish to say a word about the speed of the goods trains. I pay a tribute to the Railway Minister's ingenuity in discovering new excuses every year virtually for justifying the continuous reduction in the speed of goods trains. I have not the time to

deal fully with these ingenious excuses but I want to point out two things to him. The relaying of track, either because of relaying of sleepers or because of relaying of rails, slowed down the speed of goods trains but during the last two years, the area in which speed restrictions have been in force has declined considerably. Taking the broad gauge and the metre gauge together, while the mileage subject to speed restrictions was about 3,400 on the 31st March, 1956, it was only about 1,800 on the 31st March, 1958, that is, it had been reduced by nearly fifty per cent. I could give other reasons also to show that what the Railway Minister said could not possibly be regarded as the last word of the Government on the subject of speed of goods trains but I shall only ask him whether anything has been done to remove certain complaints which occur from time to time, for instance, the complaint with regard to the shortage of water at certain railway stations. Now, it is not enough for Government to say that there was shortage of water. Shortage of water does cause a very real difficulty but we should like to know what steps have been taken during the course of the last two, three, four, five years in order to remove this difficulty or to lessen it.

I shall mention one point before I deal with other subjects. I should like to know what the result of the experiments with pre-stressed concrete sleepers upon railways has been. The Railway authorities stated before the Estimates Committee nearly three years ago that experiments were being made in connection with the use of these sleepers. I suppose the results are known. I should, therefore, like to know what they are. So far as I know, the use of these pre-stressed concrete sleepers which leads to great economy in steel and, therefore, in expenditure, is increasing even in this country and in the South, pre-stressed concrete has been used even in the manufacture of pylons for transmission wires. I should like to know whether any experiment with regard to the use of

[Dr. H. N. Kunzru.] pylons in connection with the electrification of various sections of the Indian Railways has been carried on and if so, with what result.

Now, Sir, I shall go on to the question of pooling. The Indian Railway Enquiry Committee recommended that arrangements should be made for the complete pooling of locomotives. This question has been discussed several times in this House. The present Railway Minister's predecessor said on the 15th March 1954 on this subject:

"It is our declared policy that pooling should be introduced or extended wherever there will be overall benefits by so doing. On a large number of sections, pooling is already in force. In pursuance of this policy, Railways are improving running shed maintenance facilities as a suitable standard of maintenance is a pre-requisite to satisfactory progress and appreciable progress has already been made. An officer has been on special duty for several months examining the possibility of better engine use and his recommendations are being used by the several zonal officers."

In reply to a question, Shri Lai Bahadur Shastri made it clear that the pooling was in force within a Zone. No outstation pooling was in force at that time. Now, the Railway Enquiry Committee was not satisfied with the pooling of locomotives within the jurisdiction of a Railway which it called straight pooling. It recommended that pooling should be extended and that the system of extended engine run should be adopted. This recommendation was made ten years ago. Shri Lai Bahadur Shastri spoke on this subject promising further progress five years ago. I should like to know, therefore, what progress **has** been made on this point. If complete pooling is resorted to, it is obvious that we shall be able to make a better use of our locomotives and probably to increase engine usage which has

not yet come up to the level recommended by the Railway Enquiry Committee only as a first step. The Estimates Committee too, in one of its Reports, said that necessary attention should be paid to a greater degree of pooling of engines. I hope, Sir, that full information will be supplied to us. I should like to state, before I pass on to another subject, that when the Railway Enquiry Committee reported, full pooling was in force on three Railways, the Bengal Nagpur Railway which virtually constitutes the present South Eastern Railway, the Great Indian Peninsula Railway which virtually constitutes the whole of the Central Railway and the Madras and Southern Mahratta Railway which is now a part of the Southern Railway. I should like to know what the practice on these Railways now is and whether engine usage on these Railways or on those sections of these Railways where it was in force is better than in the other Railways or sections. If it is better, then it is a conclusive argument in favour of complete pooling of locomotives.

Now, Sir, I come to the question of research. It is painful for me to have to refer to this subject again and again but I do so in view of the importance attached by all of us to scientific research and the emphasis laid by the Prime Minister from time to time on the need for our adopting a scientific attitude and undertaking more and more research in the Railways. **Out** of over Rs. 300 crores which Railways spend annually, less than Rs. 20 lakhs is going to be spent on research in the year 1959-60. What does research on the Railways mean? The Deputy Minister of Railways has very kindly supplied me, at my request, with a note dealing with the work done by the Research and Testing Centre at Lucknow. The Memorandum, after describing the work of the Centre says:

"Work of this type which is preeminently testing rather than research has absorbed almost the entire capacity of the Centre up till now. As an act of deliberate policy

this work has been given overriding priority over original research and development work, the latter being undertaken only when capacity was available after the needs of the essential testing works had been satisfied."

12 NOON

I do not blame the Railways, Sir, for giving priority to the testing of rails, locomotives, wagons and other things. That was necessary; but why has not more attention been paid to original research? Even testing work involves some research work and a little research has been done even beyond this but what has been done is woefully inadequate. Now, my hon. friend, the Deputy Railway Minister who replied to what I said 'on this subject two years ago said that the Railway Standardisation Office and the Research and Testing Centre would be amalgamated in one organisation to be called the Standards and Research Organisation or something like that. He also said that this organisation would be headed by a senior officer of the rank of General Manager. He also pointed out that research work would be controlled by a controlling committee consisting of the Chairman 'of the Railway Board, Member for Engineering, two representatives to be nominated by the Council of Scientific and Industrial Research and the Director-General, Research, Design and Standardisation. Now, I should like to know what progress has been made since my hon. friend said this two years ago. I cannot find 'out from the Report of the Railway Board whether anything has been done on this subject yet or not. Perhaps, the amalgamation has taken place but from my enquiries from the Railway Board the other day I learnt that the Director-General, Research, Design and Standardisation had not yet been appointed. Sir, this shows how the Railway Board looks upon research work. I should like to know whether the controlling committee has come into existence or whether Government will take a little more time even to establish this com-

mittee. Again, Sir, the Deputy Minister for Railways said that Government would not be content merely with reorganising the arrangements at the headquarters for research but were thinking of establishing local research and design centres for detailed work on different Railway projects and other Railway workshops. Now, I welcomed this announcement and I hope something has been done on this subject and that I shall not be told that even here I must have a little patience to enable Government to tell us whether their consideration of this question has yet been completed or not.

Lastly, the Deputy Minister for Railways, in reply to a difficulty pointed 'out by me, said that to overcome the apprehensions of people selected for the research organisation lest they should lose their chances of promotion, the pay scales of officers other than the Director-General and the Directors are now being regulated in such a manner as to afford necessary protection to the officers in regard to the pay that they would have otherwise drawn on their parent Railways. The scales of pay are so devised that these will permit the appointment of suitable persons from outside the Railways as well. Now, I should like to have full information on this subject, Sir. I want to know whether this is in consonance with the recommendation of the Railway Enquiry Committee and whether full use is being made of outside laboratories. If the laboratories are at present not in a position to deal with specialised railway work, can they be enabled with a little assistance from the Railways to do such work? It will be in the interest of the Railways to have a number of laboratories in the country, apart from the National Laboratories, that might help the Railways in carrying on original fundamental research.

Lastly, with regard to this subject I want to put a question about the Efficiency Bureau. The Efficiency Bureau is still working but the Estimates Committee recommended that

[Dr. H. N. Kunzru.] it should be made permanent and that its recommendations together with the decisions of the Government should be made public. I find that a reference is made to the work of the Efficiency Bureau every year in the Report of the Railway Board but no indication is given of the decisions of the Government except such as may be drawn from the character of the Efficiency Bureau's recommendations.

Sir, I have perhaps no time left but with your permission I shall refer to only two things in just two minutes. I asked during the debate on the Railway Budget what action had been taken by Government on the recommendations of the Officer on Special Duty with regard to the change of gauge. This Report has been in their hands for more than a year and they should be in a position to tell us what action they are taking on the recommendations of this officer.

The second point relates to the creation of a new railway zone known as the North Eastern Frontier Railway. Now, the mileage of this zone will be only 1,760. I should like to know whether this new zone has been created in order to speed up the development of railway communications in Assam or merely on political grounds to give satisfaction to the people of Assam who have during the last so many years been asking for a separate zone in their own State.

SHRI SHEEL BHADRA YAJEE (Bihar): North Bengal and North Bihar are also included there.

DR. H. N. KUNZRU: I did not catch him.

MR. CHAIRMAN: There are other regions also which have the same grievance.

DR. H. N. KUNZRU: We know what the other regions are. The total length of this is only 1,760 miles. Now if the Government have no money to develop communications in Assam then does it mean that they think that the railway zones as at present constituted are a little too big for one

General Manager? Will they then undertake investigation of the workload on the other zones also where no bifurcation has taken place in order to enable us to see whether the work can be efficiently carried on in those zones under present conditions? The Efficiency Bureau prepared a graph showing the increase in work on certain Railways but that was done some years ago. I suggest, Sir, that this work should be brought up to date and that any chart or graph prepared by the Efficiency Bureau together with any report that may accompany it should be supplied to hon. Members or, at any rate, to those Members of the House who take a keen interest in questions relating to our railways. Thank you.

MR. CHAIRMAN: Well, we have just about an hour and a half and I have here about eleven names and it is necessary that nobody should take more than ten minutes, even if I extend it by half an hour for the Minister. You want him to answer. Do you not?

SEVERAL HON. MEMBERS: Yes.

SHRI SONUSING DHANSING PATIL (Bombay): Mr. Chairman, while complimenting the Railway Board on its earnings from goods traffic, the overall picture of the Railways is far from inspiring. The capital-at-charge is tremendous and the nation is deprived of nearly the bulk of the capital which is now employed on the Railways. It is now time to scrap the Convention Resolution of 1954 and see that the Railways as a monopoly nationalised undertaking, pay at least 5 per cent, to the General Revenues.

Secondly, there is an army of officers in the Railway Board. I tried to count them. The figure is 302, a very dangerous figure in I.P.C., and expenditure is Rs. 86 lakhs. And not a single Member is a representative of either trade, industry, commerce and agriculture or labour. It is completely an official body which decides the fate of this country as far as our travel is concerned. Whether our travel has become safe, economic and efficient is

a matter for the House to judge. But normally speaking—because the Railways have spent nearly 100 years—the efficiency of the Railways is not commensurate with the expectations of the nation. A few landmarks in respect of certain achievements are there. Two very disquieting features, as has been mentioned by the hon. Mr. Sapru, are there. Firstly, the speed of goods train is deteriorating, and, secondly, there is recession in the standard of punctuality. The reasons are not given in the Report. They have simply mentioned it and it is not a very fair practice that the Railway Board should present a Report like this.

As I earlier pointed out, it is a blatant anachronism that this Railway Board should continue now. There might have been very strategic reasons in pre-independence days. But there is now no reason why this function should be left entirely to this official body. It should now consist of both officials and non-officials. Otherwise, the Railway Budget should not be separated from the General Revenues. It does not give a clear picture. It is a world by itself, about 11 lakh people earning on the average Rs. 1588—, as compared to Rs. 104 by the agricultural or the rural labourer. This world is being tried to be built up at the cost of the amenities of the passengers. Fifty crores of Rupees are provided for them, whereas the passengers numbering 125 crores get only Rs. 15 crores. They have said, as usual, this year "we have provided amenities". What are those amenities? Platforms, drinking water, shades, benches, re-modelling of stations, raising of platforms. These are the amenities. Even the simple amenity of providing water, especially in the summer months, is not provided adequately. We are not having glasses. The Railway Ministers or the Railway Board Members always travel in saloons. They do not realise it. When I was travelling on the 10th and 11th, I wanted water. There were no glasses at stations like Jhansi and 135 R.S.D.—

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Itarsi. The people are stranded. So, if such a primary necessity is not provided, I think the Railways have not properly performed their function of providing amenities and the planning itself is defective. How can we anticipate or how can we think of having more and more amenities from these well-placed gentlemen (Railway Board) those who are getting more than what the country's average income is? Of course, they have got a responsibility to discharge to the nation, but they are having more and more amenities for themselves at the cost of the passengers.

SHRI P. N. SAPRU (Uttar Pradesh) :
Nobody is having these amenities.

SHRI SONUSING DHANSING PATIL:
The point is, the facilities provided for the staff, for the labour, for the officers, far outnumber the facilities or amenities provided to the passengers. This itself is a very partial view of the whole matter. Secondly, there is overcrowding . . .

श्री पां० ना० राजयोग (मुम्बई) :
पानी तक तो मिलता नहीं है ।

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM); He talks about glasses.

SHRI SONUSING DHANSING PATIL:
The question of overcrowding, according to me, can be minimised if Government take into consideration the following suggestions: (a) Discontinuance of first class in passenger and shuttle trains and especially local trains; (b) Discontinuance of saloons meant for the Officers and Governors; (c) Introduction of second class in local trains; (d) Special arrangement for local fairs, festivals, weekly bazars, Diwali vacations, etc. There must be a sort of a Committee which should go into this question of local needs. Then, withdrawal

[Shri Sonusing Dhansing Patil.] of first class passes for Defence Services and railway employees v.'io are drawing below Rs. 400 p.m. Then, withdrawal of this 300 miles and over bogies and substitution by additional bogies for 100 miles and 'over, so that the full capacity can be utilised. Then, strict watch and checking on ticketless travellers, including railway servants on the platforms as well as in the trains.

Then, Sir, the introduction of a Janata train between Delhi and Bombay *via* Bhusawal is a great necessity which is felt and arrangement for sleeping coaches has been urged.

The other question is the peculiar way how the complaints are handled by the Railway authorities. No doubt a complaint book is maintained at every station, but the peculiar way of handling the complaint is that they never take the statement of or never enquire from, the complainant. If complaints are made, he receives a reply: 'Your complaints are noted. We are very thankful.' The General Manager writes a very courteous letter, but they never enquire about it even if the complaint is made by Members of this House.

Then, Sir, there is a tremendous lack of co-ordination between the Railways and the general departments of the Government, for example, licensing of railway land. Many lands are lying vacant, but they are not given out for 'grow more food', as if the 'grow more food' work is not the responsibility of the Railways.

Secondly, the Railways do not treat fruits or vegetables or even bananas as foodstuff a very peculiar way of dealing with foodstuff. And so the concessions which are available to foodstuffs are not made available to the banana growers. Yesterday, my friend, Shri Deokinandan Narayan, made out a case for bananas. Recently, the hon. Minister for Railways visited the area. But one of the most important things which slipped the

notice of Shri Deokinandan Narayan is the very excessive freight. It requires a reduction.

SHRI JAGJI VAN RAM: Is it excessive?

SHRI SONUSING DHANSING PATIL: It is excessive. See what profit they—producers—make. If really the Railways want to earn more on the transport of bananas, then the banana growers must grow more bananas. If they get a remunerative price, they will grow more bananas . . .

SHRI JAGJIVAN RAM: They will grow more if the transport is entirely free.

SHRI SONUSING DHANSING PATIL: Nearly one half 'of the rate,, about Rs. 1200 or Rs. 1500 is consumed Over the freight. A wagon of bananas fetches about Rs. 3000 to Rs. 4,000. If nearly half the amount is consumed on transport, it is rather not very desirable for the growers to-grow.

I now come to the suggestions made by the Estimates Committee. They have made as many as 645 suggestions, and it is stated in the Railway Board's report that nearly 627 recommendations are communicated to them. How far the improvement suggested have been made is a matter for consideration.

Then, there is the Efficiency Bureau. I tried to understand the function of this Bureau. It is said that its function is rationalisation of office Work and reducing paper work. I do not know whether this Efficiency Bureau is set up to reduce wasteful expenditure, to reduce pilferage, to reduce thefts, to reduce compensation amounts for claims and so on. Naturally, one would expect that the Efficiency Bureau must have that function. Reduction of paper work may 'ordinarily happen, but these are some of the most important functions..

Then the Railways acquire lands. The acquisition is done by the State Government, but the compensation is not paid earlier and the lands are taken up. This is a matter which requires a little attention. The earlier the compensation is paid the better for those people.

On the last suggestion, Sir. The Government invites certain mechanics, persons who have certain knowledge about the maintenance of tracks. The Government wants to avoid accidents tampering with tracks, and so on. One of the seniormost and most experienced mechanics, who was in correspondence with the Minister of Railways through the present Governor of Madhya Pradesh, devised a method which is called 'gadget'. It has been inspected but no reply has been given to the gentleman whether this gadget is worth the trouble he has taken. The mechanic is a Germany-returned old man of about 75. The only reply he got—through a bearer—was "your material is returned." Nothing was said as to whether the device was worth following up or not. This is the way in which the Railway Board treats such mechanics, treats the genius that is available amongst us.

MR. CHAIRMAN: That will do Mr. Patil. We will have lunch hour from one to two. The Minister will reply at 2-30. Mr. Rajabhoj—ten minutes.

श्री पां० ना० राजभोज : समापति महोदय, मुझे बहुत सन्तोष होता है कि हमारे रेलवे मंत्री महोदय व रेलवे सम्बन्धी बहुत से सुधार के कार्य किये हैं। रेलवे विभाग आज बहुत सी कठिनाइयों और मुश्किल परिस्थितियों में से हो कर जा रहा है। इसके साथ-साथ आयोजना से देश की जैसी-जैसी प्रगति हो रही है वैसे-वैसे रेलवे विभाग की जिम्मेदारियां भी बढ़ रही हैं। ज्यादा यात्री तथा ज्यादा माल देश के कोने-कोने में ले जाने का काम बढ़ रहा है और इसलिये श्री जगजीवन राम जी जैसे बहादुर और

धन्य वाल आदमी का लय हा इन चीजों का करना शक्य है। उन्होंने रेलवे विभाग की उन्नति के लिये जो कुछ किया है उसके लिये मैं उनको बधाई देता हूं। चूंकि समय कम दिया गया है इसलिये मैं उन्हीं बातों को कहूंगा जो मेरे ख्याल में बहुत महत्व की हैं।

[MR. DEPUTY CHAIRMAN in the Chair.]

रेलवे बोर्ड के बारे में कई लोगों ने कहा कि पहले तीन मेम्बर्स थे और अब दस बन गये हैं और इस पर टीका की है। मैं मानता हूं कि रेलों का काम काफी बढ़ गया है और बढ़ने वाला है। इसलिये इस संख्या को बढ़ाने की जरूरत पहले से थी। यह खुशी की बात है कि एडमिनिस्ट्रेशन का खर्चा खास ज्यादा बढ़ने की संभावना नहीं है और कई-कई पोस्ट सरेंडर की जा रही हैं। मैं रेलवे मंत्री जी से प्रार्थना करूंगा कि यह खर्चा और भी कम हो जाय और रेलवे को सलाह देन के लिये जिन-जिन व्यक्तियों को नियुक्त करने की जरूरत होगी उनको बुलाने की कोशिश की जायेगी। कायमी पोस्ट निर्माण करने की जरूरत नहीं है। यह खर्चा जो २०-७३ लाख बढ़ा है वह भी काफी है।

दूसरी बात में रेलवे पब्लिक सर्विस कमिशन के बारे में कहना चाहता हूं। चार रेलवे कमिश्नर्स हैं और कुल सोलह सदस्य हैं उनके। मैंने पहले भी कहा है और आज भी कहूंगा कि इन सदस्यों में शेड्यूल्ड कास्ट के सदस्य भी होने चाहिये। यह खुशी की बात है कि एक दो कमिश्नों में शेड्यूल्ड कास्ट के सदस्य हैं किन्तु जहां नहीं हैं वहां भी नियुक्त किये जायें, यह मेरी प्रार्थना है क्योंकि रेलवे करीब-करीब दस लाख से भी ज्यादा आदिमियों को काम देता है और उसमें शेड्यूल्ड कास्ट का जो कोटा है वह पूरा नहीं होता। रेलवे में शेड्यूल्ड कास्ट के कितने लोग हैं उसकी फिगरें अभी मेरे पास नहीं हैं। मैंने कुछ दिन पहले यह जानकारी मांगी थी लेकिन अभी तक वह नहीं मिली है यह अफ-सोस की बात है। मैं मंत्री महोदय से फिर

[श्री पा० ना० राजभोज]
निवेदन करूंगा कि परमेटेज के हिसाब से हमारे लोगों को कितनी नौकरी मिली है उमकी सूचना हमें देने की कृपा करें।

इसके साथ ही साथ मैं आपका ध्यान रेल मजदूरों की तरफ खींचूंगा। आप सबको यह खुशी होगी कि श्री जगजीवन राम जी के आने के बाद एक साल के अन्दर डिमांड नं० १० की तहत जो खर्च हुआ है—७ करोड़ २५ लाख रुपये—वह पिछले साल के मुकाबले ज्यादा है। यही नहीं, बजट के अन्दर पहले जो रूपाया रखा गया था उसमें से भी फालतू खर्च करने की कोशिश की गई है और वह खर्च करने के लिये मैं उन्हें बधाई देता हूँ। इस साल के बिल में भी ६ करोड़ के ऊपर खर्चा अपेक्षित है। १९५७-५८ में मजदूरों के कल्याण के लिये ७ करोड़ १७ लाख ५७ हजार रुपये खर्च हुये हैं और उसके साथ यह अपेक्षित खर्च तुलना करने से यह मालूम होगा कि मजदूरों के लिये रेलवे बहुत कुछ कर रही है। इसमें दो बातें मैं कहना चाहता हूँ। एक तो केंजुअल मजदूरों के सम्बन्ध में है। २००० मजदूर रेल लिंक पर काम कर रहे हैं। मुझे यह मालूम है कि यह सारे रेलवे में एबजाव नहीं किये जाते हैं किन्तु मैं यह कहूंगा कि रेलवेज में जब जब बकौतीज होंगी तब-तब उनको पहला प्रेकरेंस देना चाहिये और जितना ज्यादा उनको एबजाव कर सकते हैं उतना एबजाव करने की कोशिश करनी चाहिये। रेलवे का काम हमेशा जारी रहता है और इन मजदूरों की रोज ही आवश्यकता रहती है।

इस सिलसिले में एक और भी बात है कि, जैसा कि मंत्री जी ने बताया था, एक स्पेशल अफसर शेड्यूल्ड कास्ट के मजदूरों को बनने के लिये नियुक्त किया गया था

और आशा थी कि इससे कुछ होगा। लेकिन कर्मचारी तृतीय और चतुर्थ श्रेणी के चुने गये हैं और बाकी इकानामी ड्राइव की वजह से एबजाव नहीं किये गये। मैं प्रार्थना करता हूँ कि इस बात में यह बहाना नहीं होना चाहिये। जब आप जगहें ब्रेकैट रखते हैं तब रिजर्वेशन का फायदा ही क्या है? मंत्री जी ने बताया है कि वाटरमेन की पोस्ट के लिये शेड्यूल्ड कास्ट के लोग नियुक्त किये जायेंगे। यह बहुत सन्तोष की बात है। डिपार्टमेंटल कर्टिंग इस्टेबलिशमेंट में जो सर्विस की जगह होती है उनमें भी ये लोग नियुक्त किये जायें। इससे अनटचेबिलिटी को खत्म करने में भी मदद होगी।

मजदूरों के सिलसिले में शिक्षा का बड़ा महत्व है। ये लोग अनपढ़ हैं और अनस्किल्ड हैं तो शिक्षा के लिये जो २ करोड़ ५६ लाख और १६ हजार रुपये की व्यवस्था की गई है उसमें से ज्यादा से ज्यादा बच्चों की फीस माफ की जाये। मजदूरों के लिये प्रौढ़ शिक्षा केन्द्र खोलने चाहिये और रेलवे के कुछ कालिजेज खोलने के सुझाव पर मंत्री जी को विचार करने की मैं प्रार्थना करता हूँ। संविधान में चौदह वर्ष तक प्राथमिक शिक्षा मुक्त और जरूरी करने का ध्येय है। मैं मंत्री जी से प्रार्थना करता हूँ कि यह ध्येय कम से कम रेलवे में तो पूरा किया जाये, इसमें हमें बहुत सन्तोष होगा। सर्वेस अकाउंट में बहुत पैसा है तो उसमें से इस शिक्षा पर तथा बच्चों की मुक्त शिक्षा पर लगाया जाये।

मेरा खयाल है कि लेबर पर जो डिमांड है वह सही है किन्तु उसके अलावा दूसरी जो डिमांड्स हैं उन पर खर्चा जितना कम हो वह किया जाय और जितना ज्यादा से ज्यादा खर्चा डिस्मैटल्ड लाइंस को रिस्टोर करने में तथा नई लाइंस खोलने में किया जा सकता है उतना किया जाये।

इस सिलसिले में मेरी यह सूचना है कि नये लाइंस के लिये ४५ करोड़ १ लाख ३८ हजार रुपये मंजूर किये गये हैं। लेकिन कंस्ट्रक्शन में इतना विलम्ब लगता है कि जो सामान है, जैसे कि इस्पात है, सीमेंट है, उसका उपयोग नहीं हो पाता। तो काम जल्दी से जल्दी करने की कोशिश होनी चाहिये।

Time bell rings.)

दूसरी सूचना यह है. . . कि दो चार मिनट और दे दीजिये।

श्री उप सभापति : नहीं, नहीं। खत्म कीजिये एक मिनट में।

श्री पा० ना० राजभोज : सर्वे के लिये कुछ पैसा मंजूर होता है। सर्वे किया जाता है लेकिन उस पर कार्यवाही नहीं होती और विलम्ब होता है। तो वह कार्य जल्दी से जल्दी करना चाहिये। दूसरी बात—मध्य रेलवे के इगतपुरी भुसावल लाइन का सर्वे बहुत दिन पहले हो चुका है लेकिन वह काम अब तक पूरा नहीं हुआ है। तीसरी बात—रेलवेज के जो कांटेक्ट होते हैं वे हरिजनों को भी दिये जाने चाहिये, उनको भी कांटेक्ट दे कर प्रोत्साहित करना चाहिये। चौथी बात यह है कि रेलवेज में अक्सर ट्रेनों में, प्लेटफार्म पर चोरियां होती रहती हैं उनको रोकना चाहिये और पूरी-पूरी निगरानी रखनी चाहिये जिससे चोरी के मामले न हों। खुद मेरा सामान लखनऊ और झांसी के बीच की ट्रेन से गायब हो गया। मैंने रेलवे पुलिस को उसके बारे में लिखा हुआ है किन्तु कोई ठीक जवाब ही उनका नहीं आया है, गोलमाल उत्तर उन्होंने भेजा है। पोस्टर्स के बारे में मेरी प्रार्थना है कि वे अंगरेजी में होते हैं, उनको रीजनल भाषाओं में, जैसे गुजराती मराठी आदि भाषाओं में होना चाहिये। हिन्दी भाषा में पोस्टर्स सर्वत्र होने चाहिये। इसके अलावा रेलवेज में जो कुली, हमाल वगैरह होते हैं उनके ऊपर ठीक से नियंत्रण होना चाहिये, उनके रेट्स निश्चित होने

चाहिये क्योंकि कहीं पर वे कम मांगते हैं, कहीं पर ज्यादा मांगते हैं। दूसरे-दूसरे लोग जो बाहर से कुली का काम करने आ जाते हैं उनको बिना लाइसेंस लिये न आने दिया जाय। सरकार ने हिल स्टेशनों पर रेलवे नौकरों के वास्ते जो हालिडे हाउस बनाये हैं यह काम बहुत अच्छा किया है और उसके लिये रेलवे प्रशंसा और धन्यवाद की पात्र है। एक और कमी यह है कि कई एक स्टेशनों में शेडेड प्लेटफार्म नहीं हैं जिसकी वजह से गरीबों को धूप और बरसात में बहुत तकलीफ होती है। सभी स्टेशनों पर शेडेड प्लेटफार्म होने चाहिये। अन्त में मुझे यह कहना है कि बम्बई में विरार बोरावली लाइन में जो अत्यधिक भीड़भाड़ होती है उसको कम करना चाहिये और जो डेकन क्वीन वक्त पर बम्बई में और पूना में नहीं आती है उसकी पंकचुअल सर्विस होनी चाहिये। इसके अलावा मुडुवाडी से मीरज की लाइन पंढरपुर की यात्रा की सुविधा के लिये अत्यन्त आवश्यक है। यही मेरी प्रार्थना है।

DR. W. S. BARLING AY (Bombay) :
Mr. Deputy Chairman, Sir, much ground has already been Covered, and I would confine myself to making only a few suggestions

The first suggestion that I should like to make is about malaria that is being generated by the peculiar way in which the railway engineers work on the railways. If you travel, you will find that on both sides of the railways there are pits in which water accumulates during rains and this goes on continuously. There is no proper drainage. So, the engineers have to see to it that all this water is properly drained off and that people near about do not suffer from malaria. We had raised this question the other day in one of the Consultative Committees of the Railways Ministry, and I now take this opportunity of drawing the pointed attention of the hon. Minister for Railways to this matter.

[Dr. W. S. Barlingay.]

The second matter is what Dr. Kunzru has already stressed, and that is with regard to research. I find myself in complete agreement with what Dr. Kunzru has said about research, but I should like to draw the particular attention of the hon. Minister to research in design, especially design of sanitary structures. I had occasion to write a letter some two or three years ago to the hon. Minister for Railways who at that time was Shri Lai Bahadur, and I had also a personal discussion with him with regard to the designs that I had occasion to suggest and he said in so many words that he agreed with my suggestions. Now, I find that even after a lapse of three or four years no action has been taken on them. It is very difficult for me to explain here what sort of designs I had suggested because there is no blackboard here, nor have I got the necessary material. This is a matter of personal discussion, and I only want to bring to the notice of the hon. Minister that I had made concrete suggestions and I have had no reply at all with regard to those suggestions.

SHRI J AG JI VAN RAM: What is the suggestion? Convertible commodes?

DR. W. S. BARLINGAY: As a matter of fact, with regard to commodes, I have been suggesting time and again that so far as this European type of commode is concerned, that ought to be abolished now from the railways, and the main reason is this. It is not that I do not think that the commode is a useful thing; it is a good thing, but I think that the commode ought to be used only for individual uses, it is no good at all for social uses. It is absolutely insanitary for social uses.

SHRIMATI YASHODA REDDY (Andhra Pradesh): But in some cases, patients just after operation cannot use any of the commodes unless it is of the Western type. I just want to know how you suggest the complete abolition of the Western type of commode.

DR. W. S. BARLINGAY: Well, I would say this that as a matter of fact, as I have said, I myself like to use a commode; it is of much use especially to grown-up people. But I would say this.—and it is an unfortunate fact—that the point about this commode is that even people who travel in first class do not know how to use the commode properly. In that case, what I suggest is, if you are insisting upon having a commode, then the commode must be properly cleaned at every station and there must be paper or some cotton-waste or something placed near about so that the passenger who uses it can properly clean the commode before he is in a position to use it. I, therefore, think—and quite honestly and quite seriously—that either we abolish this commode system altogether or, if we feel that it is absolutely essential to maintain the commode system on the railways for some time, we make suitable arrangements to see that the commodes are used in a sanitary and proper way and that proper habits are inculcated among the passengers also. This is, in a way, a laughable matter; that is true, but it has got a serious aspect, because it has got a definite bearing on the health of the passengers.

Sir, the third point that I wish to emphasise is with regard to cleanliness on platforms. The other day I had a look at the Nagpur platform and I believe what I saw there would be true of most of the platforms elsewhere. I saw spittoons there and on them was written the word 'Spittoon' in English, and that was on the Nagpur platform. Now, I suggest, as has been suggested by my hon. friend, Mr. Rajabhoj, that it is time that people understood that English is no good now, especially for those purposes where the interests of the common people are involved. I would make one suggestion. I find that even railway servants go about spitting and cleaning their noses on the platform. Even railway servants. That is really a very extraordinary thing. I feel that some sort of training, some

basic training, should be imparted to the railway servants who control the use of platforms on Indian railways.

SHRIMATI YASHODA REDDY: They know it very well because once or twice when Rashtrapati travelled, I saw that every platform at Nagpur Station was quite clean. It is not that they need any training, but they do not do it.

DR. W. S. BARLINGAY: They know; they have to keep the platforms absolutely clean. I am talking now about their habits. When Rashtrapati goes there, they may be extremely careful, when the hon Minister for Railways goes there, they may be extremely careful. But when they are there no more, when they are to deal with the common people, they themselves go on spitting and they themselves use the latrines in a very dirty way and all that. As a matter of fact, the railways are being used by an enormous number of people in this country. An enormous number comes into contact with the railways on every occasion; today, tomorrow, every day, they come into contact with the railways. If something could be done to inculcate proper sanitary habits in them, that will have a very great effect on the general health of the people of this country. This aspect of the question has got to be understood and understood in the proper light.

Then, I will make one more suggestion. So far as second class on the railways is concerned, I feel that it is time we abolished it completely. There is no reason for having the second class any more. One point is that the second class is more expensive than the third class. There is less accommodation as compared to the third class sleeping coaches. What I suggest is that instead of second class it is much better to have sleeping coaches on the Railways so that with less fare people will be more comfortable. The only difference that I find in the second and third class is that the second class has got

cushioned seats. I think that it is not necessary in this country to have cushions at all except probably in case of those people who want to travel first class or want to have some comfort and so on.

After drawing the attention of the hon. Minister to only one thing, I will finish, and that is with regard to the fittings in the railway compartments. As I was myself a Member of the Railway Corruption Enquiry Committee, I know why these fittings are never in proper order. But, after all, it is for us to bring it to the notice of the hon. Minister that things are going wrong and they have got to be put right. Sir, I have travelled times out of number in third class coaches running between New Delhi and Nagpur. I would say that in about 80 per cent. Of cases no proper care is taken to see that all the fittings are in proper order before the trains leave either New Delhi or Nagpur, as the case may be, in the opposite direction. The passengers find out the defect only after the trains leave the station. After all, we are not Inspectors. We can find out only when we go and use these fittings. I find them rarely in proper order. Afterwards they have to issue telegrams, run hither and thither and create all sorts of disturbances on the Railways. I feel, Sir, that some care has got to be bestowed by both these starting stations—Delhi Main or New Delhi and Nagpur—to see that these compartments are kept in proper order. Thank you.

SHRI JASWANT SINGH (Rajasthan): Mr. Deputy Chairman, Sir, at this stage I have to bring particularly one or two facts to the notice of the hon. the Railway Minister. In his speech, while presenting the Railway Budget, the hon. Railway Minister, in para. 27 of his speech, referred to the action to be initiated on certain new line projects. In this connection he stated *inter alia* about the linking of

[Shri Jaswant Singh.] Sri Ganganagar with Hindumalkot in the following words:

"Further, there is an offer of 'Shramdan' labour for earthwork, etc. from the Rajasthan Panchayat Sang, for the construction of a Broad Gauge link between Hindumalkot, a frontier station on the Broad Gauge of the Northern Railway, and Sri Ganganagar on the Metre Gauge. The question of making a beginning involving commitments only to a limited extent in initial stages to judge how far the offer referred to will materialise, is also under examination." In this connection I may submit that if this link is made, it will serve the national interest to a very great extent. We know that at present Sri Ganganagar is one of the biggest grain *mandies* in India. To take grains out of Ganganagar you have to take it either through metre gauge *via* a long route or on the trucks by road. The condition of roads maintained by the Government of Rajasthan is such that it is much better to go cross-country than to go by trucks on these roads. Especially, during the rains, the roads are altogether *inusable*. In the circumstances, it would be a very very good case for a broad gauge link between Hindumalkot and Sri Ganganagar. But, in this connection no indication has been given as to when this link will be taken in hand, whether it will be taken in hand within this Plan or the Third Five Year Plan or later; no indication has been given. But the Railway Minister is a seasoned diplomat and a statesman. Very nicely he has, without making any commitment, stated that the question of *Shramdan* is being considered.

Sir, in regard to this *Shramdan* I would submit, let this *Shramdan* be monopolised by the community projects and Mr. Dey because we know that *Shramdan* means and how the public money is wasted. The Railway Department is a very serious department as it has to deal with serious things. I would request them not to take this *shramdan* seriously but

take this project to themselves without relying on this *shramdan* and, as I said, let this *shramdan* be solely confined to the community projects. After all, this link is a very very important link. It will serve the national interest. Therefore, I would submit that this link should be made within the Second Five Year Plan. But, if for certain considerations— financial or otherwise—it cannot be done, then it should not be unduly delayed; it should be done during the Third Five Year Plan.

Sir, in regard to high class travel, I spoke on this subject during the last successive sessions. I know that this is not a popular subject, in the sense that travelling in high class is not looked upon with favour for political reasons. But, I submit, if you charge people it is only fair that they should be given a return for it. During my earlier speeches, I had made a number of complaints regarding the first class compartments, but so far, it appears, Government or the Railway Ministry have not given any consideration, or they do not think it worthwhile to pay any consideration to improvements in the higher classes. I would not repeat the other complaints, but in regard to one, I would submit,—about which I made a mention last year—that the writing work of the booking clerks at the booking offices while purchasing a ticket has increased so much that you take fifteen minutes to get a ticket. If there are two or three passengers, the booking office takes at least half an hour to issue a ticket. I have had this experience many a time. Only recently I had this experience. I would again submit to the hon. Railway Minister that in the past it was never like that and would request him to see whether this work cannot be minimised and whether it should take the booking office so much time to issue a ticket. I submit that there is something serious about it and this question should be gone into.

Sir, in this connection I would like to bring another point to the notice of the hon. Minister, particularly in

regard to the retired railway officials holding passes and travelling in first class. I had that experience only re-while travelling from Bikaner to Bombay. At Jodhpur railway station, while I was all alone in my compartment, a retired railway officer and his wife entered the compartment. Along with them a party of ten to fifteen people also came in. They were all third class passengers. All their luggage was also brought there, leaving not even standing space. Some children, not belonging to this party, were also brought in there in the compartment. Dr. Barlingay was referring to the commode and Indian type of latrines etc. These little children, who belonged to their friends in the third class compartment, were so huddled up that they were made to urinate and pass stools, answer the calls of nature etc, on the berths we were sitting on. When we tried to object, they said that the children were not taking food and therefore the urination as well as the stool cannot smell. These are the arguments which these people advance, and at the railway stations 10-15 people enter the first class compartment without ticket and take their meal while we who have tickets are sitting there. I have brought this fact to the notice of the Minister to see whether something cannot be done with regard to this.

Lastly, I do not want to take much time; only one point I want to bring to the notice of the hon. the Railway Minister and that is this. My place, Bikaner, is on the Northern railway. Mostly it is a desert area and is a hot place also. The Northern Railway issue their monthly bulletins and very kindly they send copies of the bulletins to us, the Members of Parliament. In any case, I receive copies from them. Very kindly last year they told us in one of their bulletins that they were starting almost immediately—an experiment having been made successfully to that effect—dust-proof carriages on the Northern Railway, particularly in Rajputana side. I, out of courtesy, thanked the Northern Railway in this House last

year for this very good attempt of theirs, and once or twice dust-proof compartments were put on the rails also and I happened to travel and found it really successful, not fully dust-proof but very comfortable particularly in the summer. But we saw these compartments only once or twice. I do not know what has happened to those compartments now which, we were told, would regularly ply in this desert area specially during the summer. We saw these compartments only once or twice and for a year we do not know what has happened to those first class compartments, when we were told that even third class compartments of that type would be manufactured and put on the rails. Not to talk of third class compartments or second class compartments, even the first class compartments which had been put on the rails have now disappeared. I would be glad if something can be done in this matter and it would be very useful in that part of the country. Thank you.

श्री राज बिहारी शर्मा (उत्तर प्रदेश) :

उपसभापति महोदय, चूंकि समय कम है इसलिये मैं बहुत ज्यादा रेलवे मिनिस्ट्री के कारनामों के बारे में न कह कर उनसे सिर्फ दो तीन बातों के लिये प्रार्थना करूंगा और आशा है कि उन बातों पर, हमारी उन प्रार्थनाओं पर, रेलवे मिनिस्ट्री कुछ ध्यान देगी।

सबसे बड़ी चीज, जो कि मेरी परसंतन कही जा सकती है वह यह है कि एक स्टेशन शाहगंज है जिसके बारे में अक्सर मैं कहा करता हूं। जब हम लोग दिल्ली आते हैं तो शाहगंज में जाकर किस्सा यह होता है कि देहरादून को जो गाड़ी चलती है वह ७ बजे के करीब चलती है लेकिन पन्द्रह बीस मिनट लेट पहुंचती है, ज्यादा से ज्यादा आध्र घंटे लेट हो जाती है। उसका नतीजा यह होता है कि गाड़ी तो आध्र घंटे लेट होती है लेकिन हम लोगों को बहुत लेट हो जाना पड़ता है।

[श्री ब्रज बिहारी शर्मा]

आजमगढ़ का कनेक्शन करीब-करीब छः घंटे बाद है। दो बजे आप शाहगंज में पहुंच कर आठ बजे तक बैठे रहेंगे। साल भर का मेरा एक्सपीरियेंस है कि हर मर्तबे जब कभी भी मैंने सफर किया हमेशा गाड़ी लेट हुई और छः सात घंटे मुझको बैठना पड़ा। मैंने कई बार शिकायत कर दी है और लोगों का ध्यान आकर्षित किया लेकिन अभी तक उसमें कोई सुधार हुआ नहीं है।

दूसरी चीज यह है कि उस स्टेशन पर न तो कोई समुचित शेड्डेड प्लेटफार्म हैं न वहां लोगों के लिये बिजली ही है। हालांकि बिजली देने वाले बिजली प्रोवाइड करने के लिये तैयार हैं लेकिन फिटिंग की दिक्कत वहां अभी भी पड़ी हुई है और रेलवे अथॉरिटीज फिटिंग नहीं कराते हैं जिसकी वजह से वहां बिजली की रोशनी नहीं है। कंटेनरिंग वहां कोई है ही नहीं, यहां तक कि चाय की दुकान भी नहीं है। तो छः घंटे, दो बजे दिन से रात के आठ बजे तक, वहां इंतजार कीजिये और स्टेशन पर कोई प्रबन्ध नहीं। एक कप चाय मिलने की भी दिक्कत है।

SHRI LAVJI LAKHAMSHI (Bombay): It would be better if you come five hours late.

श्री ब्रज बिहारी शर्मा : यह मेरे एक आदमी का किस्सा नहीं है। जितने शाहगंज के जाने वाले लोग हैं उन सब को यह कठिनाई भोगनी पड़ती है। दूसरे, मैं यह कहना चाहता हूं कि हम लोगों की किस्मत में, जैसा कि मैं कई मर्तबे कह चुका हूं, एन० ई० आर० से ही पाला पड़ता रहा है, वह ही हम लोगों के एरिया में पड़ता है।

SHRI LAVJI LAKHAMSHI: What is the meaning of N.E.R.?

श्री ब्रज बिहारी शर्मा : नार्थ ईस्टर्न रेलवे। तो इस नार्थ ईस्टर्न रेलवे की कैफियत यह है कि रेलवे विभाग के लोगों के लिये

वह शायद स्टेप डाटर है, उसके साथ बेसा ही बर्ताव किया जाता है जैसा कि कोई सौतेली मां अपनी स्टेप डाटर के साथ करती है। एक्सपेंडिचर के जितने आइटम्स हैं उनमें सब से कम उस पर खर्च होता है और हर चीज उसकी क्वालिटी शिकायत है, घाटा भी होता है, डाके भी पड़ते हैं। बिहार में तो स्टेशन पर लोग गाड़ी के ऊपर भी चढ़ जाते हैं, बिहार के लोग बहुत जबर्दस्त हैं।

श्री शीलभद्र याची : ईस्टर्न यू० पी० में भी होता है।

श्री ब्रज बिहारी शर्मा : वहां नहीं होता, माफ कीजिये। तो यह सब होते हुये भी वहां की टूर्वलिंग में किसी न किसी प्रकार से जान व माल का ज्यादा खतरा रहता है। लेकिन हमारे यहां की गाड़ी को यह कैफियत है कि उसका जो भी डिब्बा है खराब है, सामान खराब है, और पीने के पानी का भी स्टेशन पर इंतजाम नहीं, चाय की बात क्या कही जाय ? इन सब बातों के होते हुये भी यह उम्मीद की जाती है कि वह एरिया ईस्टर्न यू० पी० का विकसित हो जाये और उसमें हर प्रकार का ट्रेड, इंडस्ट्री और कामर्स फैले। यह कहां तक संभव है इस पर रेल मंत्री को विचार करना चाहिये।

इसके अलावा हमारे मंत्री जी को यह शिकायत है कि रोड कम्पटीशन की वजह से रेलवे की आमदनी में घाटा पड़ता है। प्रश्न यह है कि अगर उसको भी आप बन्द कर दें तो फिर कोई जरूरत ही नहीं है किसी किस्म के कम्युनिकेशन की। एन० ई० आर० की गाड़ियां सब जगह कर दीजिये और देश की उन्नति हो जायेगी।

श्री जगजीवन राम : जहां हमारी गाड़ियां हैं उनको बन्द कर दें ?

श्री ब्रज बिहारी शर्मा : मैं ने कहा कि अगर इलाहाबाद से जब आजमगढ़ को

दो, तीन घंटे में माल पहुंच सकता है रोड ट्रांसपोर्ट के जरिये से, तो अगर आप उसको बन्द कर दें तो आजमगढ़ माल पहुंचने में कितनी दिक्कत पड़ती है उसको भी आप समझ लें। यू० पी० के पूर्वी जिले डेफिसिट एरिया कहे जाते हैं, गल्ले की वहां कमी है तो वह किस के ऊपर निर्भर करें, रेलवे के ऊपर या बस या ट्रकों के ऊपर? मगर आजमगढ़ को माल भेजने के लिये शाहगंज से या तो बस लीजिये या ट्रक लीजिये। कोयले के आने में भी बहुत दिक्कत पड़ती है, उसको उतारना फिर लदाना। आजमगढ़ भेजने के लिये गाड़ी में लादेंगे यह काम या तो बनारस में कीजिये या शाहगंज में कीजिये। दो जगह लाना पड़ता है जिसकी वजह से बहुत नुकसान पड़ता है और कोयला मंहगा पड़ता है। कोयले के बगैर इंटें नहीं बन पातीं, जिससे मकानों का डेवलपमेंट नहीं हो सकता। हर चीज की दिक्कत पड़ जाती है, गल्ला मंहगा पड़ जाता है। मैंने इसी वास्ते मंत्री महोदय से आग्रहपूर्वक निवेदन किया था कि अगर ऐसा ही है तो शाहगंज से लेकर दोहरीघाट तक आप मीटर गेज के बजाये ब्राड गेज कर दें तो आपकी गाड़ी आसानी से वहां पहुंच जायेगी। माल और दूसरी चीजों को भेजने का सुभीता हो जायेगा। मेरी इस प्रार्थना पर कभी ध्यान दिया जायेगा या नहीं, यह मुझे नहीं मालूम।

श्री जगजीवन राम : कभी तो जरूर ध्यान दिया जायेगा।

श्री ब्रज बिहारी शर्मा : हम न होंगे जमाना होगा, तब क्या?

श्री अकबर अली खान (आन्ध्र प्रदेश) : ले कर क्या करेंगे?

श्री ब्रज बिहारी शर्मा : तीसरी बात, वह भी हो या न हो, सभी जगह मीटर गेज लगाया जाय यह हो सकता है।

इसके बाद एक छोटों सी बात में और कहता हूं। पहले नैनीताल जिले के एरिया में एक स्थान रुद्रपुर जो बीहड़ जंगल था, जिसमें जंगली जानवरों के अलावा और कोई नहीं रहता था वह यू० पी० सरकार की बदौलत आबाद हुआ और अच्छी तरह से आबाद हुआ है। गल्ले की पैदावार वहां बहुत ज्यादा हो गयी है। लेकिन रेलवे स्टेशन वहां कोई नहीं है। रुद्रपुर से नौ मील किचा है और रामपुर से रुद्रपुर २७ मील है। रुद्रपुर में एग्रिकल्चर की एक यूनिवर्सिटी भी कायम हो रही है। वहां गवर्नमेंट का दस हजार एकड़ का फार्म भी है और इंदगिर्द में तमाम जमीन आबाद हो रही है, खूब गल्ला पैदा हो रहा है। लेकिन वहां के किसानों की दिक्कत यह है कि ट्रांसपोर्ट की फैसिलिटी नहीं है। ट्रांसपोर्ट की फैसिलिटी ऐसी है कि कहीं से भी नौ-दस मील या बीस-पच्चीस मील, इस से भी ज्यादा दूर पर स्टेशन मिलते हैं। परिणाम इसका यह है कि हमारे तिनारती भाई लोग उसका ज्यादा फायदा उठाते हैं। गल्ले का भाव कहीं मंहगा हो लेकिन वहां तो जरूर सस्ता होगा। अभी चैत का महीना आ रहा है, तमाम गल्ला वहां बाजार में, मंडी में आ जायेगा क्योंकि किसानों के पास उसको रखने की जगह नहीं है, मकान नहीं हैं, झोंपड़ियों में रहते हैं जिसमें कभी कभी आग लग जाती है, गल्ला जल जाता है, सब कुछ समाप्त हो जाता है।

(Time bell rings.)

अभी तो मेरे दस मिनट पूरे नहीं हुए।

1 P.M.

श्री जगजीवन राम : एक बज गया।

श्री उपसभापति : एक भी बज गया, दस मिनट भी हो गये।

श्री ब्रज बिहारी शर्मा : थोड़ी सी बात कह देता हूं। वहां दो चीजें अगर कर दी जाती तो वह एरिया बहुत आसानी से डेवलप हो जाता। वह यह कि रामपुर से हल्द्वानी

[श्री ब्रज बिहारी शर्मा]

तक के लिये पैमाइश भी हो चुकी, सर्वे भी हो चुका लेकिन अभी तक उस पर लाइन बिछाने का कोई काम नहीं हो सका है।

श्री जगजीवन राम : बिष्ट जी ने कहा है।

श्री ब्रज बिहारी शर्मा : वह कहा जरूर है। उस के लिये बिष्ट साहब ने जो कहा है बहुत सही कहा है। बिष्ट साहब का अपना घर है, जिला है। सबको फायदा होगा, लेकिन ज्यादातर फायदा वहां के किसानों को होगा। दूसरी चीज, किचा का जो स्टेशन है वह बहुत बड़ा स्टेशन होना चाहिये लेकिन वह इतना छोटा है कि वहां थर्ड क्लास के लिये भी बेटिंग रूम नहीं है, शेड भी नहीं है। फर्स्ट क्लास और सेकेंड क्लास के लोगों के लिये क्या कहना ? इतनी छोटी सी बिल्डिंग है कि अगर पानी पड़ने लगे तो वहां कहीं शेल्टर लेने को जगह नहीं है। मेरा निवेदन है कि मेहरबानी कर के वहां एक बेटिंग रूम अच्छा सा बना दिया जाये।

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2 P.M.

The House then adjourned for lunch at two minutes past one of the clock.

The House reassembled after lunch at two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

कैप्टेन अवधेश प्रताप सिंह (मध्य प्रदेश) : उपसभापति महोदय, मैं पहले आपको धन्यवाद देता हूं कि मुझे दो-तीन मिनट बोलने का समय आपने दिया, गोकि मुझे पहले बोलने का समय नहीं दिया गया इसलिये मुझे अधिक मिलना चाहिये था, फिर भी मैं आपके सामने कुछ प्वाइन्ट्स रखना चाहता हूं।

पहली बात यह है कि सतना गोविन्दगढ़ रेलवे के सम्बन्ध में सर्वे हो चुका है। रीवां होकर इस गाड़ी को जाना है परन्तु गवर्नमेंट की ओर से यह जवाब मिलता है कि फार्गेन एक्सचेंज की कमी की वजह से नई लाइनें बिछाने में बड़ी कठिनाई हो रही है। मेरा कहना यह है कि जब दूसरी जगह नई रेलवे लाइन बिछाने का कार्य हो रहा है तो कोई कारण नहीं दिखाई देता है कि इसी लाइन को न बनाया जाये। अगर आप इस लाइन को बनाते हैं तो आगे चलकर यह लाइन रिहन्द डैम के साथ मिल जायेगी जोकि बन रहा है और अगर यह लाइन इस डैम से मिल जायेगी तो बीच के बहुत से टुकड़े इसमें आ जायेंगे और वहां के लोगों को कई प्रकार की सुविधायें प्राप्त हो जायेंगी। इस क्षेत्र में बहुत सी फारेस्ट वेलथ और मिनरल वेलथ पड़ी हुई है और वहां पर कई तरह की फैक्टरियां जैसे पेपर की फैक्टरी वगैरह बनाई जा सकती हैं। इस तरह के बहुत से काम वहां पर हो सकते हैं। तो इसके बारे में ज्यादा कहने की आवश्यकता नहीं है। किन्तु, मैं माननीय मंत्री जी का ध्यान इस बात की ओर आकर्षित कराना चाहता हूं कि जिस समय स्टेट रियांगनाइजेशन की बात चल रही थी उस समय यह कहा गया था कि रीवां के महत्व को किसी प्रकार भी कम नहीं किया जायेगा। जो चीज उस समय सामने रखी गई थी उसमें से एक यह रेलवे लाइन भी थी। मैं इस वायदे को गवर्नमेंट के सामने रखकर प्रार्थना करता हूं कि वह हमारी इस मांग को पूरा करे।

श्री जगजीवन राम : गुना-उज्जैन लाइन बन रही है।

कैप्टेन अवधेश प्रताप सिंह : दूसरी बात जो मैं कहना चाहता हूं वह यह है कि जब कभी हम फर्स्ट क्लास में रिजर्वेशन नहीं करा पाते हैं तो हम लोगों को बहुत कठिनाई होती है और फर्स्ट क्लास में जगह न मिलने की वजह से लोगों को सेकेंड और थर्ड

क्लास में भटकना पड़ता है। तो इस के लिये मेरी सजेशन यह है कि अगर एक डिब्बा फर्स्ट क्लास का बिना रिजर्वेशन का रहा करे ताकि जितने लोग रिजर्व नहीं करा सकते हैं उन लोगों को कम से कम बैठने के लिये जगह मिल सके, बैठने के लिये उन्हें एक्मोडेशन मिल जाय करे। क्योंकि अक्सर ऐसा होता है कि फर्स्ट क्लास में मुसाफिर ज्यादा होते हैं और इतने बर्थस नहीं रहते हैं कि और लोग आकर बैठ जायें। इस तरह से या तो लोगों को सेकेंड और थर्ड क्लास की तलाश करनी पड़ती है या पुलिस वालों की सहायता लेनी पड़ती है।

डा० डब्ल्यू० एस० बालिगे : बैठने पर किसी को कोई एतराज नहीं हो सकता है।

कैप्टन अवधेश प्रताप सिंह : फर्स्ट क्लास में जिसका रिजर्वेशन होता है उस के अलावा किसी दूसरे को रात्रि के समय बैठने की इजाजत नहीं होती, उसमें किसी को बैठने नहीं दिया जाता है। यहां तक कि जमीन में भी किसी को नहीं बैठने दिया जाता है। तो मेरे कहने का मतलब यह है कि अगर एक फर्स्ट क्लास ऐसा रहे जिसको कि रिजर्व न किया जाय ताकि जिन लोगों को फर्स्ट क्लास में रिजर्वेशन न मिले उनको इस में जगह दे दी जाय। ऐसा नहीं किया जाये कि जितने भी फर्स्ट क्लास के डिब्बे हैं उन सब को रिजर्व कर दिया जाये। इससे लोगों को बहुत परेशानी हो जाती है। तो मेरा सुझाव यह है कि इस तरह का एक अलग डिब्बा बगैर रिजर्व किये हुए रख दिया जाना चाहिये। मैं यह बात इसलिये कह रहा हूं कि अक्सर हम लोगों को इस तरह की कठिनाई का सामना करना पड़ता है। अगर आप इस सुझाव को मुनासिब समझते हैं तो इस तरह का प्रबन्ध रेलवे में कर दें।

तीसरी बात जो मुझे कहनी है वह यह है कि बिलासपुर से जो गाड़ी कटनी तक

आती है उस को अब भोपाल तक एक्स्टेंड कर दिया गया है। उससे लोगों को भोपाल जाने के लिये बहुत सुविधा हो गई है क्योंकि वह मध्य प्रदेश की राजधानी है और मध्य प्रदेश में एक गाड़ी बिलासपुर से इटारसी होते हुए भोपाल जाती है। परन्तु वे जगहें जो कि कटनी और इलाहाबाद के बीच स्थित हैं उनके लिये कोई सुविधा नहीं है। तो इसके लिये मेरे दो तरह के सजेशंस हैं और मुझे आशा है कि इन दोनों में से एक को आसानी के साथ किया जा सकता है। जिस प्रकार आपने कटनी-बिलासपुर वाली गाड़ी को एक्स्टेंड कर दिया है उसी प्रकार एक पैसेंजर ट्रेन इलाहाबाद से कटनी बीना होते हुए चलाइये जो भोपाल में खत्म हो। अगर आपने यह कर दिया तो इलाहाबाद से लेकर कटनी तक के बीच में जो स्टेशन हैं, वहां के लोगों को आसानी हो जायेगी और वे भोपाल भी आसानी के साथ पहुंच जायेंगे। अगर आप ऐसा नहीं कर सकते हैं तो दूसरा सजेशन यह है कि आप जो गाड़ी इलाहाबाद से इटारसी तक चलाते हैं उसको भोपाल तक एक्स्टेंड कर दीजिये। इन दो बातों में से एक बात कर दीजिये तो जो असुविधा इलाहाबाद और कटनी के बीच में स्थित स्टेशनों के रहने वाले लोगों को इस समय होती है वह नहीं होगी। आशा है माननीय मंत्री जी मेरे इन सुझावों पर गौर करेंगे और उनको जल्दी से जल्दी कार्यान्वित करने की कोशिश करेंगे। बस मुझे इतना ही कहना है।

श्री हीरा बल्लभ त्रिपाठी (उत्तर प्रदेश): उपसभापति महोदय, मेरा विचार यद्यपि सैद्धान्तिक बात पर बोलने का नहीं था किन्तु एक चीज के सम्बन्ध में कहना जरूरी हो गया है। वह यह है कि जब भी ओवर क्राउडिंग का प्रश्न आता है तो हम उसको कभी फर्स्ट क्लास, कभी सेकेंड क्लास या कभी स्लीपिंग कोचेज के डिब्बों को कम करके हल करना चाहते हैं। मेरा अपना यह ख्याल है कि इस प्रश्न को हमें बुनियादी तरीके पर हल

[श्री हिरा वल्लभ त्रिपाठी]

करना होगा। आपको इंजन ज्यादा बनाने होंगे, आपको बोगीज ज्यादा बनानी होंगी, आप को वैगन ज्यादा बनाने होंगे, और आपको ट्रेनें ज्यादा चलानी पड़ेंगी। इसके लिये आपको कैपिटल एक्सपेंडीचर चाहे कितना ज्यादा करना पड़े जब तक आप यह नहीं करेंगे तब तक आपकी यह समस्या हल नहीं हो सकती है।

श्री जगजोवन राम : यह तो हम भी चाहते हैं।

श्री हिरा वल्लभ त्रिपाठी : यह तो एक बुनियादी चीज है और इसको किये बगैर आपका काम नहीं चलेगा। आपकी बड़ी इनायत है, आप कहते हैं, लेकिन मेरा ख्याल है कि आप इस समस्या को हाउस के सामने पेश करें, उसके लिये आप खर्च की बात कहें, उसके लिये आप कैपिटल एक्सपेंडीचर की बात कहें कि इस बुनियाद पर आपको यह सहूलियत पैदा करनी है, तो मैं समझता हूँ कि हाउस आपसे बाहर नहीं होगा, वह आपका साथ देगा। तो हमारे सामने ओवर क्राउडिंग की जो दिक्कत आती है उसके बारे में मैं आप से अर्ज कर रहा था।

एस० एस० लाइट रेलवे को हमें अपने कब्जे में ले लेना चाहिये था। इस रेलवे से हमारी समस्या हल नहीं हो सकती है, आये दिन हमारी परेशानी बढ़ती ही जाती है। जब वहां पर बस सर्विस नहीं थी उस समय की लोगों की परेशानी का हाल मैं आप के सामने बयान नहीं कर सकता हूँ। जब से वहां पर बस सर्विस चल रही है वहां के लोगों को बहुत सुविधा हो गई है। वहां पर २०-२५ मिनट की सर्विस है और ३५ बसें रन करती हैं और सब भरी हुई जाती हैं। लेकिन एस० एस० लाइट रेलवे जनवरी के टाइमटेबुल के मुताबिक अभी तक केवल दो तीन सर्विस रन करती हैं तो आप ही बताइये इस लाइट रेलवे की समस्या कैसे हल हो सकती है।

श्री जगजोवन राम : लाइट रेलवे की अब जरूरत क्या है ?

श्री हिरा वल्लभ त्रिपाठी : मैं भी समझता हूँ कि इसकी कोई जरूरत नहीं है। ऐसी हालत में मुसाफिरों की सहूलियत के लिये आपको बस सर्विस बहुत ज्यादा बढ़ानी पड़ेगी।

रेल उपमंत्री (श्री शाहनवाज खां) : अब बस सर्विस भी बन्द हो रही है।

श्री हिरा वल्लभ त्रिपाठी : यह तो दिक्कत की बात है। आप एक तरफ बस सर्विस कम करना चाहते हैं और दूसरी तरफ रेलवे को हटाना चाहते हैं तो हमारी गति क्या होगी, मुसाफिरों की हालत क्या होगी ? अगर आप इसको ब्राडगेज बना देते हैं तो हम आपको खुशामदीद कहेंगे। मगर आप यह कहते हैं कि हम इस रेलवे को हटाना चाहते हैं तो हमें जो दिक्कतें होती हैं वह मैं आपके सामने रख रहा हूँ। मैं तो एक पैसेंजर की हैसियत से इस चीज को कह रहा हूँ ताकि जनता को ज्यादा से ज्यादा आराम मिले।

मेरी एक और दूसरी दिक्कत है। मैं हरिद्वार का रहने वाला हूँ। हरिद्वार एक आल इंडिया सेंटर है यात्रियों का, वह भारत के तीर्थयात्रियों का केन्द्र है। वह केवल एक तीर्थयात्रा का केन्द्र ही नहीं है बल्कि हरिद्वार होते हुए सारे भारतवर्ष के यात्री बद्दीनाथ को जाते हैं और उनका यह जाना मार्च-अप्रैल से शुरू हो जाता है और अक्टूबर-नवम्बर तक चलता है। इस दौरान में वहां यात्रियों की जो दुर्दशा होती है वह मैं बयान नहीं कर सकता हूँ। उसके साथ ही साथ एक चीज और भी है कि देहरादून आपका टर्मिनस स्टेशन है और गर्मियों के दिनों के लिये देहरादून भी एक बहुत जरूरी स्टेशन हो गया है इसलिये देहरादून को जो गाड़ी जाती है उनमें जगह नहीं मिलती है और

देहरादून से जो गाड़ियाँ चलती हैं वे भी भरी रहती हैं और उन में भी हरिद्वार से जगह नहीं मिलती है। तो देहरादून को जाने वाली या देहरादून से आने वाली दोनों गाड़ियों में हरिद्वार में जगह नहीं मिलती है। मेरी आप से प्रार्थना है कि आप चाहे जनता सर्विस की शक्ल में या किसी और शक्ल में एक इवनिंग ट्रेन हरिद्वार से कम से कम लखनऊ तक के लिये जरूर दे दें। इससे यह होगा कि आगे के रास्तों में मुसाफिरों का डिसपर्सल हो जायेगा और तकलीफ कुछ कम हो जायेगी। हमारी इस तकलीफ को आप जरूर दूर करें।

मेरी एक और तकलीफ है और मैं चाहूंगा कि मंत्री महोदय इस पर गौर करें और जरूर ही इस बारे में कुछ कर दें। एक गाड़ी सहरानपुर से हरिद्वार के लिये शाम को चलती है लेकिन इस ५० मील के रास्ते को वह चार घंटे में पूरा करती है। वह शाम को ६ $\frac{1}{4}$ या ६ $\frac{1}{2}$ बजे वहां से चलती है और उसका हरिद्वार पहुंचने का शेड्यूल टाइम ९ $\frac{1}{2}$ बजे के करीब है लेकिन वह अक्सर ११ बजे से पहले नहीं पहुंचती है। इतनी रात में पहुंचने पर लोग वहां बिल्कुल अनाथ हो जाते हैं क्योंकि हरिद्वार में धर्मशालायें ९ बजे के बाद बन्द हो जाती हैं और उस समय उनको धर्मशालाओं में ठहराने को नहीं मिलता है। हरिद्वार में सर्दी भी बहुत होती है, तो उस वक्त पहुंचने पर मुसाफिरों को जाड़े की हवा में और तूफान में कहीं कोई गुंजाइश नहीं मिलती है और वे बहुत तकलीफ पाते हैं। मैं इस बात को कई बार अर्ज कर चुका हूं और रेलवे बोर्ड के सामने भी पेश कर चुका हूं। मेरी अपने मंत्री महोदय से प्रार्थना है कि हमारे मुसाफिरों की इस तकलीफ पर गौर करें और इसको दूर करें।

रेल रोड ट्रैफिक की जो बात है उसमें दिक्कत यह है कि रोड ट्रांसपोर्ट मुसाफिरों को जो सहूलियतें देता है वह रेलवे नहीं दे पाती है। उसकी स्पीड को ही देखिये, वह एवरेज स्पीड में ही हमको जल्दी पहुंचा देता

है। वहां पर अगर कोई टिकट लेता है तो उसकी सीट रिजर्व हो जाती है, टिकट लेने के माने यह है कि उसको सीट जरूर मिलेगी लेकिन रेलवे में यह सब कुछ नहीं है। इसलिये मेरी मंत्री जी से प्रार्थना है कि वह इन सब बातों पर गौर करें और अगर वे मुसाफिरों की इन दिक्कतों को दूर कर दें तो फिर यह रेल-डरो कम्पीटिशन की परेशानी पैदा नहीं होगी और हमको वहां भी और यहां भी असानी से सहूलियतें मिल जायेंगी। इस प्रश्न को कम्पीटिशन की दृष्टि से न देख कर के पैसेजर्स को सहूलियतें देने की दृष्टि से देखें और सब सुविधायें रेलवे में कर दें तो आपकी बड़ी कृपा होगी।

SHRI N. M. LINGAM (Madras): Mr. Deputy Chairman, in the short time at my disposal I cannot make a major speech on this subject, but amidst the welter of criticism made of the Railways, I feel impelled to say that we fail sometimes to take account of the enormous strides made in improving efficiency and in providing amenities to the passengers. If the Railways have not been able to do as much as we expect them to do, it is for reasons which are perhaps, far beyond the control of the Ministry or the Railway Board. But if it is no consolation to us that because the Railways are a huge national undertaking involving a capital outlay of more than Rs. 1,000 crores, steps should not be taken to improve it. To me, the crux of the matter seems to be this. In a big organisation like this, efficient organisation is very important. In a huge undertaking like this, if there is no proper and efficient organisation at every level, the authorities will lose grip over the entire railway administration. And this focuses attention on the stagnation in goods traffic and passenger traffic that has come to the fore recently. We have to remember that we live in a fast age and we are entering the atomic age and the space age. If in such an age our Railways do not

Lshri N. M. Langam. J improve their speed and if there is no proper streamlining, then naturally they lose step and they will be left behind. Therefore, this aspect of the matter should be borne in mind and it is not enough to speak of temporary palliatives for meeting some set-back. They should, if I may say so, have perspective planning, taking into account the improvements in our national highways, the enormous speeds we are having all round in all walks of life and the great improvements in means of transport. Unless they have regard for these things and there is improvement in efficiency and the whole thing is properly streamlined, I am afraid they will be in for a period of stagnation, if not a setback.

I would like to make a few observations in this context on the programme for new lines. Of course, our resources are limited and in going in for new lines, care has to be taken to see that they contribute to the national development to the maximum possible extent. From the speech of the Railway Minister, we find that certain lines have been mentioned. But it is not clear to us how these new lines were decided upon and whether these are the lines approved by the Planning Commission or whether their priority had been determined by the Railway Ministry itself. For instance, there is one line—Udaipur to Himat-nagar—and an outlay of more than Rs. 11 crores has been made for it. We do not know if this line is of such economic importance as to deserve such a huge outlay. The House would like to know how priorities are determined and whether the outlay on these lines is worth their potentiality. The Railway Minister has not taken us into his confidence in this matter and that is why there is force in the argument that certain lines in the South have not been attended to at all. To mention only a few, there is the Bangalore-Salem line which has to be constructed. This has not been considered at all. I would avail of this

, occasion to draw the attention of the Ministry to the need for extending electrification from Tambaram to Villupuram and also for the electrification of the Madras-Arkonam line.

This also brings to my mind the question of general efficiency in the lines in the Southern Railway. Even apart from the failure of the Ministry to undertake new constructions, there is chronic inefficiency, quite apart from the losses incurred by the Railways. I do not know if the machinery is geared to the needs of the South where there is great industrial activity and the tempo of life generally is at a high rate. To take one or two instances, I may say that it used to take us less than 14 hours, thirty years ago, to go from Madras to Coimbatore, probably even less than 12 hours, I think. But now, after thirty years of technological progress, efficiency and annual speeches on the Railway Budget, we take more time. The very same train now takes more time and it reaches its destination—Ootacamund—at the unearthly hour of 2.45 p.m. or so, when there is no convenience for any refreshment for the passengers. This is supposed to be a place of tourist attraction. Still the passengers have to undergo very many hardships. No attempt has been made to see that such an important place which has only one express train to boast of, has at least the ordinary conveniences available to passengers. This I pointed out to show that the general efficiency in the South has fallen very much in recent years.

This naturally brings me to the other question of the need for decentralisation in the administration. As I said earlier, unless there is proper organisation which means effective decentralisation at different levels, the Ministry from the top cannot control and attend to all aspects of the administration.

I shall quote an instance where for a small matter we had to go round a

long route of routine. I asked for a berth in the Nilgiri Express from Ootacamund to enable me to come to Parliament at short notice. I got a reply saying that there was no room in the **train**. Then I asked the station authorities at Ootacamund for the release of the emergency quota for my travel because I had to come to Parliament urgently. They said that they had no authority to do that and that they had to contact the Olavakkot Divisional Office for that release. I fail to understand why the Divisional Office should be empowered to release it or not. That Office did not do anything about it; the station authorities did not hear anything about the quota release, with the result that I was stranded there, and but for the last minute cancellation of a berth I would not have been able to travel that day. This is the sort of thing that goes on in other respects also. They could have left this matter of releasing the emergency quota to the discretion of the station authorities at Ootacamund itself. Why should a man in a far off place be empowered with this thing? And here he failed to discharge his duty. This I only point out to show that there is not enough decentralisation as to ensure streamlining of the entire administration.

The other matter that I want to bring up is with regard to departmental catering.

MR. DEPUTY CHAIRMAN: Enough has been said about it,

SHRI N. M. LINGAM: Thank you, Sir.

MR. DEPUTY CHAIRMAN: Mr. Tumpalliwar. I have to call the Minister at 2.30.

SHRI M. D. TUMPALLIWAR (Bombay): Sir, for the first time, I do not like the arms of the clock to move because the time given to me is very short and I find it difficult to adjust the priorities of the points. I, therefore, propose to go through the points one by one briefly. 335 RSD—3.

In the beginning, I express my appreciation of the hon. Railway Minister for presenting a rosy picture of the Indian Railways. There is **one** thing that strikes me most. In yesterday's papers I read that the Ministries of Railway and Transport are not able to come to an agreement on certain details of co-ordination. Much has been said about road transport in the course of the general discussion on the Budget here and in the Lok Sabha also. What I propose is the nationalisation of road transport so that there would be no need of curbing road transport and there shall be no fear on account of competition from road transport. Revenue from both the sources could come to the coffers of the nation.

Secondly, I propose the amalgamation of the two portfolios of Railways and Transport. Thereby, we can eliminate the element of competition and adjust the question of fares, issue of licences, etc.

I would like to say a word about local needs. It has been said time and again on the floor of the House that narrow gauge lines are outmoded and that they are not to be introduced anywhere in the country. In this connection, I beg to bring to the notice of the Railway Minister a few lines that exist in Vidarbha. One is from Nagpur to Jabalpur *via* Gondia. The other is from Nagpur to Chanda *via* Nagbhir. The third is from Nagpur to Chhindwara. The fourth is from Dhamangaon to Yeotmal and the fifth is from Pulgaon to Arvi. These are narrow gauge lines. I do not find them comfortable on account of the slow speed that they have and the lack of amenities also at the railway stations. I request the hon. Minister for Railways to replace these narrow gauge lines as early as possible by broad gauge lines. I suggest replacement by broad gauge lines because there is *no* possibility of introducing metre gauge lines there.

[Shri M. D. Tumpalliwar.] On one thing I feel impelled to congratulate our Railway Minister and that is regarding his instruction to the railway authorities to recruit as many Scheduled Caste candidates as possible for giving water to the passengers. This is a very welcome instruction, not because we wish to give the complete quota to Harijans but, because, taking the problem as a whole, it will go a long way in solving the problem of untouchability. I go further and say that wherever possible, at Government level, measures should be devised to see that the infiltration of Scheduled Caste people takes place into the households of caste Hindus. This is necessary. Though we have got different castes in India—we have got caste Hindus; we have got Harijans; we have got Muslims; we have got Parsis—the *Harijans* have a grudge against the caste Hindus—and it is right also—because only the caste Hindus object to being touched by the *Harijans*, even today. So, my suggestion is that we should get more and more of these people into the services. It has come to my notice several times that the Secretaries and other officers who are caste Hindus do not like to have peons belonging to the Scheduled Caste because they want their peons to work in their households. If such things come to the notice of the hon. Minister, let it be from any Department of the Government, he should see that such practice is put a stop to. Harijans should be encouraged to enter the households of caste Hindus.

I want to make one concrete suggestion for putting up a new line between Warora and Sindewan. There was such a proposal some three or four years back but I do not know why and how that proposal was dropped. I would request the Railway Minister to look into that proposal in order to see how it was dropped and, if possible, to give effect to that proposal.

As time is very short, I am hurrying through the many points that I wanted to speak on. I now come to some points made by my hon. friend, Mr. Bhupesh Gupta. He suggested—and I feel rightly suggested—that the eradication of corruption and inefficiency is the concern of all, including Members of the Opposition. I appreciate the spirit in which he offered his assistance. What he wants is consultation and his suggestion should be taken into consideration. I appreciate that because inefficiency and corruption are not the outcome of individual evil but are the outcome of social outlook.

SHRI JAGJIVAN RAM: I have listened with great attention to the speeches made by various hon. Members in the House. It will not be possible, within the short compass of time at my disposal, to deal with all the points that have been raised here. Questions for introduction of new trains in certain sections, about modification in the train timings, about speeding up of trains in certain sections etc. have been raised. I will only say in this respect that I will get all the suggestions examined because it is not possible to give replies to the individual matters that have been raised in this connection.

Dr. Kunzru, whenever he speaks on the Railways, brings to bear upon his speech the impress of his vast experience in railway matters and whenever he makes suggestions the greatest attention is bestowed on them. On this occasion also he has raised various pertinent questions for the improvement of the railways. Now, it will not be possible for me to reply to him in any great detail and I will only briefly touch upon those subjects.

Now, pooling of locomotives has been done. As he himself is aware, it has been done on many sections in all railway zones; barring a few branch lines. It will be necessary after the introduction of hours or

•mployment for the railway employees, for the better utilisation of •ur locomotives that they must be pooled together. Progress has been made in that and practically in all zonal railways pooling of locomotives has been introduced and progress has been made.

DR. H. N. KUNZRU: In respect of •utstation pooling?

SHRI JAGJIVAN RAM: Yes. The pooling together of locomotives of the various zonal railways is a matter which requires great care and examination and I may assure him that I will get that aspect also examined as to whether it will be possible to pool the locomotives of the various zonal railways.

DR. H. N. KUNZRU: Could the Railway Minister kindly have a note supplied to us giving full information about the present state of pooling of locomotives?

SHRI JAGJIVAN RAM: I will certainly send a detailed note to Dr. Kunzru. As a matter of fact, I propose to send one or two notes to him in detail regarding the financial position, gross earnings and working expenses also, because as I have said it will not be possible for me to give so much of statistics here and that perhaps will not be interesting to all the members of the House. So I will pass the note on to those Members who will be very much interested in such statistics.

SHRI MULKA GOVINDA REDDY: (Mysore): Why not to all Members?

SHRI JAGJIVAN RAM: Well, it will be made available to as many Members as will require it.

I now come to the question of the use of concrete sleepers. Dr. Kunzru has raised a question about the use of pre-stressed concrete sleepers on the Indian railways. As a matter of fact, this question has been under active consideration for some time now and

all available data on the many types of concrete sleepers has been collected ant? studies made by the Research, Design and Standardisation Organisation. It may be mentioned that pre-stressed concrete sleepers in Indian conditions have no particular advantage over reinforced concrete and hence it has been considered expedient to develop in the country concrete sleepers suitable for Indian conditions. But even those sleepers made of this material do iiot yet compare i':ivourably in price with the N.IJFt.S. 1 ign cast iron and other types. We have already manufactured several designs of sleepers departmentally for use in the first instance in our yards. Orders for 50,000 sleepers have recently been placed on the Hindustan Housing Factory and contractors are also being encouraged to take up the manufacture of this type of sleepers. Proposals of other firms, of which Messrs. Associated Cement Co. is one, for the manufacture of certain continental designs of concrete sleepers are also being examined.

We have also used extensively concrete poles for electrification. As a matter of fact, we are one of the pioneers in the use of such poles. The Howrah-Burdwan section of 88 miles and 20 miles of the Sheora-phuli-Tarakeswar branch have been provided only with pre-stressed concrete poles. So we are gradually Increasing the use of concrete sleepers and concrete poles.

Briefly I would mention about the gross earnings and working expenses also. In 1955-56 the ¹ gross earnings, as has been said by I Dr. Kunzru, were Rs. 315.9 crores and the working expenses Rs. 258.8 crores. In 1957-58 the gross earnings were Rs. 381.4 crores and working expenses Rs. 309.8 crores, Sir, I will not repeat what he has said but the increase in expenses comprises about Rs. 111 crores purely on account of increase in the per *capita*, cost of staff without reckoning the increase in the staff and about Rs. 51 crores for increase in the statutory price of coal. There was

[Shri Jagaivan Ram.] also increase on account of additional safety measures taken in 1957-58 to avoid accidents as far as possible and this was about Rs. 3 crores. Excluding all these items totalling about Rs. 20 crores the increase in working expenses of about Rs. 30 crores over the amount of Rs. 259 crores in 1955-56 was about 12 per cent. Can it be said to be disproportionate to the growth of traffic and other activities of the Railways? The growth of traffic can be judged by the following figures.

In 1955-56 the tonnage lifted was 114 million while in 1957-58 it was 132 million. As far as freight ton miles are concerned, in 1955-56 it was 36,434 millions while in 1957-58 it was 44,861 millions. Again I will repeat that I am not quoting all these figures to justify that there is no scope for further economy. I have always held that there is scope and we are applying ourselves to the problem and wherever possible we are trying to economise. And this meets to some extent the question which my hon. friend, Mr. Bisht, raised about working expenses.

I would again say that when I give so much of statistics it becomes something like a dry subject but these are matters where unless detailed statistics are given one cannot prove one way or the other. Now, let us take the figures about staff and fuel. In 1951-52 the total number of railway employees was 9,23,069 costing Rs. 121.71 crores; tonnage lifted 96.66 millions; freight ton miles 28,966 millions; passenger miles 39,030 millions. In 1957-58 the total staff was 11,11,026 costing Rs. 172.94 crores; tonnage lifted 132 millions; freight ton miles rose from 28,000 to 44,000 millions; passenger miles from 39,000 to 43,000 millions. I have given round figures. Again during this period there were various additional facilities given to the employees which also added to the

cost; for instance there was the payment of Mr. Justice Rajadhyaksha so far as hours of work were concerned. All these factors led to the increase in the cost on account of staff. And the increased activities, the traffic and the passenger that the Railways are called upon to lift, require increase in the strength of the staff also. If we judge the ratio of traffic and the increase in the number of staff, taking also into consideration the additional emoluments in various shapes that have been provided to the staff, we will find that the increase in the number of staff or the cost thereon has not been disproportionate to the increase in traffic and other work on the railways. The same thing can be said regarding consumption of coal on the railways. Without giving other detailed figures one very reliable criterion for the consumption of coal is the recognized statistics, pounds of coal consumed per thousand gross ton miles. These are: —

(Including proportion of mixed)

1951-53—		
B.G.—Passenger	...	184*7
B.G. Goods	...	160-8
1957-58—		
B.G.—Passenger		184-5
B.G.—Goods	...	149-5
1951-5:—		
M.G.—Passenger	...	230-7
M.G.—Goods	...	202.1
1957-5^—		
M.G.—Passi	...	14-0
M.G.—Goods	...	1746

Here again I will repeat that when I quote statistics, it is not the intention on my part to say that there is no further scope for economy in the consumption of coal. There is surely leakage and wastage, I will say, of an appreciable quantity of coal, and I have been always asking the Board what steps we can take so that leakage and wastage can be avoided and also that the quality of coal that is supplied to the Railways is of a better

type, so that the engines are not affected, safety is not affected and also consumption may be reduced.

Sir, about the speed of goods trains, I have got a brief from the Railway Board, but I am not going to quote that, because I do not feel that I am going to give any additional factor which has affected the *speed* of goods trains. All the factors that have been enumerated therein have already been said either in this House or in the Lok Sabha, but I will promise that, if necessary, I may send a note to Dr. Kunzru and discuss with him what further steps we can take in the matter.

About research and testing, we have done some work there, and though there is scope for doing more work, the real difficulty about the expansion of work and more and more attention being paid to fundamental research or original research in our Research Centre, is the paucity of really good personnel for that work. As a matter of fact, last year I had asked the Chairman of the Railway Board whether we could get some foreign gentleman, even for a certain limited period, who could come here and set the whole institution on the right track, so that later on we could follow that. But we have not been able to get a really good man for that. I will not like to have a second-rate foreigner for that. I would like to have a first-rate man who will come here for one or two years and set our whole organisation on a very sound basis, so that we can do first-rate fundamental research on these matters. I am still pursuing that, because I myself attach great importance to that aspect.

DR. H. N* KUNZRU: May I interrupt my honourable friend? Our railway officials are highly experienced. They have knowledge of railway problems extending over a long period. Can they not make a good beginning themselves, though they might need some outside help for the

lull development of research : aspect of fundamental matters?

SHRI JAGJIVAN RAM: We have made a beginning. You cannot say that we have not made a beginning. We have made a beginning. Again, the time at my disposal does not permit me to go into details. We have made a beginning in this and we have done some original research also. But as I said, I want an experienced railway official who has done first-class work. It will not be that I will place this in charge of somebody else. It will be in charge of some experienced railway officer, but he may be assisted by some outside person who has really done first-class fundamental research. That is my idea and I am still trying for that.

DR. W. S. BARLINGAY: Should there not be increased collaboration between the national scientific laboratories and the railways?

SHRI JAGJIVAN RAM: There is collaboration in all these matters. As far as I am aware, there is complete co-ordination in these matters from top-ranking scientists. Whether they are from the railways or they are from other research centres or from the Defence Ministry, all of them are collaborating.

My friend, Shri Sheel Bhadra Yajee, asked whether the Report of the Class IV Staff Promotion Committee was in cold storage. I wish he would occasionally read the newspapers. And if he had read the proceedings of the Lok Sabha he would have found that it was said there that the majority of the recommendation of the Class IV Staff Promotion Committee have not only been accepted, but orders have already been issued to the Railways for implementing them.

SHRI SHEEL BHADRA YAJEE: But yet not implemented.

SHRI JAGJIVAN RAM: As I said, on most of them orders have been

[Shri Jagjivan Ram.] issued to the Railways for the implementation of those recommendations. A few are remaining, and I expect that orders on them also will be passed very shortly. I propose to place for the information of the Members of the House a tabular statement showing what the recommendations were and in what form they have been accepted by the Railways.

This brings me to the question of workers' participation in management. I wish hon. Members who raised this question of workers' participation in management were clear in their minds as to what they mean when they say workers' participation in management. Well, if they are going to be satisfied with the workers' participation in the management so far as the administration of the . . .

SHM KHANDUBHAI K. DESAI j
(Bombay): Just a beginning.

SHRI JAGJIVAN RAM: . . . Staff Benefit Fund is concerned or the welfare measures are concerned, I concede it here and now that workers are going to have a full measure of participation in this matter. But what I feel, when I think of workers' participation in management, is that there should be real and substantial participation of the workers in management. And I am examining this thing from that aspect, that workers' participation should not mean simply associating them with welfare measures or the Staff Benefit Fund's administration but in one or two places it should be real participation, where more and more responsibility should be placed on their shoulders for the execution and implementation of certain programmes. I am examining this matter from that aspect and I think that we will be able to take certain decisions in the matter and inform the House in due course.

My friend, Shri Sheel Bhadra Yajee again complained about the functioning of the permanent negotiating

machinery. He said that they have to negotiate at the district level, the divisional level, the zonal level and at the Railway Board level. I cannot imagine, as a trade unionist, how he can complain on this score. I can understand if he says that these bodies are not functioning effectively. But if negotiations have to be done, it has to be done at various levels. Certain matters cannot be decided by the Divisional Officers. They can be decided only by the Minister. Certain matters cannot be decided by the Zonal Railways. They can be decided only by the Railway Board. You have to negotiate at various levels. One can understand if he says that they are not functioning very successfully. But he says that they are functioning at various levels. They will continue to function at various levels; that is inevitable. Any trade unionist who knows anything about the A B C of trade unionism cannot complain that they are functioning at various levels. If you enquire from a railway worker, he will himself say that they will have to function at various levels. Certain matters will have to be decided at the Divisional level, certain matters will have to be decided at the Zonal level, certain matters at the Railway Board level and certain matters at my level.

When talking of staff matters, it is but fair that I take notice of my friend, Mr. Bhupesh Gupta, who spoke as a great protagonist of democracy and parliamentary institutions.

SHRI SHEEL BHADRA YAJEE: Is he now converted to democracy and parliamentary institution?

SHRI BHUPESH GUPTA (West Bengal): I hope the Minister is not speaking as an antagonist.

SHRI JAGJIVAN RAM: I will leave it to the House to judge. But, I do not know why you took it amiss. I said you spoke yesterday "as a great protagonist of democracy and parliamentary institutions".

(Interruption.)

As usual he used his stock words and phrases—victimisation,

discrimination, and things like that.

SHRI BHUPESH GUPTA: Which are....

SHRI JAGJIVAN RAM: . . . which are your stock phrases of course. What is victimisation? Victimisation means this; If anybody is penalised for genuine, legitimate trade union activities, that amounts to victimisation. I may assure him, Sir, that not one single railwayman is victimised or penalised in any way for his legitimate, genuine trade union activity. But if trade union activity means putting a premium on dereliction of duty, if it means putting a premium on indiscipline, well, I will not tolerate that. Wherever workers have been punished, they have been punished for dereliction of duty. Wherever they have been punished, they have been punished for gross indiscipline involving violence. Wherever they have been punished, they have been punished for corruption, and wherever they have been punished, they have been punished for dereliction of duty endangering the safety of running of the trains. I wish there were courtesy from all sides. After all courtesy does not cost anything, but it should be a bilateral thing, not unilateral. I will emphasize that there should be courtesy from the officers to the workers and from the workers to the officers. I will again emphasize that the workers should not be servile. But I would add at the same time that the worker should not be indisciplined. He should discharge his duties efficiently, he should conduct himself properly. I again assure my friend that there is no victimisation for trade union activities. But if under the garb of trade union activities certain people want to take undue advantage, well, that will not be permitted.

Again, he talks of discrimination. Where is discrimination? All Government servants are precluded from enrolling themselves as members of any political party, whether it is the

Congress or the Communist Party, whether it is the Socialist or the Praja Socialist Party. They cannot, according to the Government Servants Conduct Rules, enrol themselves as members or take part in the activities of any political party, and in that matter there is no discrimination. If any worker wants to enjoy the full rights of a free citizen, it is open to him to join public life. But in so far as a person chooses to join Government service, he himself knowingly abridges certain rights of free citizenship, and that is applicable in respect of all political parties. Therefore, I say that when you talk of discrimination, you talk without any foundation, without any material on the basis of which you can substantiate the allegation of Railways discriminating against their employees. You have quoted certain instances of a few employees whose services have been terminated.

SHRI BHUPESH GUPTA: Many instances I have given.

SHRI JAGJIVAN RAM: I am coming to that. Yes, the services of quite a number of employees have been terminated. As a matter of fact, a number of cases were pending for the last eight or ten years, of which my friend, Mr. Gupta, is aware. There were perhaps 52 cases pending for a number of years under the National Security or certain other regulations. I had promised in this House and in the other House also that I would personally look into every case. I have done that. Out of these 52 cases, 27 employees have been reinstated. In the cases of 22 it was not found possible to reinstate them. Their services have been terminated, under section 148 of course—and recourse to it was taken because I felt that it would be advantageous to the employees concerned if their services were terminated instead of their being dismissed. I am placing the whole fact before the House. We are taking recourse to this section 148 in cases. . . .

SHRI BHUPESH GUPTA: Small mercies. . . .

SHRI JAGJIVAN RAM: ... in a very limited number of cases where they fall under any one of the following three categories: where it is a question of dereliction of duty endangering the safe running of trains; where it is a question of corruption; and where it is a question of gross indiscipline involving violence. In these three types of cases we are using this section. But I may assure him that it is being used very sparingly and that I do personally look into these cases, because the number is very small. I have made it a point to go into every case not once but more than once, and after I am fully satisfied, then only action is taken.

SHRI BHUPESH GUPTA: The difficulty arises because the case comes to you after the action has been taken. If before the action is taken you look into them, probably the situation would not be so bad as it would otherwise be.

SHRI JAGJIVAN RAM: Well, the final action is taken after my approval.

SHRI BHUPESH GUPTA: In every case?

SHRI JAGJIVAN RAM: In every case. I am not talking of cases where people were under suspension. I have examined those cases . . .

SHRI BHUPESH GUPTA: Termination of service.

SHRI JAGJIVAN RAM: I have said— you mark my words—the final action is taken after my approval. Sir, I do not want to take more time.

MR. DEPUTY CHAIRMAN: You will examine the other questions.

SHRI JAGJIVAN RAM: Yes, Sir, I have said that I will examine the other questions.

3 P.M.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1959-60 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause by clause consideration.

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 JAGJIVAN RAM: Sir, I move;

"That the Bill be returned."

MR. DEPUTY CHAIRMAN: Motion, moved:

"That the Bill be returned."

SHRI M. P. BHARGAVA (Uttar Pradesh) : Sir, I want to say just one sentence. I want to take this opportunity of thanking the hon. Railway Minister for agreeing to extend the railway line to the Tripura border.

Thank you.

SHRI H. P. SAKSENA (Uttar Pradesh) : Sir, with your permission, I wish to say that the hon. Railway Minister just now defended himself and his Ministry. He was saying that there was no discrimination. I admit it, but then I submit that there is one discrimination which is continuing in his railway administration even today and it is this. It is a small matter of course, but then, there is this discrimination. When Members of Parliament get their seats reserved, they have to pay the reservation fee, but in the case of other persons—the officials who travel—they have to pay no>

reservation fee. This should be look-ed into.

MB. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1959

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

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1958-59 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

MR. DEPUTY CHAIRMAN: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1958-59 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

MR. DEPUTY CHAIRMAN: Mr. Niranjan Singh.

श्री निरंजन सिंह (मध्य प्रदेश) : उप-सभापति महोदय, तीन चार चीज मैं आपके द्वारा माननीय मंत्री जी के अवलोकन के लिये रखना चाहता हूँ। सब से पहले रेलवे में जो चोरियां होती हैं मैं उसके बारे में कहूंगा। रेलवे में जो चोरियां होती हैं उनकी ओर आथारिटीज अच्छी तरह से गौर नहीं करती हैं। कम्पेंसेशन पर कम्पेंसेशन बढ़ता जाता है तो इसकी ओर माननीय मंत्री जी का मैं विशेष ध्यान आकर्षित करना चाहता हूँ। अक्सर देखने में यह आता है कि पुलिस से मिलकर बैगनों से चीजों की चोरी होती है

जब इसकी रिपोर्ट होती है तो उसको संप्रेस कर दिया जाता है। माननीय मंत्री जी के पास तक खबर आती है या नहीं यह मुझे मालूम नहीं है। इसलिये मेरी प्रार्थना है कि रेलवेज में इस तरह से जो चोरियां होती हैं उनकी ओर रेलवे मंत्रालय को विशेष ध्यान देना चाहिये।

दूसरी चीज मुझे कोल ऐंशेज और सिन्डर के बारे में कहनी है। अक्सर यह देखने में आता है कि कोल ऐंशेज के नाम से टेंडर होता है और जो ठेकेदार इस काम को करता है वह सिन्डर को छांटकर बाजार में बेच देता है जबकि उसको ऐसा नहीं करना चाहिये। यह सिन्डर रेलवे विभाग का होता है और उसको बाहर बेचने पर सजा हो सकती है। लेकिन इस तरह का सिन्डर बाजार में बिकता रहता है। रेलवे आफिस में जब रिपोर्ट होती है कि सिन्डर कैसे बेचा गया और कहाँ से आया तब भी रेलवे के आफिसर उन कांटेक्टों के विरुद्ध कोई भी कार्यवाही नहीं करते हैं। तो मेरी प्रार्थना यह है कि इस ओर भी रेलवे मंत्रालय को विशेष ध्यान देना चाहिये।

इसी तरह रेल द्वारा बैगनों में जो पेट्रोल और केरोसिन आयल आता है वह दूकानदार तक पूरा पहुंच जाता है मगर रिपोर्ट यह होती है कि रास्ते में इतना लीकेज हो गया है। रेलवे वाले बिना नोटिस किये हुए उस लीकेज का पूरा पेमेंट कर देते हैं। ये तीनों चीजें ऐसी हैं जिनके ऊपर ध्यान देने से रेलवे को काफी बचत हो सकती है और साथ ही साथ डिफिशियन्सी भी बच सकती है।

उप सभापति महोदय, जहां तक कामर्शल डिपार्टमेंट में प्रमोशन का सवाल है वहां पर जितने आदमी होते हैं उनका प्रमोशन हायर ग्रेड में होता ही रहता है लेकिन जो रेगुलर स्टेशन मास्टर होते हैं उनको कहीं भी जाने का या प्रमोशन का चान्स नहीं मिलता है। यद्यपि स्टेशन मास्टर का कार्य उन सब लोगों के ऊपर सुपरविजन करने का