

[Mr. Chairman.] if you are willing to make it. I said I will convey it to you, I did not commit. It is about some reference to Kashmir in the SEATO meeting<sup>1</sup>.

THE PRIME MINISTER AND MINISTER OF EXTERNAL AFFAIRS (SHRI JAWAHARLAL NEHRU) : There is nothing to say about the SEATO meeting, except that some such meeting has been hold, according to the newspapers, and I have no particular information which the hon. Member may not have read in the newspapers. This House knows our views about these military alliances and more especially about SEATO. I can repeat them, but probably there is no necessity for my doing that.

With regard to Kashmir also, I do not know what I can say at the present moment, of any special advantage. The House knows that on the one hand Dr. Graham has been here and after talks he has gone back. We explained to him our position as clearly as we could. Presumably, within the next few weeks, he will present a report of his visit to India and Pakistan, to the Security Council. That is all Sir. I do not know what else I am expected to say.

SHRI BHUPESH GUPTA: I would like to invite the attention of the Prime Minister—surely he must have read it also—to a report in the press that the Pakistan representative would be asking for more U.S. arms at the SEATO meeting and the Pakistan representative there did, in fact, raise the question of Kashmir. This is a very serious development. It is a development taking place. And then at the SEATO meeting they also discussed interference in the affairs of Indonesia which is a friendly country, a country friendly to India. So this is another matter on which the Prime Minister's opinion is needed and everybody is looking forward to the Prime Minister to say something on this subject also.

SHRI JAWAHARLAL NEHRU: I imagine the hon. Member should not

go by or believe everything that is seen in the newspapers; and even if it is correct, we cannot act upon it. Today, even this morning's paper contained a communique issued by the SEATO Council and there is no reference to these questions there.

DR. R. B. GOUR (Andhra Pradesh): But they have condemned us and our policy.

SHRI JAWAHARLAL NEHRU: But nobody expected them to approve of it.

#### THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1958—*continued*

SHRI SONUSING DHANSING PATIL (Bombay): While discussing this Appropriation Bill for the Railways, I offered my remarks with reference to some aspects of our Railway administration. The Railway Board has presented this Report for 1956-57 with a persuasive brilliance, but it is conventional and not dynamic. The Railways, I may point out, are utilising nearly Rs. 1,350 crores which is the capital at charge, and the return which the Railways are expected to give in 1958-59 is nearly Rs. 76,92,00,000. This return is not a sound one, judged by business principles. Although the Railways are enjoying a monopoly, they are not giving an adequate return to the general revenues. Perhaps the argument may be advanced that the Railways are keeping up the convention limit, I mean the limit adopted in the Convention Resolution passed in the year 1956 by both Houses of Parliament. But, Sir, in a developing economy, the maintaining of conventions should not be the objective, and the Railway Board should ride above the Convention and they should not treat the Convention as the "Lakshman Line" which Sita may not cross lest she should fall into the rapacious hands of the ill-famed Ravan. Here the Convention lays down only a 4 per cent return to the general revenues, including the element of interest. But the country

is in need of funds and it is in need of several developments in several sectors and so it will suffer a lot. A monopoly organisation like the Railways should aim at hard work and honest **work** and give adequate returns to the general funds. There was a purpose behind this separation of the Railway revenues and the General Budget and that was to avoid any possible violent fluctuations which may result in case the two are integrated in the General Budget. That principle was adopted for several strategic and economic reasons. But that point of view was the point of view of the old government where the Military and the Railways were both considered as of strategic importance, in the general administration. But now, coming to the people's Government of the day, it is very essential that in the working of any department, whether it be that of the Railways or whether it is of any **other** transport organisation, the popular element should be associated with it and the revenues which the monopoly organisation gives or contributes to the general revenues should be quite substantial.

Coming next to other points, the position of our depreciation reserve fund of the Railways, the position of the development fund and the position of the revenue reserve fund are not very satisfactory, for there is a very big drop. Of course, the withdrawals are there and some of the funds given are minus funds. That means that more and more accretions are needed to these funds.

Next I come to the various amenities that the Railways are giving to the passengers. Very proud claims have been made and glowing tributes paid. It is but natural for the Railway Minister to exhort these 1,100 employees who are holding key positions in this sphere. And industrial labour which is more organised and more vocal always holds a key position in any government, at the cost of the economy and the overall good of

the other classes. I do not want to take away anything from the glowing tributes already paid to those engaged in the running of the Railways, but I would only like to say that meeting the needs of the travellers or the users of our Railways is of the greatest importance.

Whether the goods travel or the passengers travel, safety is the primary consideration. **Have** the Railways created sufficient confidence in the minds of the persons that the travel on the Railways is absolutely safe, that the trains are regular, that there is economy and efficiency in the Railways, that the goods that are sent from one destination to another are safe and that they do not perish. These things, Sir, are such which require very close attention and the Railway administration should look into that. In regard to the perishable goods and machinery which are despatched without being insured, the utmost care should be taken. In the Railways, contracts are given to private parties, whether small or big. The Bombay Government has introduced a very salutary principle in promoting and organising what are called labour cooperatives. The Railways should look beyond their nose and try to promote and organise labour cooperatives so that **the** employment potential will be greatly augmented. You should lay down some principles by which contracts worth Rs. 20,000 or Rs. 25,000 or even, for that matter, Rs. 50,000—the Bombay Government has laid down Rs. 25,000 as the limit in regard to the Public Works Department—for example, for ballast, materials like brick, *chuna*, etc., can be given to the labour co-operatives. If that is done, then surely the people will benefit by it. If the contracts are given at an estimated rate, the profit of the middlemen will be done away with. This is a thing which is needed in the Railways because the Railways are handling a very big amount of such works.

[Shri Sonusing Dhansing Patil.] Then I come to the third point regarding the overcrowding. It is still a problem which perplexes the Railway Administration. Accidents are also a problem but they say that human failure is responsible for this. Coming to the question of overcrowding, Sir, I may humbly point out that the railway staff, whether they are the gangmen or linemen who go from one place to another, occupy places in the third class reserved compartment and they greatly inconvenience the people. Many of these are ticketless travellers because the railway employees feel that it is their private property more or less and there is no power exercised over them.

Fourthly, Sir, there is no check on the loss or damages to the goods and the thefts that are going on in the Railways. The notorious instance is of the Bhusaval Station where there are regular gangs of thieves and of the receivers of stolen property. A small trade is built on that but there is no sufficient check on it. Though there is a Claims Prevention Organisation set up in the year 1955, there is another parallel non-official organisation which is not publicly known but it is the claims encouragement and realisation organisation and it is also functioning side by side. There is a link between the Claims Settlement Officer in the Railways and the private parties who take up the work in the name of advocates and persons who act as representatives or agents of the persons who have lost their goods. Faked goods are sent by the Railways; instead of *haldi*, they send some yellow powder. Numbers of such faked things are sent and the claims are settled. This needs very serious attention. Though there is some decline, as compared to the figures before Independence the decline is not so noticeable.

Fifthly, Sir, the law charges that are given by the railways are not paid on the basis of any competition or by close scrutiny but favouritism is

seen. Corruption in the Railways, though apparently on the decline, has now almost come to stay because of certain conventions established on the Railways. I would quote an instance, Sir. Of course, it is only my information but when a large number of people gather an impression or a general reputation about particular stations or the staff, then it is sort of sound basis to ventilate it. From the district of East Khandesh, large number of banana wagons are despatched and the famous stations where corruption takes place willingly or unwillingly are Chandurni, Pachora, Jalgaon, Bhusaval, Pardhade, Nimbhora, Raver, Savada, etc. These are the famous stations. I would only ask the Railway Ministry to have a surprise check and vigilance vans set up to see how much income the Station Masters and the other staff get and the link from the starting station to the destination staff that exists in this and how the whole thing is organised.

The next question, Sir, is about the regularity of the trains. It is a well-known thing and I need not detain the House on that consideration but generally nowadays, we see that almost all trains, the mail and express trains, which used to come punctually are coming late for one reason or the other and particularly the reason given is new works or the old bridges or some construction of culverts, etc., track maintenance, re-alignment, this and that. Even in track repairs, there is corruption prevalent, in regard to ballast and the muster rolls. The muster rolls that are supplied to the Railways, either of the gangmen or the other workmen, are not genuine in many respects. There is a very large scope for corruption there also and the Railway administration will do well to go into that question and find out the things that are happening there.

Sixthly, Sir, departmental catering this year has been shown as having incurred a loss of Rs. 16,96,000. There:

is a regular propaganda going on about this departmental catering. This is so because whenever there is any action taken in the interests of the passengers or even in other centres for the good of the general public, for example, the nationalisation of insurance or certain other things, always there is a section which tries to find fault with the organisation and that section creates trouble. This departmental catering, in spite of the loss which it is suffering, should be encouraged. The Railway administration should make up its mind because ours is a State which is going to develop into a socialistic pattern of society and when the cooperatives of the vendors are organised, it is for the Railway administration to see that they function well and that they do not commit any loss in future and that economy and efficiency are also maintained in future in regard to catering. I think the attention of the bigger officers are not drawn always to these small problems because they are always involved in major problems especially when the Railways are handling crores and crores of rupees.

As far as fuel consumption, coal consumption, is concerned, there is a lot of wastage. As far as cinders and coal ashes are concerned, nowadays, coal ashes are being used by the Railways for their own requirements but it is a costly habit because they can very well go on with the earth which is available near about the lines and the coal ashes can be sold out to the needy for the preparation of *chuna* or bricks. There is also a scandal about the coal ash contracts and Government should try to see that the contracts are properly looked into.

I next come to the question of the lands on either side of the lines. We are crying from housetops that the food problem is growing more and more acute but the railways are withdrawing land which they had

given to the gangmen, lands which are near about the railway lines and which are very useful for growing more food and which form a very big acreage. These lands are withdrawn. Representations have been made to the Railway Minister but there has been no action taken. Sir, I am informed by one of the General Managers of the Railway that the Government feel some legal difficulty about renting this land. The railway lands are exempt from the operation of the tenancy laws and there cannot be any fear for the lands being licensed to the needy persons so^ that they can help the growth of: more food.

Then, Sir, in the matter of labour welfare certain categories are excluded; for example the staff which is employed by the Railway Institute at Manmad—I have got a representation, the copy of which was also sent to the Railway Minister on 4th February, 1958 by the Institute employees at Manmad which is a big junction in the Central Railway—get only Rs. 30 to Rs. 35 at the most exclusive of all the benefits which the other railway employees get. It is necessary that the case of these employees should be examined and they should be given the necessary benefits within the limit\*, laid down by the Railway Administration.

Now, the Railways are charging surcharge; there is an increase in railway fares by way of surcharge but the corresponding net revenue which we should get is something below expectations. That is because nearly a sum of Rs. 1J crores is given by way of interim relief. The management and the labour are completely in agreement; there is close co-operation. It may be a good thing but this cooperation puts the other party in great danger because if both people are satisfied then the question is of the General Administration which is meant for the common good. It is not getting that benefit as the railway employees. There is great disparity created between the industrial

[Shri Sonusing Dhansing Patil.] labour, the railway labour, the transport workers and the agricultural labour. This is not the occasion when I should dilate on this point. So I will close my remarks by saying that while giving relief to the workers by providing various welfare amenities, the need of the users are subordinated to the needs of the staff. It is a surprising thing. Only Rs. 3 crores are given to over 125 crores of passengers travelling in a year while 11 crores of rupees are given for amenities to the railway staff. The difference is significant. With these observations I close my speech.

SHRI H. N. KUNZRU (Uttar Pradesh): Mr. Chairman, I am glad that the Railway Minister is present not merely because he is good enough to pay some attention to what I say though only to controvert it a little later, but because I have something to say about a more important problem in connection with the performance of the metre gauge railways. I pointed out that the wagon miles per wagon day on the metre gauge were not satisfactory. He admitted this but said that this result was mainly due to the increase in the density of traffic on two railways. He then went on to point out the difficulties in respect of transshipment of traffic at break of gauge transshipment points. Well, these difficulties are real and require careful consideration but before I say anything about them, I should like to point out that the Railway Minister fell into an error when he said that the unsatisfactory performance of the metre gauge railways was due mainly to the North Eastern and Central Railways. If he will look at the figures he will find that on the North Eastern Railway both the speed and density of traffic have increased and the North Eastern Railway could not therefore have contributed to the deterioration that has taken place. On the Central Railway there is no increase in the density of traffic which stood at 8'69 both in 18S5-SI anil 1956-57. Yet,

the speed has gone down in 1956-57. It was 9-20 as compared with 9'49 in 1955-56.

Now, Sir, I should like to say a word about the difficulty in the transshipment of goods at break of gauge points. These difficulties are not new; they have been known to Government for a long time. They were very carefully considered by the Indian Railways Enquiry Committee and the Committee said: "The fact that large volumes of traffic have to pass through break of gauge transshipment points is already having a seriously restrictive effect on the traffic in the country and we feel that this effect will increase as the country develops, unless steps are taken to rationalise the gauge position." Lest it should be misunderstood, it said, "we do not suggest that the whole of Indian Railways are ever likely to be converted to the same gauge; the expense would be prohibitive." It also said that the situation in 1948 when it reported was abnormal and that no action could be taken in respect of the rationalisation of the gauge at that time. It, however, recommended, to use its own words, that "in about three years' time a small technical committee of senior officers of the transportation, traffic, civil engineering and accounts departments should be set up to examine the gauge question generally and to make recommendations for gauge conversion with the object of reducing the number of transshipment points and the volume of transshipment traffic and also as far as possible with the object of concentrating transshipment traffic at a few stations where suitable mechanical appliances to aid transshipment can be provided. This Committee will naturally take into account the volume of potential traffic passing through such transshipment points." Now, I should like to know whether the Government has taken any action on this recommendation of the Committee.

[MR. DEPUTY CHAIRMAN in the Chair. 1

The development of traffic which the Indian Railway Enquiry Committee anticipated is taking place and the difficulties which it envisaged have come to be realised. What is the action that the Government then is taking on the recommendation of the Committee? The Committee, as I have already pointed out, did not suggest that the metre gauge should be abandoned and converted into broad gauge. It pointed out that while the number of break of gauge transshipment points in the country was about 53 there were only a few of them through which a great deal of traffic passed. It mentioned, I think, six or seven large stations to which it was necessary to pay special attention. The problem, therefore, was in the opinion of the Committee limited and its importance required that it should be dealt with methodically and expeditiously. Now, I should like to know from the Railway Minister whether any action has been taken so far on the recommendation to which I have drawn his attention and that of the House; and, if no such action has been taken, whether Government propose to do anything now in order to rationalise the gauge situation to use the words of the Committee to make the transshipment of traffic at certain important junction stations easier. I know, Sir, that the Railways have not been given the funds that they had asked for and that the rise in prices has added to their difficulties. But they have to decide, when they have to deal with an ever increasing volume of traffic, whether it is not necessary for them to consolidate their position by removing the defects that already exist rather than take in hand new projects leaving the old defects to create obstacles in the way of the smooth carriage of traffic. This point was discussed later by the Estimates Committee which reiterated the recommendation made by the Indian Railways Enquiry Committee. I think that the Estimates Committee considered this matter in 1956. We were told the other day that a good

many of the recommendations made by this Committee had been accepted by the railway authorities. I hope that the Railway Minister will be able to tell us that this is one of the recommendations accepted by them.

There is another important point in this connection to which the Estimates Committee drew the attention of the Government. I have already said that the Indian Railways Enquiry Committee wanted that up-to-date mechanical appliances should be provided at the break-of-gauge transshipment to make the handling of increasing traffic easier. Now, the Committee has said that tipplers should be provided for expeditious transshipment of coal from Broad Gauge to Metre Gauge. This, again, will require some expenditure, but I venture to think that the money spent on this will be well spent because it will make it possible for the railways to move traffic more quickly.

I referred to the question of track renewals and the construction of line capacity works during the budget debate, but I have to refer to it again because the question that I put to the Railway Minister was not answered by him in his closing speech. According to the report of the Railway Freight Structure Enquiry Committee, the Planning Commission when considering the plans costing Rs. 1480 crores prepared by the Railway Board, cut them down so as to cost not more than Rs. 1125 crores. This meant reducing the provision for track renewals by Rs. 25 crores and that for line capacity works by Rs. 29 crores. But the Railway Minister told us last year that the Railways would need at least Rs. 200 crores more in order to handle the traffic that they were expected to carry. About half of this was due to rise in prices, but the rest was due to the necessity for making improvements in order to enable the Railways to carry more traffic. Will the Railways now be able to provide for those track renewals and line capacity works which were cut out of

[Shri H. N. Kunzru.] their original plan by the Planning Commission? That was the question that I put to the Railway Minister, but it was not answered by him. I hope that he will be able to give a reassuring answer on this occasion. I lay great stress on this because unless these questions are attended to, the movement of traffic will slow down progressively and it will have, I venture to think, a very harmful effect on the morale both of the officers and of the railwaymen.

Lastly, I should like to refer to the question of compensation for claims for goods lost or damaged during their transit from one place to another. I find that while in 1955-56 the Railways had to pay only Rs. 2-56 crores in 1956-57 the payment made was Rs. 3-33 crores. Now, the reason given for this in the Railway Board's Report is that more claims were settled in that year than in the previous year and that prices has risen. But if the figures for 1954-55, 1955-

56 and 1956-57 are compared, this explanation will be found to be inadequate. Allowing for the increased number of cases settled during 1956-

57 and the rise in prices, I do not "think that the increase in payments could have been as much as Rs. 77 lakhs. In 1955-56 too the number of

cases dealt with and 12 NOON settled was appreciably larger than in 1944-55. But the compensation paid was only, I think, a lakh more than in the previous year. Well, prices may have risen to a larger extent in 1956-57. Even so, I do not think that the additional cost can have been more than between Rs. 35 and 40 lakhs. I therefore think that this is a point that requires to be looked into. Improvement took place in the situation for two or three years and we thought therefore that this question would not give any trouble in future. But what has happened in 1955-56 makes one apprehensive lest we should revert to the old state of things.

It is very tempting, Sir, for me to refer again to what the Railway Minister said with regard to the causes of deterioration in the speed of goods trains. But I think that it would not be fair of me to take up any more time. I should like other Members to take all the opportunity they desire, particularly those who are about to retire, to express their opinions on questions which in their opinion are important. But I promise to deal with those points when another occasion offers itself.

MR. DEPUTY CHAIRMAN: There are 17 Members on the Congress side and 5 Members on the Opposition side who want to speak. So, I will allow 10 minutes each on this side and 15 minutes each on the other side.

SHRI P. S. RAJAGOPAL NAIDU" (Madras): Mr. Deputy Chairman, within the limited time allotted to me by you, I shall restrict myself to a few important matters which in my opinion require to be urged.

Sir, we have to view with a certain amount of concern the increasing" amount of expenditure on the administration of the Railways. Sir, I feel that the administration ought to exercise a little more discipline in the matter of expenditure. This discipline in my opinion is lacking if one should look into the management of the railway finances for the first two years of the Second Five-Year Plan. Sir, for 1956-57 the actuals reveal an increase of Rs. 5 crores in ordinary working expenses over the revised estimates as against a short fall of Rs. 3'5 crores in gross receipts. Then for the year 1957-58 we find that the position is still worse. Ordinary working expenses rose above the Budget estimate by a very huge amount of Rs. 15'3 crores. Sir, this has swallowed the increase of Rs. 6-5 crores in gross traffic earnings. It is true we have to admit that there are certain factors which inflate these expenses, the important factors being the interim relief granted by the Pay Commission, the higher charges for

repairs and maintenance of works, higher charges for fuel, etc. All these factors of course to a certain extent are responsible for the increase in expenditure. But the increased expenditure in my opinion, Sir, should be offset by earnings from additional traffic. But that is not the case here. It is therefore, in my opinion, absolutely essential to insist on economy in Railway administration particularly at a time of exceptional developmental expenditure in the Railways.

Sir, I would like to suggest in this connection that there should be a sort of assessment of proper work loads and norms of management at all levels. This is only a suggestion. I feel that there is no such system in the Railways now, and if that system is introduced, I am sure the Railway administration will have a proper check on the expenditure for the administration of the Railways. Sir, let us analyse the repercussions of these rising expenses in the Railway administration on the capital formation of the Railways. Sir, for the year 1956-57 the net surplus was reduced from Rs. 27 crores to Rs. 20 crores as between the revised and the actual figures. Again for 1957-58, it is more steep in this year. The decline is from Rs. 31 crores in the budget to Rs. 22 crores in the revised estimates. Sir, I am sure that the lesson of these first two years of the Second Five Year Plan would indicate that something more should be done to check this mounting expenditure on the administration.

Then, Sir, another general point which I would like to urge in this connection is this. It is really gratifying in my opinion to see that no proposals have been made in this year's Budget for enhancement of either the passenger fares or the freights. The Railway Freight Structure Enquiry Committee's report is under examination by the Railway Ministry. The report was tendered in April last, and I do not know why such a great delay is there

for the consideration of this report that was submitted by this Enquiry Committee, and it is said that in three months' time the administration will scrutinise the Committee's recommendations. Sir, I would like to say that while considering this Committee's report the Railway administration should bear in mind that any increase in the freights structure would spell inflation in the production costs all round. It will have its repercussions on strategic materials like cement, iron and steel and fertilisers. I particularly mention these three commodities because there is a sort of uniform rate that has been fixed throughout the country on the basis of railway destination, and the effect of an increase in railway freight on these three important commodities will be terrific and the cost of these essential commodities would still further increase.

Then, Sir, restricting myself to these two general observations, I would like particularly to mention certain transport difficulties in the marketing of perishable goods like fruits and vegetables. Sir, amongst the various problems that are faced in the transport of these perishable articles, I would like particularly to mention three difficulties, the first being the high freight charges, the second being the mishandling of the perishable goods by the railway authorities, and the third being the non-availability of suitable types of wagons to carry these perishable articles. While dealing with the high freight charges, Sir, I would like to draw your attention particularly to the fact that there are certain disparities in the freight charges between fruits and vegetables. Whereas in the case of fruits one-fourth of the parcel rates is being charged, in the case of vegetables half the parcel rates is being charged. I do not know why this distinction should be made between fruits and vegetables unless it be that fruit travel longer distance and vegetables travel shorter distance. In my opinion if these freight rates are reduced in the case of vegetables, I



TShri P. S. Rajagopal Naidu.] am sure vegetables will also travel longer distance like fruits. Sir, another very funny classification which the Railway administration has made in the case of vegetables and fruits is that some fruits like lime, lemon, raw papiya, raw banana and certain other raw fruits have been peculiarly classified as vegetables and half the parcel rates are being charged. I cannot understand how fruits like lime, lemon and raw fruits like papiya and banana are classified as vegetables.

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM): They are used as such.

SHRI P. S. RAJAGOPAL NAIDU: We only pluck banana as raw fruit from the tree. Papiya also is plucked as raw fruit. It certainly takes some time for these fruits to develop, for them to become fruits, and if ripened fruits are transported in the railways, by the time they travel a few miles they will get perished. So they have to be plucked from the trees in a raw condition and transported so that by the time they reach their destination, they become ripened fruits. So it is for that reason, Sir, that I would like the Railway Administration to classify these raw fruits like raw papiyas and raw bananas as fruit and one-fourth of the railway parcel rates are charged for these commodities.

Then, Sir, take the instance . . .

MR. DEPUTY CHAIRMAN: It is time. Ten minutes are over.

SHRI P. S. RAJAGOPAL NAIDU: Two or three minutes only.

Take for instance seedling like mango seedlings, citrus and lemon seedlings. For them no concession is shown. They are also perishables. So, Sir, I feel that the Railway Administration will seriously think of looking into this matter so that some relief is given.

Then, Sir, there is another important point with regard to mishandling of the perishables. Well, Sir, I do not want to go into any details. But, Sir, the types of wagons that are given for the transport of these fruits is something which the Railway Administration will have to seriously consider. Closed wagons are given for the transport of fruits, for instance, if mangoes are transported from Madras to North India, by the time they reach their destination, you find that the whole wagon load of mangoes is in a rotten state. So I feel, Sir, that C-A type wagons should be supplied for transporting fruits.

Then, Sir, there is only one matter to which I would like to refer, and that is with regard to the buffet car in the Grand Trunk Express. We used to have a dining car attached from Delhi to Madras and from Madras to Delhi. But now we find it is detached at Kazipet station while going from Delhi and the passengers are left practically at the mercy of the platform vendors for their food right from Kazipet to Madras. It is said that with a view to attaching one more boggy the dining car is being detached, but the Railway Administration fails to see the difficulties experienced by the passengers in getting their food right from Kazipet to Madras City.

*(Time bell rings.)*

Then, Sir, with regard to overcrowding, the trains that leave Madras Central to the West coast, particularly those trains are awfully overcrowded, and particularly the third class. There is a distinction made between passengers travelling over 300 miles and those travelling less than 300 miles. For passengers travelling over 300 miles reservations are made, but for short distance passengers no reservations are allowed. And we find actually people breaking their heads while trying to get into the third class compartments.

Several times we have brought this matter to the notice of the Railway Administration; but no remedy has been forthcoming. So I request that something should be done in this direction also. Thank you, Sir.

SHRI PYDAH VENKATA NARAYANA (Andhra Pradesh): Mr. Deputy Chairman, I would like to make a few suggestions in respect of the general administration of the Railways, the maintenance of coaches etc., and also for providing more amenities to the railway passengers.

I would like to say at the very outset, Sir, that some time back on the floor of this House I had urged upon the Government to consider the desirability of diverting the Calcutta-Madras main line *via* Kakinada. Kakinada is a very important place in Andhra Pradesh and it is a minor or an intermediate port. Unless it is connected with the main line, there is no possibility of further development of that important port. I understand that there was a sort of preliminary survey conducted some time ago and it was found that there were no insurmountable difficulties in diverting the main line through Kakinada. Two Ministers of Railways and Communications—also visited that place in that connection. I now hope that further steps would be taken without much delay.

Further, Sir, regarding the two level-crossing at Samalkot, which is about 8 miles from Kakinada, on the main Calcutta-Madras line, there is no over-bridge and it is always impossible for the vehicular traffic, to pass from there without much difficulty, and there is a long-felt necessity of having an over-bridge there, and I therefore hope that the Government would do well to consider that also. And apart from that, Sir, towards the Kakinada side the approaches are so very narrow, and I hope the Government would acquire some land and widen these approaches. Then, Sir, though Kakinada is itself a very important city Jn

Andhra Pradesh, the railway station is like a shed at a very low level, and it must be reconstructed with all modern amenities such as retiring, rooms and all that. I would request the Government and the Railway Minister to tackle that problem also.

Now, Sir, no single day goes without an accident. No doubt there are so many trains every day including all the shuttles etc., but that does not mean that accidents should also take place every day. We have been seeing in the papers one, two, three or four accidents daily happening. Either a goods or a passenger train derailment or a collision or fall-in of a train over a bridge into a river or something like that has been taking place. And the people are not feeling themselves safe and secure while they are travelling in the railway because of these accidents and also of thefts. This morning I saw in the press that three persons in the mail van of a passenger train were not only looted, but they were also murdered. Sir, everybody here and every man is either a prospective passenger or a passenger. The people are terribly afraid of travelling in the railways these days because of these accidents, thefts and also murders which we see in the press. I therefore hope that there will be a sufficient number of police personnel with armed weapons and firearms etc., so that they can protect the property of the railway, as also the person and property of passengers.

Now, Sir, two trains run to Hyderabad, one from Puri and the other from Howrah. That Janata will be converted into an Express with upper class passengers from Waltair, and there is no provision for through carriages from Kakinada, as has been the case in respect of the Mails going to Calcutta and Madras. So through carriages should also be provided in these fast and Express-trains, one going from Puri and the other from Howrah to Hyderabad and back.

[Shri Pydah Venkata Narayana.] Then, Sir, as regards the running of trains, if the time mentioned in the schedule is, say, twenty-two hours or something like that, the train actually comes to the station the next day only or leaves the next day. So, Sir, as far as possible, there should not be much of late running of trains and I hope that the Administration will see to it. If a train is less than 100 minutes late. I wonder why the administration does not take it into consideration at all. If it is more than 100 minutes late, then only they feel that it is running late. About five or six years back, the trains were running a little better, but of late the position has become very bad. No doubt the Grand Trunk Express and some Mail trains are not running very late, but there are several other trains, Express as well as Mail, which are running very late, and sometimes they run even two or three hours late or behind the schedule. So unless there is punctuality in the running of trains, it is not possible for the people to arrange their programmes to go to various places and attend to their engagements and appointments. Therefore, Sir, the Government and the Railway Administration would do well to tackle this problem also.

Then, Sir, I am told that some of the narrow gauge railways were not nationalised for several reasons. But I feel that the whole thing must be one integrated system—the broad gauge, the metre gauge and the light railways. The Government might lose a little money in the process, but they should all be nationalised. Again I urge upon the Government to see that the main line from Calcutta to Madras is diverted through Kocanada, an overbridge is constructed at Samalkot and the railway station at Kocanada should be reconstructed. With these words, I conclude.

SHRI VIJAY SINGH (Rajasthan): Mr. Deputy Chairman, Sir, in lending my support to the motion under consideration, I would like to place a few points for the consideration of the Government. As is usual, a few

points may develop into a speech, but under the circumstances, I cannot help it. Looking to the limited time at my disposal, and the limited scope of the discussions, I would like to be as brief as possible and finish within the time you have allotted.

Sir, my suggestions can be divided into two distinct categories—one relating to the backward state of Rajasthan and the other relating to matters of a general nature. As far as general complaints are concerned, I would take them up later on, because more eminent Members than me have pleaded that cause and I cannot do better. I would therefore like to state a few points relating to the backward State of Rajasthan. Rajasthan, as we all know, is one of the most backward States in India. From the area point of view, it is, I suppose, second or third biggest State in the country, but there is one peculiar feature of Rajasthan. It is very sparsely populated. You will be surprised to know that in some portions of Rajasthan—thousands and thousands of square miles—we have only six persons per square mile. This is the state of affairs there, but it is not going to remain so now. With the coming of Rajasthan Canal which is going to be constructed now, and it is going to pass through that desert area, it will become the richest part of the country. But what are you going to do about communications in that part of the country because, if we do not plan ahead for communications in that part of the country, much of the good that we are going to do, will not be there. For, when the canal comes, there will be more production and there will be great improvement, but when there are no communications, when there are no railway lines, all that extra production that we are going to have in the country we will not be able to utilise. Not only that, we have to colonise that part of the country, but in the absence of communications, we will not be able to colonise that part of the country which will be one of

the richest parts but which is one of the most backward at this time. I therefore strongly suggest that in that part of Rajasthan, which is a desert area, near the Jaisalmer-Bikaner Division, where at some places the nearest railway station is about 150 miles off, we should extend the line right from Pokaran to Jaisalmer and then connect it with Barmer. That will cover portions which are going to be served by the Rajasthan Canal.

Another point that I would like to put is that we have got a railway line going from Samdari to Raniwara, which is on the main line that connects Kandla to Jodhpur and Delhi. Formerly when this line was constructed by the former Jodhpur State, not much heed was paid to it because it was an unimportant line. Now, it has come on the main route, but the track of this line is not very strong and breaches take place in the rainy season. When this line has become important, I would like to place before the Railway\* Ministry that special care should be taken to remodel this line and make it strong so that breaches do not occur during the rainy season.

The third point about - Rajasthan that I would like to place before the House is that there are many important commercial towns in Rajasthan, which are very near railway lines but they are not connected by the railways. In former times when the railways were first constructed, they were not constructed mainly to improve commerce and trade in the country. They were constructed for strategic purposes. The Britishers constructed the railways only for their own purposes. In fact, if I may say so, there was some amount of prejudice against the local commerce and trade, because the Britishers were interested in ruining the commerce and trade of the local people. At the same time, there was also some sort of prejudice in the mind of the local people not to be very near a railway. That sort of conservatism was there, i

There are scores and scores of such big towns in Rajasthan which are very near—just two or three miles—from the railway line but still which are not connected by the railway. Now, when we are going to have track renewals, such towns should be connected with the railway lines. At very little cost, we can do a lot to improve the trade and commerce of Rajasthan. There is already a demand on the part of the merchants of some of the big towns in Rajasthan on the Jodhpur line that when the track is going to be renewed, the line should pass through their village. At least the important towns of Rajasthan which are very near the railway line should be connected by railway. This will help a lot in developing the internal trade and commerce of the State.

In Rajasthan we have got metre gauge mostly. We have a broad gauge line but it touches only a portion of the State. In the absence of broad gauge lines, we feel very great difficulty in transportation and proper development of trade and commerce. I would like to request the Railway Ministry that one broad gauge line running through Rajasthan may be considered. We may not have it in the near future, but so far as the Third Plan is concerned, we must certainly bear in mind the necessity for constructing a broad gauge line in Rajasthan.

One more suggestion for the administration of the railways. In Rajasthan we have got mostly metre gauge. We had six zones in the country. They were thought to be administratively very big, and now we have eight zones. I would like to submit for the consideration of the Railway Ministry that we should have a separate metre gauge zone with its headquarters somewhere in Rajasthan. So far as the needs of Rajasthan are concerned, it will be better able to look after them, and it will be a feasible proposition also from the point of view of administration

[Shri Vijay Singh.]

There is one other minor point about railways in Rajasthan. In the passenger train running from Ahmedabad to Delhi, there used to be a restaurant car, but now it has been removed, perhaps, for some valid reason. Something was said in the House some time ago. When the restaurant car has been stopped, we naturally should have some restaurant rooms at some station or other. Now, the Ahmedabad-Delhi Express comes to Delhi in the evening. It reaches Bandikui at one or two during lunch time. There used to be one restaurant in Bandikui but now that has been closed. There is no restaurant car running with the train, and there is no restaurant in Bandikui. I would request the Railway Ministry to look into this and if that facility is again provided, it will go a long way to meet the convenience of the passengers who generally travel by that train.

I have dilated on some of the points about Rajasthan and perhaps I will be taken as parochial or partial towards the State from which I come. Not the least. But I would just like to place for the consideration of the House that most of these Railways which we have in Rajasthan were constructed at the cost of Rajasthan. It is not so in the case of other parts of India, for example, take U.P. Bengal, Bihar, etc. We know that these Railways were constructed by the Companies and not a single pie was given from the treasury of these States. In Rajasthan the Railways were constructed by the Rulers with what was the money of the people. These were taken over by the Central Government and no compensation has been given to the State of Rajasthan or for that matter to any other State. As we all know, some of these assets run to crores and crores and they have been taken over by the Central Government but the Central Government has not done anything by the people of Rajasthan. When, therefore, I plead for some extra attention or for some concession to be given to Rajasthan, I simply

mean to say that we have to do justice. In fact, Rajasthan, being of the poorest States, can rightly claim that it should be given some favoured treatment but leave aside the favoured treatment, I will simply say that when we have acquired crores and crores worth of assets from Rajasthan, we must certainly do something which is its due.

Then I would like to say two points of general nature. We know that it is laid down in the Rules that beggars should not be allowed in Railway premises. It is a very salutary rule no doubt, there should be no beggars on railway premises but this rule is not observed. We need not go far to find out whether it is observed or not. Go to the Delhi Main station. I am sure that as soon as the passengers come out, they find many lepers and beggars going about. Delhi is the main station where, in the railway premises, if we find beggars who are loitering here and there, it does not reflect well on the railway administration. Many foreigners come here, many important people come here and they take the impression about our country from what they see here in the capital and I think this rule that we have so well laid down for being observed elsewhere, must be observed strictly as far as Delhi and the main railway stations in our country are concerned.

Another minor suggestion that I would place for the consideration of the Railway Ministry is that there is the awful problem of luggage. Somehow or other it is the habit of us, Indians, who travel in the railways, to carry tremendous amount of luggage with us. There is only one ticket but men carry tremendous amount, of luggage. It is not always that a man is checked and charged extra for that. Sometimes he goes scot-free and there is the problem of ticketless travelling and then there is this great problem of people travelling with extra luggage and yet not paying for that. This extra luggage causes great inconvenience to fellow passengers. In this?

connection, I would suggest to the Minister that can we not adopt some such method by which it may be made obligatory that nobody could take with him more than a simple bedding and whatever extra luggage one has, must always be put in the luggage van. I am, no doubt, conscious of the fact that it will cause extra inconvenience and we shall require extra staff but the extra staff that we shall have in this connection will be of great help to us and it will solve the problem of overcrowding that is before us now-a-days. These are the few suggestions that I want to place for the consideration of the Railway Ministry.

SHRI R. P. TAMTA (Uttar Pradesh): Sir, within the limited time at my disposal, I would like to place before the hon. Minister of Railways two matters. One is with respect to the advisability of amending Sections 77 and 80 of the Indian Railways Act of 1890 and the other with respect to the opening of new lines. We are told—and it is heartening to note—that the claims for compensation for goods lost or damaged which during the past few years had been showing a persistent tendency to increase in number appear to be now on the decline. The balance of claims pending disposal stood at 73,162 at the end of March 1956, came down to 56,891 at the end of March 1957 and was only 47,647 at the end of November 1957. As a practising lawyer, I had occasion to see the manner in which the claims are sometimes contested by the Railway Administration. I have seen sometimes technical pleas of want of proper notice or limitation or some technical objections are raised to defeat the claims of the claimants and all this, in my humble opinion, does not go to the credit of the Ministry. My feeling is, once the Railways are satisfied of the genuineness of the claim of the claimants, they should come forward and settle their claims out of court and pay them the amount. Taking resort to technical objections of limitation or want of notice etc. does not behove an administration like the Railways. I know that our Railway Minister wants

to set a standard of honesty, morality and integrity before the country. So I would suggest that in the matter of the settlement of claims, the officers should reflect his policy. What happens now is, there is scope of taking these pleas under Sections 77 and 80 of the Act which was enacted in 1890. When we look to the conditions when the Act was enacted, you would find that then there were so many different company-owned Railways. There were G.I.P. Railway, E.I. Railway, Kumaon-Rohil-khund Railway and Southern Railway and so many others but now the country is free and all the Railways have been vested in and are owned by the Union of India. Of course, there are different zones but all the Railways are under one administration. So what happens is that when a suit is contested by the Administration, they generally put in a plea that proper notice has not been given to the two different railways through which the goods were transported. For example, if some goods are taken from Delhi to Gorakhpur, they will go by Northern and North Eastern Railways. If notice is not given to N.E. Railway and is given only to Northern Railway then objection is sometimes raised on the basis of section 77 as to why two separate notices were not served. Because of that, the whole suit is defective. My submission is, once the administration is convinced that the claim is genuine, such technical pleas should not be raised because the effect of taking some technical pleas, which are generally taken by a dishonest defendant, does not go to the credit of the Railways and brings bad name to the Government. So I submit that the Government should set an example of honesty and integrity before the country.

My second point is with respect to the opening of new lines. I come from an area in U.P. which is backward in regard to railway lines. The area is more than 15,000 square miles but there is not a single inch of railway line there. I mean the Hill district of U.P. The area is deficit in food production and we have to depend on the

[Shri R. P. Tamta.] plains for the food products. Sometimes the cost of transport is Rs. 15 to 20 a maund and the result is, it is very difficult for the people to get the daily necessities of life at moderate rates. Sometimes even salt, which is a thing of necessity of life, is sold at Re. 1 per seer at some places. So, I submit and I sincerely believe that as long as we do not have good means of communication and these parts are not connected with railways, that part of the country would not prosper. The Nature in its bounty, has provided the hill districts with beautiful places—health resorts and beauty spots—which can compare favourably with similar places in Switzerland or other countries of west and thus there is great scope of development of tourist traffic. There are places like Ranikhet Naini Tal and Kausani which are regarded as some of the best hill stations in the world. But the means of communication to these places are so hard and difficult; I strongly feel if we have railway lines there, it will help to increase the tourist traffic as a result of which prosperity of the people would increase. Further, there is mineral wealth in these hilly regions; minerals like copper, iron, magnesite, lead etc. are in abundance. About seventy different minerals have been discovered in these hill districts. But here also the difficulty is one of communication and these mineral resources cannot be exploited because they are far away from any railhead. So, I would strongly request the hon. Minister to consider the possibility of linking up places like Almora, Bageshwar, Ranikhet by railway lines. Of course, I realise the difficulties in the way, I know the funds at their disposal may not be enough. But in the interest of the prosperity and welfare of that part of the country, I would suggest that at least in the Third Five Year Plan the question of surveying and opening new railway lines to link up places like Almora, Ranikhet and Bageshwar with railheads should be taken into consideration. As far as the Second Five Year Plan is concerned, we are grateful that a survey

of the Haldwani-Rampur line for a broad-gauge line there has been completed and I earnestly hope that it will be possible for the Government to complete the work of laying a broad-gauge line between Haldwani and Rampur, during this Second Five Year Plan.

So in conclusion my only suggestion to the Government is to look to the backward areas and to the condition of the people in those areas, for as long as these means of communications are not improved there and as long as tourist centres are not developed there and the mineral resources which are there in such abundance, are exploited fully, it will not be possible for the people of this part of the country to be prosperous. Therefore, for the welfare and prosperity of that part of the country I would earnestly request the hon. Minister to consider these suggestions of mine and even if it is not found possible to implement all of them during the Second Five Year Plan, they may be taken into consideration when formulating the schemes for the Third Five Year Plan.

SHRI V. PRASAD RAO (Andhra Pradesh): Mr. Deputy Chairman, within the time at my disposal, I would like to confine myself to some general observations and if time permits, I will refer to some of the local grievances that are there in my State.

Sir, the Railway Administration has come to be understood as a State within a State, and perhaps rightly so. It has its own armed force, its own department of education, its department of health and so many other departments, and of course, with its intelligence department to track down Communists and others. So it has almost become a State within a State. But with the present developing tempo, irrespective of the history of the evolution of our Railways, we have to consider whether it is prudent to keep all these things under a single administration? That is a matter which must be seriously considered. I know very well and I am perfectly

aware also that it has been the consistent demand, or rather one of the very consistent demands of the trade unions of previous days that separate hospitals, separate educational institutions, etc., must be established for the benefit of the railway staff. But now conditions have changed and the management of our Railways has been taken over from the companies by the State itself. And there has also been the reorganisation of the States. Under the conditions that obtain at present, will it be wise for us to continue these separate educational, health and other departments, these armed forces, etc. all under the Railway administration? That question must be very seriously considered. I think if the railways are to be looked after better, if the running of our trains is to be more efficient, some of these institutions should be handed over to the respective administrations there in the States and they will also be run more efficiently. That will also leave more scope for the Railway administration to concentrate more on the working of the railways. Moreover, there have been many complaints about the running of these schools. Sometimes where there is a scheme of compulsory free education, as in Betrigunta, where education is free, there in these railway schools they charge fees. There have also been many complaints that the medical treatment given in these railway hospitals is not up to the standard or that some of the advanced facilities available in that particular town hospital are not available in these railway hospitals. Anyway, it will be more conducive to the railway administration itself if these schools and these hospitals are handed over to the respective State administrations or to the local boards themselves.

Next I come to the question of zonalisation. Whenever we raise this matter we are told that this is the final arrangement and no more change should be made. I do not now want to go into the merits of the Gopalaswami Ayyangar Committee which had come to the conclusion that the country's

railway system should be divided up into these zones. Whatever that might have been, the actual working of the railways has proved that the original concept and the original basis of this zonalisation is not helping the country and changes are necessary. There has been change in the South Eastern line, there has been change in the North Western line and we are told there is to be a North West Frontier Railway also. So it is clear that the original zonalisation system must be absolutely changed. Instead of doing that the Railway administration adopts a sort of make-shift divisionalisation. Of course, they say it is conducive to efficiency if there is centralisation. I perfectly agree that centralisation is conducive to efficiency, but with a proviso, that efficiency can come up only to a particular point. Beyond that particular point, if centralisation is resorted to, it will lead not to efficiency, but the diminishing return of efficiency will start.

That depends on the particular context and the particular working methods. Whatever may be the theoretical aspect, today it has been quite amply proved that our zonalisation system on the railways has not led to efficiency. So, I think a serious review must be made and a fresh basis for this zonalisation must be sought for. In this connection, Sir, I would like to place a particular point of view in regard to zonalisation in the South. I am not particularly enamoured of having the name of our State, Andhra, in the zonalisation scheme and also I am not in favour of a linguistic reorganisation of the railway system but, after looking at the administration of railways on our side, I certainly feel that there is necessity to form a new zone extending from Vizag to Poona or Bombay from East to West and Nagpur or Wardha to Madras in the South. If commerce is to be encouraged, if the surplus foodgrains are to be moved from those deltaic parts of Andhra, if big regions are to be opened out, certainly a zone of the sort that I am advocating with some minor adjustments must be formed. Even for the



[Shri V. Prasad Rao.] movement of foodgrains produced in the Kistna District to other districts of Andhra Pradesh, three railway administrations are concerned, the South Eastern, the Southern and the Central. They have to be approached everyday. < I think this is not according to the needs of better and more efficient administration of the railways. I hope, Sir, from the general context, this question of zonalisation will be reviewed and that in that connection, the question of forming a separate zone from Vizag, or with some minor alterations, if necessary, to Bombay or Poona and from Wardha to Madras also will be considered.

I think it is well that a priority has been laid down in regard to the construction of new railway lines. New lines are to be constructed in those places where there are industrial projects or wherever projects are to be started. Of course, rightly such priorities have been fixed but, Sir, as some other hon. friends suggested, certain other factors must also be taken into consideration. I mean to say that the social and the human aspect also must be considered, social and economic aspect must also be considered. There are certain backward areas where there is absolutely no economic development not because they lack raw materials, not because they lack resources but because the communication system is not enough. I think my hon. colleague from Assam pointed out that there is diamond, iron ore, perhaps there is also gold there, and so many other minerals. (*Interruptions.*)

I do not know. That is the statement of another hon. Member from Assam. He said that they could not be exploited because proper communication facilities do not exist there. I do not know the case of Assam but I know very well the case of Andhra Pradesh. If one looks at the railway map of India, one sees a gaping vacant space extending from the eastern border, that is, from Vizag up to Warangal, Kazipet, a distance of nearly 250

miles. This region abounds in all sorts of minerals. The recent survey has brought to light that abundant supplies of very rich iron ore are available there, abundant supplies of high grade coking coal are available there but the only thing that is coming in the way of the development of these minerals is the lack of communications in those parts. Not only that, Sir; for centuries that part has been remaining backward. I can perfectly understand the British Government of those days starting lines which paid them the highest dividends. Our State, which is a Welfare State, has no reason only to concentrate on those places where the industries and other things are to be developed. Certainly those areas must be developed, there is no doubt about it; but we must also take into consideration the fact that those areas which are backward must also be developed in the way of which stands the means of communication, the lack of means of communication. Those areas also must be taken up for social reasons, for economic reasons, for the reasons of balanced economic development. I hope the Railway Ministry will bear this aspect also in mind in the future planning that they will have. I am not going into the details of the claims for individual lines that should be laid in Andhra Pradesh. Those points have already been discussed by some other hon. friends coming from Andhra Pradesh.

I now come to the question of the administration, the Railway Board. The hon. Minister has laid a lot of stress about the lack of discipline amongst the workers but one thing must be very clearly understood. Discipline will come only when they realise their responsibility but so far, the administration has wanted them to bear only the burden, not share the responsibility. I can understand this if the regime had been the past one or had been some other regime but a Government that is professing a socialistic pattern of society should not deny a share of responsibility to its employees. While denying this, how

can it say that the workers lack a sense of discipline and a sense of responsibility? What comes in the way of giving a share, a fair share of responsibility to the employees of the trade unions in the railway administration, in the Railway Board? Till 'the other day the present Railway Minister has been our Labour Minister. He was a Labour Minister for six years, perhaps the longest duration since Independence when a Minister stayed there. Those days, of course, he was insisting that labour must be given a fair share of management. Now, he is at the helm of affairs of the Railways and he is today definitely in a position to take a decision. What prevents him from doing that? The whole country backs him up, our policy backs him up, all the working classes back him up. Let him try it as an experimental measure and take some of these employees into the Railway Board and see whether it would be conducive to efficiency, whether it would be conducive to the better working of the Railways or not. I certainly feel that if the workers are given their due share of responsibility they will certainly feel more responsible, have a greater sense of discipline and thereby efficiency will also increase. Without doing that, there is no use saying that the workers are not having any sense of responsibility, etc.

Now, Sir," I come to some of the specific items of our parts, especially those relating to the ex-Nizam's State Railway employees. There are nearly 2,000 of these employees who had opted out for the old system of pensions and other things but I learn, Sir, that they were not given proper promotions that should have been given to them. It is a great injustice that those employees who had opted out for those previous conditions of work were not given these promotions and they were also discriminated against in the present set-up of the Central Railway. I hope our Minister would go through these cases.

The other point is about retrenchment. Of course, the hon. Minister does not like this term. I know that he is a bit allergic to this problem also but it is a fact, Sir, that 1,500 employees are retrenched either under article 311 or Rule 148; that is, a sort of political victimization, if I can say so, has taken place. They have not been charge-sheeted under ordinary disciplinary rules but have been sent away under the Presidential powers and some for other things, for political activities, etc.

SHRI JAGJIVAN RAM: I would like to have a list of these 1,500 people who have been retrenched under the President's special powers or the General Manager's special powers.

SHRI V. PRASAD RAO: If time is given to me, I am certainly prepared to lay on the Table of the House a statement containing the names of those persons who were victimised under these orders.

MR. DEPUTY CHAIRMAN: It Is enough if you supply him with a copy of all the names.

SHRI V. PRASAD RAO: I will lay that information on the Table of the House for the information of Members because, it has been repeatedly denied that no such action has been taken.

SHRI JAGJIVAN RAM: I would like to have it.

SHRI BHUPESH GUPTA (West Bengal): You know it has been supplied, a mountain of files containing names.

SHRI V. PRASAD RAO: I am prepared to place a list of all the 1,500 names on the Table of the House if time is given.

There is no time at my disposal to <sup>1</sup> enable me to take up a few more j points. Now, I come to the Bezwada-| Bitragunta section.

MR. DEPUTY CHAIRMAN: Mr. Prasad Rao, you may continue after lunch.

The House stands adjourned till 3-30 P.M.

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

The House reassembled after lunch at half past two of the clock, THE VICE-CHAIRMAN (SHRI M. B. JOSHI) in the Chair.

SHRI V. PRASAD RAO: Mr. Vice-Chairman, I was telling the House that the overtime wages in the Bazwada-Bitragunta section are not being paid for the last so many years. This fact has been repeatedly pointed out in many of the debates in this House as well as of the other House and also in personal communication to the Railway Ministry but still, Sir, I am sorry to learn that these railwaymen are not being paid their overtime wages. It is high time that the Railway Minister himself took a personal interest in this matter. He should see to it that the wages are paid immediately.

I now come to a local problem; of course, it is a problem of national importance and this deals with the Kothagudam collieries and the Kotha-gudam-Dornakal line. We have budgeted for an expenditure of ten crores of rupees for the development of coal production in the Singareni collieries. We have proposed to increase the production to three million tons but the present capacity of the railway line from Bhadrachalam Road to Dornakal is very inadequate to carry this additional production. So, I request further strengthening of this line and, if necessary, the doubling up of this line from Bhadrachalam Road to Dornakal. Unless this is done, there will be a great bottleneck created in the transport of the coal from the Singareni collieries; coal that has to reach all the railways in South India may be held up there in the pithead.

Another point which I want to raise Sir, is about the Lalaguda workshop. The previous administration, the Nizam State Railway, had planned for this Lalaguda workshop to be converted into a sort of coach building and wagon building plant. Of course, in spite of our request, in spite of the appeals made by the State Government, the Railway Ministry has not deemed it fit to open either a wagon building or a coach building plant there in order to utilise fully the capacity that is available in that workshop. We understand that there is a lot of productive capacity there which is not being fully utilised. We would like to know what steps the Railway Ministry is going to take to see that the Lalaguda workshop's capacity is utilised to the optimum, to the good of the country and of the railways. If possible, they should explore the possibility of locating a wagon building plant or a coach building plant there at Lalaguda. There is a lot of machinery which could be utilised.

Finally, Sir, before I conclude, I want to say one thing about the participation of trade unions in the management itself. I referred to the participation of railway employees in the Board itself. The hon. Minister, I think in the last year's Budget speech in the other House, had promised that railway men would be associated with me administration at every level but, is it not high time, in view of the tremendous increase in traffic and other things, that railwaymen are associated in the administration, their opinions are taken and their suggestions are considered so that efficiency could be improved, so that the accidents could be reduced? I am not going to dilate upon the accidents as such because so many friends had commented upon that. One thing is there and that is some friends and the Ministry also think that the accidents are due to the human factor. Could it not have been due to the fact that workers might have been overburdened, their workload might have increased, the fatigue factor might have increased resulting in the failure

of the human factor? Has this point been considered from that aspect? Is it doing justice to the employees always to blame them about the human factor without caring to look into the other aspect? All these things could be avoided by associating the workers in the consultative machinery at every level. The hon. Minister might raise an objection about the existence of so many Unions. It is very simple, Sir. A secret ballot can be taken and whichever Union comes out first can be given the representation in the consultative machinery. I am not saying that you should have uniformity immediately. Of course, it is also not possible, in spite of all our efforts; it is not a practical proposition to have one Union immediately. We always wish for that no doubt but, in the meantime, for the purpose of the consultative machinery certainly we can adopt such means and by means of proportional representation, we can give representation to those particular Unions and see that the workers' participation is ensured at every level for the better efficiency, for safer and speedier and economical running of the railways and the railway administration.

**श्री राम सहाय (मध्य प्रदेश) :**  
उपसभाध्यक्ष महोदय, मुझे कोई विशेष बात नहीं कहनी है, केवल दो, चार बातों की तरफ माननीय मिनिस्टर महोदय की तबज्जह दिलानी है।

एक तो मुझे यह निवेदन करना है कि स्टेट्स रिआर्गनाइजेशन कमीशन की जो रिपोर्ट थी उस रिपोर्ट में विध्य प्रदेश, महा-कौशल और मध्य भारत, इन तीनों को मिलाने के बाद ऐसी तजवीज पेश की गई थी कि कुछ लाईंस नई डाली जायें और कुछ ट्रेन्स नई चलाई जायें लेकिन मैं यह देखता हूं कि बजट में इसके बारे में गुंजाइश नहीं है। इसलिये मेरा यह सजेशन है कि कम से कम यह तो आसानी से किया जा सकता है कि जैसे एक ट्रेन जबलपुर से भोपाल तक रन करने की तजवीज की गई है उसी

तरह से जो पैसेंजर ट्रेन अभी बीना से चलती है वह इलाहाबाद तक जाय और इलाहाबाद से भोपाल तक आये। इससे सतना इत्यादि विध्य प्रदेश का बहुत काफ़ी हिस्सा—कवर हो जायगा, उसके अन्तर्गत आ जायगा। इसके अलावा एक दूसरी पैसेंजर ट्रेन जोकि बीना से चलती है उसको जबलपुर से भोपाल तक कर दिया जाय। इस तरह से दोनों पैसेंजर ट्रेन्स जो कि बीना से खाना होते हैं वे अगर भोपाल से खाना हों और जायें तो मेरे ख्याल से इस इलाके की दिक्कत किसी हद तक दूर हो सकती है और इसमें रेलवे एडमिनिस्ट्रेशन को कोई ख़ास दिक्कत भी नहीं होगी।

दूसरी बात जिसकी तरफ मुझे तबज्जह दिलानी है वह यह है कि जब लड़ाई का ज़माता था तो कुछ मुलाजमीन उस वक्त ग्रेनशाप्स में नौकर थे। जब वे शाप्स टूटीं तब उनको परमानेंट सर्विस में यानी रेलवे स्टाफ़ में ले लिया गया लेकिन अब यह मालूम हुआ है कि किसी वजह से—मालूम नहीं कि किसी यूनियन का ख़ास जोर पड़ा या क्या हुआ—आठ साल तक परमानेंट स्टाफ़ में लेने के बाद, ग्रेडेशन आदि हो जाने के बाद, आठ साल तक रेलवे के परमानेंट मुलाजिमों की तरह से ग्रेडेशन मिलने के बाद, फिर उनके ग्रेडेशन के बारे में और उनके बारे में कुछ इस तरह से विचार किया जा रहा है कि उनको परमानेंट सर्विस में एबजाव्न किया जाय, पक्का न किया जाय और जो ग्रेडेशन उनको दे दिया गया है वह उनको न दिया जाय। तो मेरा यह निवेदन है कि आठ साल तक जिन लोगों ने लाभ उठाया है उनके लिये अगर इस तरह से किया जायगा तो उनकी बहुत हक़तलफ़ी होगी और इस पर अगर माननीय मिनिस्टर महोदय विचार करेंगे तो बहुत मुनासिब होगा।

तीसरी बात भूजे यह अज़ करनी है कि कुछ रेलवे कर्मचारियों को, इस कारण

[श्री राम सहाय]

से कि उनका किसी खास बुनियन से या किसी खास पार्टी से सम्बन्ध था, सस्पेंड कर दिया गया है और मैंने ऐसा देखा है कि डेढ़ साल से या दो साल से ज्यादा अर्मा होता आया है जब से कि वे बराबर सस्पेंड हैं। मेरा ऐसा ख्याल है कि जो मुलाजिम अनप्लेजेंट हैं, जिनको कि सर्विस में नहीं रखना है उनको निकाल दिया जाय और अगर उनको सर्विस में रखना है तो फिर उनके मामलों का जल्दी से जल्दी फैसला करके उनको सर्विस में ले लिया जाय, ऐसा करना ज्यादा अच्छा होगा।

चौथी बात मुझे यह कहनी है कि ग्राम तौर पर एक्सीडेंट वर्ग रह की शिकायत बहुत बढ़ गई है, इसमें शुबहा नहीं है और हमारे माननीय मिनिस्टर महोदय ने भी किसी न किसी प्रकार से इस बात को स्वीकार किया है। इसके बारे में मेरा एक मजेशन है। जो हमारे पास मलाजूमिन हैं उनके बारे में कुछ ज्यादा शिकायत करना और यह कहना कि उनके ऊपर ज्यादा सक्षत एक्शन लिया जाय मेरे ख्याल से ठीक नहीं है क्योंकि वे सब हमारे देश के ही लोग हैं लेकिन यह हमारा कर्तव्य है कि हम उनको सुधारें। इस दृष्टि से मैं यह समझता हूँ कि अभी उनमें आई० ए० एस० आफिसर्स से लेकर छोटे से छोटे कर्मचारी तक में तमाम रेलवे कर्मचारियों में और सभी में जो खामी है वह यह है कि राष्ट्रीयता की भावना नहीं है।

मेरा यह ख्याल नहीं है कि उनका किसी प्रकार से कोई पार्टी विशेष से सम्बन्ध हो या पार्टी विशेष ने उनको कोई बात कही हो। यह मेरा ख्याल हरगिज नहीं है। मैंने अच्छे अच्छे जजेज से बातचीत की है। अच्छे अच्छे आई० सी० एस० आफिसर्स, आई० ए० एस० के आफिसर्स और पुलिस सर्विस में जो हैं उनके साथ बातचीत करने का मुझे मौका आया। मिलिटरी सर्विस

और सिविल सर्विस के आफिसर्स से, यानी सबसे बातचीत करने का मौका मुझे आया है। तो मैं यह देखता हूँ कि हर एक व्यक्ति कुछ न कुछ अपनी शिकायत करता ही रहता है और मेरे ख्याल से इसका कारण सिर्फ एक यह है कि बुनियादी बात जो है कि राष्ट्र के प्रति उनका क्या कर्तव्य है और जिस सर्विस में वे लिये गये हैं उसके प्रति उनका क्या कर्तव्य है, यह दोनों बातें उनमें लैक (Lack) करती हैं और मैं समझता हूँ कि चाहे कितना योग्य व्यक्ति हो लेकिन जब तक उसमें राष्ट्रीयता की भावना न हो, यह चोज महज कोई पढ़ने लिखने से नहीं आती। मेरा ऐसा ख्याल है कि महज रेलवे के कर्मचारियों का ही नहीं बल्कि अगर समस्त बड़े बड़े सर्विसेज के कर्मचारियों का एक सेमीनार इत्यादि करके या विशेष डिपार्टमेंट की खास अलग मीटिंग बुला कर उनको अगर यह बताया जाय कि राष्ट्र के प्रति उनका क्या कर्तव्य है और जिस इयूटी को वे कर रहे हैं उसके प्रति उनका क्या कर्तव्य है, तो मैं समझता हूँ, आसानी से सारी दिक्कतें हमारी जो हैं और रात दिन कर्मचारियों और अधिकारियों की जो शिकायत होती है, उसमें बहुत कमी आ जायेगी।

रेलवे में जो एक्सीडेंट देखने में आते हैं, मैं समझता हूँ वे ज्यादातर चौथे वर्ग के या तीसरे वर्ग के कर्मचारियों से सम्बन्ध रखते हैं। मेरा ऐसा ख्याल है कि वे बेचारे बहुत छोटी छोटी तालीम पाय हुये लोग रेलवे में आते हैं। वे इस बात को भी नहीं जान पाते कि अगर उन्होंने अपनी इयूटी में जरा भी नेगलिजेंस की तो उसका कितना ज्यादा खमियाजा लोगों को भुगतना पड़ेगा, कितने लोगों की जान जायगी। उनकी शलती का कितना बुरा असर पड़ सकता है, यह बात वे नहीं जानते हैं। मैं समझता हूँ कि इस ओर खास तौर से ध्यान दे कर अगर उनको किसी प्रकार उपदेश या शिक्षा दी जाय या उनको कहीं एक कैंप में सेमीनार के तरीके पर बुलाकर तमाम बातें बताई जायें तो

उससे अवश्य ही, निश्चय रूप से लाभ होगा। मैं ऐसा देखता हूँ कि जब ब्रिटिश गवर्नमेंट का जमाना था उस जमाने में बहुत लोग बाग कर्मचारी जो थे वे कुछ न कुछ कांग्रेस के साथ हमदर्दी रखते थे। अब उसका रिपरकेशन समझिये या कुछ भी समझिये, उस समय उनमें जो सरकार विरोधी भावना थी जिससे वे थोड़ा बहुत स्नेह रखते थे अब वह कुछ इस प्रकार हो गई है कि अब वे दूसरी पार्टियों से सम्बन्ध रखते हैं, कांग्रेस पार्टी की बात को ध्यान में नहीं रखते। वे दूसरों की बातों की तरफ आम तौर पर ध्यान देते हैं। मैं इसमें पार्टी की दृष्टि से कोई बात नहीं समझता। मेरा कहना यह है कि जब वे अपने कर्तव्य का पालन नहीं करते हैं तब रात दिन उन्हें यह धुन लगी रहती है कि फलां ग्रेडेशन मिला, फलां नहीं।

SHRI ABHIMANYU RATH (Orissa): The hon. Member wants that the officers should hear only the Congress party men.

SHRI JASPAT ROY KAPOOR (Uttar Pradesh): No. He is saying the reverse of it.

श्री राम सहाय : मैं समझता हूँ, शायद आपने मेरी बात को समझा नहीं। मैं किसी पार्टी विशेष की दृष्टि से कोई बात नहीं कह रहा हूँ, मैं तो सिर्फ राष्ट्रीय एकता के नाते, कर्तव्यपरायणता के नाते दो बातें हाउस के सामने रख रहा हूँ और इस वजह से रख रहा हूँ क्योंकि मैं समझता हूँ कि कर्मचारियों में और अधिकारियों में इन दोनों बातों के प्रति या तो उदासीनता है या वे इस बात को समझते नहीं हैं। इसलिये मेरा निवेदन है कि इस प्रकार का कोई कार्य किया जाय, इस प्रकार की प्रणाली अपनायी जाय जिससे, यह जो दोष उनमें आ गया है, वह दूर हो जाय। यह मेरा निवेदन है। मैं समझता हूँ, इस बारे में माननीय मिनिस्टर महोदय विचार करेंगे तो बहुत ज्यादा अच्छा होगा।

(Time bell rings.)

मेरा एक निवेदन यह भी है, जैसा मैंने पहले भी अर्ज किया, मेरा यह ख्याल है एक्सीडेंट के बारे में कि अभी अभी जो एक्सीडेंट हुये उनसे कुछ ऐसा नतीजा निकलता है और जो हम रात दिन देखते हैं उससे भी यह नतीजा निकलता है कि एग्जिस्टेंट स्टेशन मास्टर जो ड्यूटी पर रहता है वह सोया करता है, पोर्टर्स आते हैं और वह उनको चाबी दे देता है और वे कुछ का कुछ कर देते हैं, इसकी वजह से उसमें गलती हो सकती है। अगर एग्जिस्टेंट स्टेशन मास्टर सोया है और घबड़ाकर उसकी नींद खुल जाय और थोड़ा सा अटेंशन जवाब दे दे तो पॉइंट बदलने में भी खराबी हो सकती है।

(Time bell rings.)

इसलिये मेरा निवेदन है कि इस बारे में माननीय मिनिस्टर महोदय कुछ उपयुक्त कार्यवाही करेंगे तो ज्यादा अच्छा होगा।

SHRI V. C. KESAVA RAO (Andhra Pradesh): Mr. Vice-Chairman, I rise to support this Bill. While supporting it I want to raise one or two points for the consideration of the hon. Minister for Railways. In this House as well as in the other House and for years at the time of the budget discussion it has been raised as regards amenities for passengers that the amenities are not up to the mark, but every time the report is given by the Railway Ministry that fans are given, water supply is given and de luxe trains are supplied, and so on and so forth. It has been said in the reports that passengers are being given so many amenities, but I am wondering whether the amenities given to the passengers are up to the mark. As regards third class passenger, the overcrowding in the trains is not at all curtailed. For curtailing this overcrowding the Railway Ministry say that there are not sufficient bogies; so it is not possible to curtail this over-crowding.

[Shri V. C. Kesava Rao.]

As regards other amenities there is no water especially in the lavatory. When one goes to the lavatory either there will not be a tap or if the tap is there there will not be water. This is not in the case of the third class compartments only; but this is the case of the second class and first class also, where people pay more. Sometimes from first class they have to go to the third class if they want to go to the lavatory. There are so many compartments like this. I travel at least four or five days in a month from the south to here. In almost all the compartments the water facilities are lacking. In a long distance train if there is no water I do not know whether the Minister or the Railway Board know how the passengers will be feeling. I hope that as regards this thing the Railway Ministry will look into the matter and see that at least water is supplied in almost all the lavatories.

Then, another thing relates to long distance passengers. Everybody knows when a train moves for two days and three days from the south to the north that a lot of dust and coal dust, etc., will come into the compartments.

SHRI D. A. MIRZA (Madras): What can the Minister do?

SHRI V. C. KESAVA RAO: If one is travelling for two days in the train, I think one will have collected at least a *viss* of dust in the nostrils. So, if passengers travel like this for days together, I do not know for how many years the passengers will live. The reason for this is that the bogies are almost all old. For the doors as well as the windows there will be a rubber padding. I think that has gone. The railway people never care to see them. So, a lot of dust and coal dust will be coming regularly and then spoil the health of the passengers. I think the Railway Ministry will look into this and rectify the mistake.

Sir, reverting to the Railway development, I find that out of Rs. 1,023 crores only Rs. 25

crores have been set apart for new lines. Sir, for years, together I have been seeing that specially this Andhra region has been neglected. I have been seeing for the last ten years, after India got independence, no new line, not even a mile of it, has been constructed in this area. Sir, so far we have been seeing so many budgets, so many Plans. The first Plan is over and we are in the Second Plan period. Still we do not find any new line in the Andhra area.

Another point is this. After States reorganisation, Andhra has become one of the biggest States, I think the third biggest State. There are about 3000 miles of railway lines in this State. Still, one line is on the east coast, the other is on the west coast. People in between have no access to railway communication. Either they have to depend on the buses or on private transport. Sir, I have been suggesting here more than once that there should be a line between the east coast and the west coast, there should be a railway line in between these two. You are aware, Sir, that the Nagarjun Sagar project is coming up. We are spending about Rs. 125 crores for this project. But there is no facility to go there. There is only one link to this project from the other side of Krishna river. That is also metre gauge. Government have to send machinery and other equipment to this project. They find it very difficult because they have to take this from broad gauge to metre gauge, because there is only metre gauge line from Masulipatam to Bezwada and then to Nagarjun Sagar, and if this metre gauge is converted into broad gauge, I think that will save a lot of money to the Ministry and to the country.

There is another thing I have to bring to the notice of the Minister. There is a small gap between Masulipatam and Bezwada, a metre gauge line. Near about Gudivada that has been converted into broad gauge. If this portion also is converted into broad gauge that will facilitate traffic to a large extent.

Then, Sir, as regards Railway Zones I have to say a word. Andhra has got about 3000 miles of railway line and a population of 3 crores and above. The area of the State is about 1 lakh square miles. In such a State I think there should be a Zone for the services or for any other thing. We in Andhra State have to look to Madras or to Bombay or to Calcutta where the Zonal Headquarters are situated. Sir, if a Zone is created consisting of this Andhra area as well as some portions of Madhya Pradesh, that will serve the people better than the present three Zones covering this area.

There is another point. The Minister is aware that for two years the Government as well as the people of Andhra have been agitating for special trains between Visakhapatnam and Hyderabad. Only very recently, I think last October, special trains from Visakhapatnam and Bangalore have been introduced. But even those trains are not sufficient. There must be additional trains and additional lines should be constructed. Of course provision is not there in the Budget. But I hope the hon. Minister will consider whether a line between Visakhapatnam and Hyderabad and from there to Nagarjun Sagar will be a feasible one, will be a profitable one. I think he will consider this thing, if not this year, at least next year.

Sir, another matter I want to point out is that for the convenience of administration the Zones have been divided into Divisions. There are so many Divisions for the convenience of better control and better administration. In the South Eastern Railway there was a proposal that this Zone should be divided into five Divisions, but lately I heard that a Division which was proposed at Waltair has been cancelled. I do not know whether this is true or not. I got a representation from the Merchants Chamber at Visakhapatnam about this. Visakhapatnam has got a port, has got large business, has got a ship yard, has got the Caltex Refinery, and most of the iron ore goes from this port. Iron ore and manganese ore from

Garividi and from other parts of Srikakulam district go to Visakhapatnam which is one of the major ports, and it has got sufficient business. If a Division is formed here, that will serve the trade as well as the country. The need for starting a Division at Waltair is essential and the Minister should consider this thing.

There is another point. As regards the services and the Service Commission I think, if it is not possible to start a Zone immediately, one of the Service Commissions located at Madras or Bombay or Calcutta should be shifted to Hyderabad. That will facilitate most of the candidates going for interviews because at present one end is Madras, the other end is Bombay and the third is Calcutta. Forming a separate Service Commission or shifting one of these Service Commissions to Hyderabad will facilitate most of the candidates to be interviewed by these Service Commissions.

سید مظہر امام (بہار) : جناب  
وائس چوہومین صاحب - قبل اسکے  
کہ میں اس بل کے بارے میں کچھ  
کہوں میں آنریبل منسٹر صاحب کو  
مبارکباد دینا چاہتا ہوں - اس میں  
کوئی دو دائے نہیں ہیں کہ دیوے  
ڈیپارٹمنٹ میں جو امپروومنٹ  
حکومت نے اس وقت تک کئے ہیں  
جس سے پبلک کو ایک حد تک  
عافیت پہونچ رہی ہے اس کے لئے  
پبلک ان کی شکریاں ادا کر رہی ہیں لیکن  
چند باتیں ایسی ہیں کہ جس سے  
پبلک کو کچھ شکایتیں ہیں جیسے  
کہ اوورکراؤٹنگ - اس میں شک  
نہیں اور میں سمجھتا ہوں کہ  
اوورکراؤٹنگ کے لئے حکومت کے پاس



[ سہد مظہر امام ]

انہی ٹریلین نہیں ہیں جو زیادہ سے زیادہ چلائی جا سکیں۔ اس لئے میں اس دقت کو سمجھتا ہوں۔ پھر بھی میں یہ عرض کروں گا کہ اوور کولڈنگ کو دور کرنے کے لئے زیادہ سے زیادہ ٹریلین بڑھانے کی کوشش کی جانی چاہئے۔

سب سے بڑا سوال جس پر انریبل مینسٹر صاحب کو غور کرنا ہے وہ یہ ہے کہ ریلوے ڈیپارٹمنٹ میں آفیسرز کی تعداد بہت زیادہ بڑھ گئی ہے اور بڑھتی ہی جا رہی ہے۔ مگر ان لوگوں کو جو ذمہ داری کرنی چاہئے جس طرح سے انسپکشن کرنا چاہئے اس میں بہت کمی ہوتی جا رہی ہے۔ آج صورت یہ ہو گئی ہے کہ اگر آپ فرسٹ کلاس کے ذبہ کو دیکھیں تو آپ کو معلوم ہوگا کہ اس میں جو بانہ روم ہے جو دوسری چیزیں ہیں وہ بے حد خراب حالت میں ملے گی۔ میں ایڈا پرسنل ایکسپریس بتلاتا ہوں کہ جب میں دہلی سے پٹنہ جا رہا تھا تو اس بانہ روم کے اندر پانی کا یہ حال تھا کہ وہ بہہ رہا تھا اس کو دیکھنے والا کوئی نہ تھا۔ آج صورت یہ ہو گئی ہے کہ اس ڈیپارٹمنٹ میں ان چیزوں کی طرف توجہ کرنے والا کوئی نہیں رہ گیا ہے۔ پہلے حالت یہ تھی کہ اگر کوئی تکلیف ہوتی تھی تو تین کے گرتے سے کہہ کر دور کرا لی جاتی تھی۔ لیکن

آج حالت یہ ہے کہ اگر آپ گرتے ہیں تو وہ کہتا ہے کہ یہ میرا کام نہیں ہے آپ فلاں ڈیپارٹمنٹ کے آدمی سے کہئے۔ اگر اس ڈیپارٹمنٹ کے آدمی کے پاس گئے تو وہ کہتا ہے کہ فلاں ڈیپارٹمنٹ کا آدمی کرے گا یہ میرا کام نہیں ہے۔ اگر کبھی پلنٹ فارم پر کسی آدمی سے کسی کام کے لئے کہیں تو وہ کہتا ہے کہ یہ میرا ڈیپارٹمنٹ نہیں ہے اس کو فلاں ڈیپارٹمنٹ کا آدمی کہنا۔ آج حالت یہ ہو گئی ہے کہ انجینئرنگ ڈیپارٹمنٹ کا آدمی کہتا ہے کہ صفائی کرنے والے ڈیپارٹمنٹ کا آدمی کام کرے گا۔ اس طرح سے جب کوئی کام کرنے کے لئے ریلوے کے آدمیوں سے کہا جاتا ہے تو وہ دوسرے ڈیپارٹمنٹ کے آدمیوں کا نام لیتے ہیں۔ ان سب باتوں کا نتیجہ یہ ہو رہا ہے کہ ایک آفیسر دوسرے آفیسر پر بات ٹال دیتا ہے۔ اس طرح سے سپروائزنگ کا جو انداز برا اہم محکمہ ہے اس میں یہ حالت ہو گئی ہے کہ کوئی دیکھنے والا نہیں ہے۔

پہلے جب کوئی لائن خراب ہوتی تھی تو ریلوے ڈیپارٹمنٹ کا جو ٹرالی آفیسر ہوتا تھا وہ ٹرالی میں بیٹھ کر لائن کو دیکھتا تھا لیکن آج حالت یہ ہے کہ کوئی بھی آفیسر ٹرالی میں بیٹھ کر لائن دیکھنے نہیں جاتا اور نہ ان چیزوں کی نگہداشت کرتا ہے۔

آج یہ حالت یہ ہے کہ بڑے آفیسر سہلونیوں پر جاتے ہیں اور اچے کام کو دیکھنے کی پروا نہیں کرتے ہیں۔ اس طرح سے ہمارا کام بٹلے والا نہیں ہے اور نہ ریلوے ڈیپارٹمنٹ کا ہی کام چلنے والا ہے۔

دوسری چیز جو میں آنریبل منسٹر صاحب سے کہنا چاہتا ہوں وہ یہ ہے کہ ریلوے آفیسروں کو اپنا دماغ بٹلے چاہئے اور پبلک کی مشکلات کا خیال کرنا چاہئے۔ انہیں یہ سمجھنا چاہئے کہ وہ ہائر آفیسر ہیں اور ریلوے کا جو ڈیپارٹمنٹ ہے وہ ایک بزنس کا ڈیپارٹمنٹ ہے اس میں پبلک کے ساتھ اچھی طرح سلوک کرنا چاہئے اور اس کے کام میں ہر طرح کی نگرانی کرنا چاہئے اور اس کو بزنس لائن پر چلائیں تاکہ پبلک کے ساتھ قاعدہ کا سلوک ہو سکے اور ڈیپارٹمنٹ کو فائدہ بھی ہو۔ آج کسی چیز کو پوچھنے کے لئے انکوآری آفس میں جائے تو کچھ پتہ ہی نہیں چلتا۔ کوئی جلدی باتوں کا جواب نہیں دیتا۔ کسی ترمین کے بارے میں کچھ پوچھنے کے لئے کسی اسٹیشن پر جائے تو کوئی جواب دینے کے لئے تیار نہیں ہوتا ہے۔ گورنمنٹ نے کیٹرننگ کو نیشنلائز کیا لیکن آج حالت یہ ہے کہ ان لوگوں کو کسی کی پروا نہیں ہے۔ چائے اور کھانے کے لئے خود پسند کو تھوٹنا پڑتا ہے تب وہ

کہیں ملتے ہیں۔ اس کے علاوہ اگر خالی چائے کا آرڈر دے دیا جائے تو وہ خالی چائے نہیں لاتے ہیں۔ چائے کے ساتھ اگر دوسری چیزوں کا آرڈر نہیں دیا جاتا ہے تو وہ لوگ یہ سمجھتے ہیں کہ پانچ آنے کی چائے کے لئے کیوں پہونچانے کی تکلیف اٹھائیں۔ اس کے علاوہ آج حالت یہ ہے کہ میں الہ آباد گیا تو وہاں میں نے یہ دیکھا کہ کوئی آدمی نہیں ہے جو چائے وغیرہ سرو کر سکے۔ جب میں نے منیجر سے پوچھا کہ آپکے پاس کوئی خانسامان نہیں ہے تو اس نے جواب دیا کہ خانسامان کے ایونٹمنٹ کے لئے اوپر لکھا گیا ہے لیکن پندرہ روز ہو گئے ہیں ابھی تک کوئی آرڈر نہیں آیا ہے۔ اس لئے منیجر ہی ہے۔ اس طرح خانسامان کے ایونٹمنٹ میں پندرہ پندرہ دن کی دیر ہو جاتی ہے۔ اگر اتنے بڑے الہ آباد اسٹیشن پر کوئی آدمی نہ ملے تو یہ کیا ہے۔ اس کے معنی یہ ہیں کہ آفیسرز کا سپرویزن ٹھکانے کا نہیں ہے۔ اس لئے اس چیز کی طرف میں آنریبل منسٹر صاحب کی توجہ دلانا چاہتا ہوں۔

ایک اور چیز میں یہ عرض کرنا چاہتا ہوں کہ آنریبل منسٹر کو بہار لائن ریلوے کے بارے میں زیادہ بتانے کی ضرورت نہیں ہے کیونکہ وہ مجھ

[سید مظہر امام]

سے بہتر جانتے ہیں کہ اس کی کیا  
امپورٹینس ہے - بہار لائن ریلوے کے  
متعلق ہمارے ایک دوست نے بھی  
اپنی تقریر میں فرمایا ہے کہ اس کی  
کیا حالت ہے - وہاں راجگیر کی جو  
امپورٹینس ہے، بہار شریف کی جو  
امپورٹینس ہے وہ آپ کو اور ہاؤس  
کو اچھی طرح معلوم ہے - وہ ایک  
بڑا اچھا ٹاؤن ہے اور ایک بڑی اچھی  
جگہ ہے - وہ پوٹیمو کا سینٹر ہے جہاں  
سے پورے ہندوستان کو سپلائی کیا  
جاتا ہے - لیکن اس لائن ریلوے کا  
میلٹیجمنٹ خراب ہونے کی وجہ سے  
اس علاقہ کا بزنس خراب ہو رہا ہے -  
آج وہاں صورت یہ ہو گئی ہے کہ  
ٹرینوں بلند ہیں، لوگ اسٹرائیک کر  
رہے ہیں - اس لئے میں کہتا کہ  
گورنمنٹ اس ریلوے کو خود لے لے -  
وہاں کی گورنمنٹ اور وہاں کا  
ڈسٹرکٹ بورڈ بھی چاہتا ہے کہ اسکو  
سیلف کنٹرول گورنمنٹ لے لے - میرا ایک  
سجیشن یہ بھی ہے کہ اگر آپ اس  
لائن ریلوے کو نہیں چلا سکتے ہیں  
تو آپ وہاں ایک بڑی لائن بنا دیجئے  
جیسا کہ پہلے خیال تھا - لیکن  
جیتک ایسا ممکن نہ ہو تب تک  
اس جگہ آپ ریلوے کی موٹر بسیں  
چلائیں اور گتس کے لئے ترکیبیں چلائیں -  
اب صورت یہ ہے کہ ہزاری باغ اسٹیشن  
سے ہزاری باغ ٹاؤن ۲۰ میل ہے اور  
وہاں موٹر سے پسینہ چرس جاتے ہیں

وہاں روٹ بھی بہترین ہے - اس لئے  
جب تک بڑی لائن نہ بن سکے تب  
تک برس دو برس کے لئے آپ ریلوے  
کی موٹریں چلائیں تاکہ لوگوں کو وہاں  
پہنچانے میں آسانی ہو - اس کے  
ساتھ ساتھ میں یہ بھی عرض کرنا  
چاہتا ہوں کہ ریلوے لائن سے بختیارپور  
سے کیا تک راجگیر کنیکٹ  
کیجئے - بہار سے کیا تک جانے کے  
لئے ۱۲۰ میل ریل کا سفر کرنا پڑتا  
ہے جبکہ راجگیر سے کیا صرف ۳۲ میل  
ہے - اس طرح بختیارپور سے کیا تک  
ریلوے لائن بنا دیئے سے اس جگہ کے  
تمام لوگوں کو بڑی سہولیت ہو  
جائیگی - وہاں ایک ڈسٹرکٹ بورڈ  
کی سڑک ویلیج سربراہ ہو کر جاتی  
ہے - اس جگہ تک ریلوے لائن لہجانے  
سے ایف - آئی - آر - لائن ریلوے  
۱۰ میل رہ جائیگی جو کہ ۲۷ میل  
لمبی ہے - اس کو بھی آپ کنیکٹ  
کر سکتے ہیں - اگر ایسا کر دیا جائے  
تو اس کا نتیجہ یہ ہوگا کہ وہ جو  
سو دو سو میل کا ایریا ہے اس تمام  
علاقہ میں لوگوں کو کمیونیکیشن کی  
بڑی آسانی ہو جائیگی - اس لئے میں  
آنریبل مینسٹر سے درخواست کروں گا کہ  
وہ اس پر ضرور غور کریں - اگر کوئی  
دوسرا مینسٹر ہوتا تو میں راجگیر اور  
بہار کی اہمیت بتانے کی کوشش  
کرتا - مگر آنریبل مینسٹر تو خود  
ہی وہاں سے اچھی طرح واقف ہیں  
کہ وہ کیسی جگہ ہے اور نالندہ کی

کیا امپورٹینس ہے - جو تمام لوگ باہر ملکوں سے وہاں آتے ہیں ان کے لئے اگر کوئی سولری راجگیر اور نالندہ تک پہنچانے کی نہ ہو تو یہ بڑے افسوس کی بات ہوگی - اس لئے میں امید کرتا ہوں کہ جو سرجیشن میں نے دیا ہے اس پر آپ ضرور غور فرمائیں گے - جب تک وہاں ریلوے لائن نہ بن سکے اس وقت تک کے لئے میں یہی کہوں گا کہ آپ ریلوے بسوں ضرور چلائیں - وہاں پرائیویٹ بسیں بھی نہیں چلتی ہیں اور اگر چلتی بھی ہیں تو وہ بہار گورنمنٹ کی ہیں - اس لئے اگر وہاں خود ریلوے کی بسیں اور ترکیبیں چلائیں جائیں تو بہار سے راجگیر تک پہنچانے میں بڑی آسانی ہو جائیگی -

ان الفاظ کے ساتھ میں اس بل کی تہ دال سے تائید کرتا ہوں -

†[نہد منہر ہنام (بہار) : جناب وائس چیرمین صاحب ! کابل اسکے کہ میں اس بل کے بارے میں کچھ کہوں میں آئین- ریلوے منسٹر صاحب کو مبارکباد دینا چاہتا ہوں ۔ اس میں کوئی رے راء نہیں ہے کہ ریلوے ڈپارٹمنٹ میں جو ڈمپرومنٹ حکومت نے اس وقت تک کیے ہیں جس سے پبلک کو ایک حد تک آفریخت پہنچ رہی ہے اسکے لیے پبلک انکی شکریاں اڑا رہی ہے ۔ لیکن چند باتیں ایسی ہیں جس سے پبلک کو کچھ شیکاوت ہے جیسے کہ اوورکراڈنگ ۔ اس میں شک نہیں اور میں سمجھتا ہوں کہ اوور- کراڈنگ کے لیے حکومت کے پاس اتنی ٹرینیں نہیں ہیں جو جیادہ سے جیادہ چلائی جا سکیں ۔ اس لیے میں اس دیکھت کو سمجھتا ہوں ۔

فیر بھی میں یہ ارج کھنگا کہ اوور- کراڈنگ کو دور کرنے کے لیے جیادہ سے جیادہ ٹرینیں بڑانے کی کوشش کی جانی چاہیے ۔

سب سے بڑا سوال جیس پر آئینے ل منسٹر صاحب کو ادر کرنا ہے وہ ہے کہ ریلوے ڈپارٹمنٹ میں آفریسمن کی تاءد بہت جیادہ بڑ گئی ہے اور بڑتی ہی جا رہی ہے ۔ مگر ان لوگوں کو جو ڈیوٹی کرنا چاہیے ، جس तरह سے انسپکشن کرنا چاہیے اس میں بہت کمی ہوتی جا رہی ہے ۔ آج سورت یہ ہو گئی ہے کہ اگر آپ فرسٹ کلاس کے ڈیوے کو دیکھیں تو آپکو مالوم ہوا کہ اس میں جو باثرام ہے اور جو دوسرے چارج ہیں وہ بہت دھواں حالانہ میں میں اپنا پرائنل افسپریریس بتلاتا ہوں کہ جب میں دہلی سے پटना جا رہا تھا تو اس باثرام کے اندر پانی کا یہ حال تھا کہ وہ بھ رہا تھا ۔ اسکو دیکھنے والا کوئی نہ تھا ۔ آج سورت یہ ہو گئی ہے کہ اس ڈپارٹمنٹ میں ان چیزوں کی طرف توجہ کرنے والا کوئی نہیں رہ گیا ہے ۔ پہلے حالانہ یہ تھی کہ اگر کوئی تکلیف ہوتی تھی تو ٹرین کے گارڈ سے کہہ کر دور کرا لی جاتی تھی ۔ لیکن آج حالانہ یہ ہے کہ اگر آپ گارڈ سے کچھ کہیں تو وہ کہتا ہے کہ یہ مہرا کام نہیں ہے آپ فلاں ڈپارٹمنٹ کے آدمی سے کہیے ۔ اگر اس ڈپارٹمنٹ کے آدمی کے پاس گئے تو وہ کہتا ہے کہ فلاں ڈپارٹمنٹ کا آدمی کرے گا یہ مہرا کام نہیں ہے ۔ اگر کبھی پلٹ فارم پر کسی آدمی سے کسی کام کے لیے کہیں تو وہ کہتا ہے کہ یہ مہرا ڈپارٹمنٹ نہیں ہے ۔ اسکو فلاں ڈپارٹمنٹ کا آدمی کرے گا ۔ آج حالانہ یہ ہو گئی ہے کہ انجینیئرنگ ڈپارٹمنٹ کا آدمی کہتا ہے کہ سفاکی کرنے والے ڈپارٹمنٹ کا آدمی کا کام کرے گا ۔ اس तरह سے جب کوئی کام کرنے کے لیے ریلوے کے آدمیوں سے کہا جاتا ہے تو وہ دوسرے ڈپارٹمنٹ کے آدمیوں کا نام

†[ ] Hindi translation.

[सय्यद मजहर इमाम]

लेते हैं। इन सब बातों का नतीजा यह हो रहा है कि एक ऑफिसर दूसरे ऑफिसर पर बात टाल देता है। इस तरह से सुपरवाइजिंग का जो इतना बड़ा अहम महकमा है उसमें यह हालत हो गई है कि कोई देखने वाला नहीं है।

पहले जब कोई लाइन खराब होती थी तो रेलवे डिपार्टमेंट का जो ट्रॉली ऑफिसर होता था वह ट्रॉली में बैठ कर लाइन को देखता था लेकिन आज हालत यह है कि कोई भी ऑफिसर ट्रॉली में बैठ कर लाइन को देखने नहीं जाता और न इन चीजों की निगहद्वारत करता है। आज हालत यह है कि बड़े बड़े ऑफिसर्स सैलूनों पर जाते हैं और अपने काम को देखने की परवाह नहीं करते हैं। इस तरह से हमारा काम बनने वाला नहीं है और न रेलवे डिपार्टमेंट का ही काम चलने वाला है।

दूसरी चीज जो मैं ऑनरेबिल मिनिस्टर साहब से कहना चाहता हूँ कि रेलवे ऑफिसरों को अपना दिमाग बदलना चाहिये और पब्लिक की मुश्किलात का खयाल करना चाहिये। उन्हें यह समझना चाहिये कि वह हायर ऑफिसर हैं और रेलवे का जो डिपार्टमेंट है वह एक बिजनेस का डिपार्टमेंट है। उसमें पब्लिक के साथ अच्छी तरह सलूक करना चाहिये और उसके काम में हर तरह की निगरानी करना चाहिये कि इसको बिजनेस लाइन पर चलाइये ताकि पब्लिक के साथ कायदा और सलूक हो सके और डिपार्टमेंट को फायदा भी हो। आज किसी चीज को पूछने के लिये इन्वॉयरी आफिस में जाइये तो कुछ पता ही नहीं चलता। कोई जल्दी बातों का जवाब नहीं देता। किसी ट्रेन के बारे में कुछ पूछने के लिये किसी स्टेशन पर जाइये तो कोई जवाब देने के लिये तैयार नहीं होता है। गवर्नमेंट ने कंटेरिंग को नेशनलाइज किया लेकिन आज हालत यह है कि उन लोगों को किसी

की परवाह नहीं है। चाय और खाने के लिये खुद पैसेंजर को ढूँढना पड़ता है तब वह कहीं मिलते हैं। इसके अलावा अगर खाली चाय का आर्डर दे दिया जाय तो वह खाली चाय नहीं लाते हैं। चाय के साथ अगर दूसरी चीजों का आर्डर दिया जाता है तो यह लोग समझते हैं कि पांच आने की चाय के लिये क्यों पहुँचाने की तकलीफ़ उठायें। इसके अलावा आज हालत यह है कि मैं इलाहाबाद गया तो वहाँ मैंने यह देखा कि कोई आदमी नहीं है जो चाय वगैरह सर्व कर सके। जब मैंने मैनेजर से पूछा कि आपके पास कोई खानसामा नहीं है तो उसने जवाब दिया कि खानसामा के एपॉइन्टमेंट के लिये ऊपर लिखा गया है लेकिन पन्द्रह रोज़ हो गये हैं अभी तक कोई आर्डर नहीं आया है। इसलिये मजबूरी है। इस तरह खानसामा के एपॉइन्टमेंट में १५-१५ दिन की देरी हो जाती है। अगर इतने बड़े स्टेशन इलाहाबाद पर कोई आदमी न मिले तो यह क्या है। इसके क्या मानी हैं। उसके मानी यह हैं कि ऑफिसर्स का सुपरवीजन ठिकाने का नहीं है। इसलिये इस चीज की तरफ मैं ऑनरेबिल मिनिस्टर की तबज्जह दिलाना चाहता हूँ।

एक और चीज मैं यह अर्ज करना चाहता हूँ कि ऑनरेबिल मिनिस्टर को बिहार लाइट रेलवे के बारे में ज्यादा बताने की जरूरत नहीं है क्योंकि वह मुझसे बेहतर जानते हैं कि इसकी क्या इम्पोर्टेन्स है। बिहार लाइट रेलवे के मुतल्लिक हमारे एक दोस्त ने भी अपनी तक्ररीर में फ़रमाया है कि उसकी क्या हालत है? वहाँ राजगीर की जो इम्पोर्टेन्स है, बिहारशरीफ़ की जो इम्पोर्टेन्स है वह आपको और हाउस का अच्छी तरह मालूम है। वह एक बड़ा अच्छा टाउन है और एक बड़ी अच्छी जगह है। वह पोटेटो का सेंटर है जहाँ से पूरे हिन्दुस्तान को सप्लाई किया जाता है लेकिन इस लाइट रेलवे का मैनेजमेंट खराब होने की वजह से इस इलाके

का बिजनेस खराब हो रहा है। आज वहां सूरत यह हो गई है कि ट्रेने बन्द हैं। लोग स्ट्राइक कर रहे हैं इसलिये मैं कहूंगा कि गवर्नमेंट इस रेलवे को खुद ले ले। वहां की गवर्नमेंट और वहां का डिस्ट्रिक्ट बोर्ड भी चाहता है कि इसको सेंट्रल गवर्नमेंट ले ले। मेरा एक सजेशन यह भी है कि अगर आप इस लाइट रेलवे को नहीं चला सकते हैं तो आप वहां एक बड़ी लाइन बना दीजिये जैसा कि पहले ख्याल था। लेकिन जब तक ऐसा मुमकिन न हो तब तक इस जगह आप रेलवे की मोटर बसें चलाईये और गृड्स के लिये ट्रक चलाईये। अब सूरत यह है कि हजारीबाग स्टेशन से हजारीबाग टाउन ४० मील है और वहां मोटर से पैसेन्जर्स जाते हैं वहां रोड भी बहुत बेहतरीन है। इसलिये जब तक बड़ी लाइन न बन सके तब तक वर्ष दो वर्ष के लिये रेलवे की मोटरें चलाईये ताकि लोगों को वहां पहुंचने में आसानी हो। इसके साथ साथ मैं यह भी अर्ज करना चाहता हूं कि रेलवे लाइन को बस्तावरपुर से गया तक बाया राजगीर कनेक्ट करजिए। बिहार में गया तक जाने के लिये १२० मील रेल का सफ़र करना पड़ता है जबकि राजगीर से गया सिर्फ ३२ मील है। इस तरह से बस्तावरपुर से गया तक रेलवे लाइन बना देने से इस जगह के तमाम लोगों को बड़ी सहूलियत हो जायेगी। वहां एक डिस्ट्रिक्ट बोर्ड की सड़क विलेज सर बिहादा हो कर जाती है। इस जगह तक रेलवे लाइन ले जाने से एफ० आई० आर० लाइट रेलवे १० मील रह जायेगी जो कि २७ मील लम्बी है। इसको भी आप कनेक्ट कर सकते हैं। अगर ऐसा कर दिया जाये तो इसका नतीजा यह होगा कि वह जो १००-२०० मील का एरिया है उस तमाम इलाके में लोगों को कम्युनिकेशन की बड़ी आसानी हो जायेगी। इसलिये मैं ऑन-रेबिल मिनिस्टर से दख्खवास्त करूंगा कि वह इस पर जरूर गौर करें। अगर कोई दूसरा मिनिस्टर होता तो मैं राजगीर और

बिहार की अहमियत बताने की कोशिश करता। अगर हमारे ऑनरेबिल मिनिस्टर ता खुद हो वहां से अच्छी तरह वाकिफ़ हैं कि वह कंसो जगह है और नालन्दा की क्या एम्पोर्टेंस है। जो तमाम लोग बाहर मुल्कों से वहां आते हैं उन लिये अगर कोई सवारी राजगीर और नालन्दा तक पहुंचाने की न हो तो यह बड़े अफ़मोस की बात होगी। इसलिये मैं उम्मीद करता हूं कि जो सजेशन मैंने दिया है उस पर आप जरूर गौर फ़रमायेंगे। जब तक वहां रेलवे लाइन न बन सके उस वक्त तक के लिये मैं यही कहूंगा कि आप रेलवे बसें जरूर चलायें। वहां प्राइवेट बसें भी नहीं चलती हैं और अगर चलती भी हैं तो बिहार गवर्नमेंट की हैं इसलिये अगर वहां खुद रेलवे की बसें और ट्रक चलाई जायें तो बिहार से राजगीर पहुंचने में बड़ी आसानी हो जायेगी।

[इन अल्फ़ाज के साथ मैं इस बिल की तहदीद से तार्ईद करता हूं।]

SHRI BHUPESH GUPTA: Mr. Vice-Chairman, within the short time at my disposal I wish to speak on one of the most vital questions that remains yet to be solved in the affairs of our Railway Administration. The issue that I want to raise in this connection is victimisation.

[MR. DEPUTY CHAIRMAN in the Chair.]

When the hon. Minister took over last year after the general elections, I en'tained some hopes that the old policy of victimisation in the Railways would be given a go-by and the new policy of democratic behaviour encouraged and introduced. But unfortunately, Sir, the old grievances remain without redress, and nothing is being done to indicate that a change is forthcoming. When I speak on this subject, I have, of course, in mind the difficulties that he is facing. Yet he being the head of the Administration, my expectations are there. I shall come to that subject later. But before I deal with any specific cases

"[Shri Bhupesh Gupta.] of victimisation and the manner in which it is being conducted, I would like to touch on one or two stray points.

Sir, I do not quite see as to why the inauguration of the electric trains in Calcutta should have been managed in that way with so much cost. We ask the people to make sacrifices; we ask the railwaymen to tighten their belts; we deny wages to the workers and salaries to other employees and we are never kind to the people. And about these electric trains, it is not as if we were throwing some Sputniks into the outer space. We were after all opening some electric railways which exist in most of the civilised and modern countries, and which even exist in our country. And even so, we found that new platforms were erected, for the hon. Prime Minister, it seems, cannot stand on any other platform, and that is why they were perhaps erected and every kind of expenditure was incurred.

SHRI JAGJI VAN RAM: It is incorrect.

SHRI BHUPESH GUPTA: Well, the hon. Minister is laughing.

SHRI AKBAR ALI KHAN (Andhra Pradesh): He says, it is incorrect.

(Interruption.)

SHRI BHUPESH GUPTA: Sir, a lot of money was spent. And I would like to know how much money was actually spent. If I am wrong, then certainly I would like to be corrected. But all the newspapers in Calcutta wrote about the scandalous wastage of public funds, and that too at a time when the people of West Bengal were hungry and refugees were standing nearby without food and shelter and workers were demanding increased wages due to a rise in the cost of living. We saw a display of wealth and pomp. Of course, that big umbrella was missing. That was not there as we see in the streets of Delhi, and no carriage was there to be

driven by six horses. We did not see that, I agree. But all other things were there. Now, Sir, why this waste? In a typically Gandhian way, in which the hon. Minister believed and still believes, this ceremony could have been done and completed. But it was not. One life was also lost there, because they were concerned more with the show and exhibition than with the dangers involved. Well, I find that the hon. Deputy Minister of External Affairs is nodding, and I don't know why.

THE DEPUTY MINISTER OF EXTERNAL AFFAIRS (SHRIMATI LAKSHMI MENON) : Because a statement was made in the House about the opening of electric trains. I therefore think that all the statements that the hon. Member has made are incorrect statements.

MR. DEPUTY CHAIRMAN: Mr. Bhupesh Gupta, this is an old story.

SHRI BHUPESH GUPTA: Well, Sir, I will not dwell upon it.

MR. DEPUTY CHAIRMAN: And you yourself referred to it in your speech last year. It is a very old story.

SHRI BHUPESH GUPTA: Well, Sir, we remember Gautam Buddha since the last 2,500 years . . .

SHRI D. A. MIRZA: Like Rip Van Winkle, Sir, he believes in old stories.

SHRI BHUPESH GUPTA: Anyway, I would ask them not to indulge in such wastage.

MR. DEPUTY CHAIRMAN: Let us have something new.

SHRI BHUPESH GUPTA: It is an old story, not a new one. I have here many cases not all of them of recent occurrence. Now, about victimisation, there are millions of workers in the railways. They are the biggest employers in the country; they are the biggest public enterprise undertaking in the country, and they

should set an example for the rest, the other enterprises both in the public sector and in the private sector, and should not indulge in victimisation for genuine trade union activities. If you are suspected of having anything to do with the Communist Party, you are hounded out of the railways, and no consideration or mercy is shown to you. I would ask the Minister to make a public statement here, if he dares to do so, that no one would be victimised on the railways by reason of his political beliefs or even political activities outside the scope of his work.

SHRI JAGJIVAN RAM: For political activities?

SHRI BHUPESH GUPTA: I want that assurance. We talk about coexistence. I think that Indian public life is so fashioned today that Congressmen and Communists have to coexist for some time at least. We all talk of co-existence, but we do not like that kind of co-existence where, with the word 'democracy' on your lips, you hound out Communists from all public undertakings. The Railways are not Congress property. They are not run from the finances of Jantar Mantar Road. They are run by public finances, from railway fares. Some Communists also travel; Communists also spend on travelling in the railways; everybody spends on it regardless of party affiliations, and you have no right to indulge in such victimisation because of people's political beliefs. Sir, we the Communists are in opposition. It so happens that people want us to be the major opposition in the country.

AN HON. MEMBER: Question.

SHRI BHUPESH GUPTA: We are in the Government in one State and not far from it in some other State. We function in a democratic set-up, but people believing in the Communist Party are turned out of the railways. How is it? Does it tally with your professions of democracy? Does it tally with your professions of toler-

ance? Does it tally with your principle of peaceful co-existence? Let him make out a charge that the Communists believe in subversion. Nothing of the kind. On the contrary, more the Communists and people in the trade unions and others not belonging to the Congress Party are being persecuted, the more disasters you get. That does not speak of your efficiency. I say that this victimisation should go. We have been asked to supply figures about trade unions. Is it not possible for the hon. Minister to see some of us so that some principles could be laid down for the review of these cases? In discussion we can come to a certain solution. Everything is left to the Department, and I must say that the Railway Board in this matter has been lacking in democratic considerations. I would not use strong words against them individually. Some of them may be very good people, others may be bad or indifferent, I do not know. At the same time their attitude with regard to this matter calls for a change. Cases are not reviewed; nothing is done. It is a very long and old story. Under article 311(2) (c) which gives the President the power to dismiss anybody without assigning any reason, according to my list here, five or six rail-waymen have been dismissed. Some have been suspended while others have been altogether removed from service under the Presidential power. When it comes to railwaymen, assistant station masters like Mr. K. M. Bhadra, Mr. Bajchi, Mr. Ganguli or Mr. Brinda or Mr. Asaf Ali, they are summarily removed under article 311 of the Constitution by invoking the authority of the President, but when it comes to Mr. H. M. Patel and his other friends, article 311 is frozen.

SHRI P. N. SAPRU (Uttar Pradesh): On a point of order, Mr. Deputy Chairman. Yesterday an announcement was made in this House by the Home Minister that a Committee was going to be appointed to inquire into the conduct of these officers. Today I understand that in the Lok Sabha an announcement has been made of the



[Shri P. N. Sapru.] personnel of that Committee. Is it proper for the hon. Member—I speak with all respect to him—to refer to matters which are in a way *sub judice*? The conduct of these officers, I take it, will be the subject matter of consideration by this Committee, and I should not like any official to feel that this House is not going to be fair to him and it is going to pre-judge in advance. (Interruption.) I am in possession of the House. I would like a clear and definite ruling on this point from you.

SHRI BHUPESH GUPTA: All this time has been lost.

MR. DEPUTY CHAIRMAN: There is no point of order. (*Interruptions.*) It is an administrative enquiry. It is not a judicial enquiry. Anyway, you need not refer to it, Mr. Gupta.

SHRI P. N. SAPRU: I did not say that it was judicial. I said that it was not proper. When a matter is under consideration by an enquiry committee, we should give that enquiry committee a chance and we should not pre-judge the issue.

SHRI BHUPESH GUPTA: It is not a judicial enquiry; it is a departmental enquiry and so there is no question of *sub judice*. He knows it, he is a big lawyer.

I will not name. This holy name I will not talk about. Anyway, I say that the I.C.S. and other big officers—I would not name anybody—when they are found\* to be guilty, they are not summarily dismissed under article 311, but when it comes to small men, because of their genuine political belief, safeguarded in the Constitution, guaranteed by the Constitution, under the provisions of article 311 they are thrown out without any reason being assigned. I am opposed to it. This should stop. Article 311 ' should be used for catching the big . ones at the top. The country will be 1 benefited and the L.I.C. and such j other undertakings will not be losers. (*Time bell rings.*)

How much time they have taken, you see.

MR. DEPUTY CHAIRMAN: You take 2 minutes more.

SHRI BHUPESH GUPTA: You give 15 minutes more. Otherwise it is a little difficult. I always yield.

MR. DEPUTY CHAIRMAN: There is still a large number of Members to speak.

SHRI BHUPESH GUPTA: Let me have 15 minutes. You said total 13 minutes you will give. In Jamshedpur people have been discharged. There again I have a list of 42 people who have been punished under the safeguarding rules in the S.E. Railway. Prosecution has been launched in Jamshedpur and the Railway authorities have initiated the proceedings against five. Then continuous suspension, I find in the same railway against 3. Again you will find charge-sheets have been issued departmentally against 6 people and not content with that, prosecution had been initiated. Again in the same railway 9 people had been placed under suspension and penalty of stoppage of increments was put and when they were put back to duty, the entire period during which they were under suspension should have been treated as duty but that was not done. Then there is break in service. Here in the S.E. Railway, the scandal took place and increments were withheld with regard to 78 employees for break in service. Now it has been changed. The penalty applies now in regard to 112 brush painters.

In Midnapore the Railway authorities went out to start prosecution against 16 of their employees. A number of railway employees have been removed for their trade union activities. Then victimisation and harassment of trade union workers and curtailment of trade union activities are always there. That is going on. I would give one example . . .

SHRI B. B. SHARMA (Uttar Pradesh): Are they not servants, like Mr. Patel? Are they not employees of Government like Mr. Patel about whom you very often refer?

SHRI BHUPESH GUPTA: Yes, they are Government employees like Mr. Patel but patriotic Trade union workers, not thugs and thieves. They don't squander away Life Insurance Funds.

MR. DEPUTY CHAIRMAN: That will do.

SHRI BHUPESH GUPTA: These people have been victimised.

MR. DEPUTY CHAIRMAN: That will do. Dr. Dube.

SHRI BHUPESH GUPTA: It is very unfair. You allowed the interruptions.

MR. DEPUTY CHAIRMAN: There are still 10 speakers. I have to give them at least 5 minutes each.

SHRI BHUPESH GUPTA: Let me have some more time.

MR. DEPUTY CHAIRMAN: You wanted 3 minutes. You have taken it.

SHRI BHUPESH GUPTA: I would only, make one suggestion. You do not allow this but I will be here fortunately for us but unfortunately for them—some of them, not all. Now, I would make a suggestion. Let there be a Conference of the Opposition representatives and the Government representatives, the Railway officials. Let us go into this question of victimisation and see individual cases, deal with them. Let them take action but let them also consult us, lay down certain rules where such political victimisation of trade union workers will not take place in the future. If he does this, he will have done a good service to himself, to the Railways and to the country.

DR. R. P. DUBE (Madhya Pradesh): Mr. Deputy Chairman, on the first Appropriation Bill I spoke about accidents and I also requested the

Railway Minister to simplify and make the administrative procedure speedy and effective and to give more powers to the local authorities so that they can take action against defaulters and people who are neglecting their duties.

On the Second Bill I want to speak something about my State and Jubbulpore. As you all know, Madhya Pradesh is the second big State, in area at least, if not in population in the whole of Indian Union. The communication there is absolutely inefficient and I should say that the area lacks communication altogether. Some portion of it, called the Bastar area, is absolutely backward and full of mineral resources. It has never been exploited but now the State has started some exploitations and investigations and they have found out that iron, coal, manganese, etc., can be found there. But there is no railway there at all—no communication at all. I don't know whether the Railway Minister will be able to help us in this Plan, but if he can get out some money from somewhere or take out some from somewhere and do something regarding this area, I will be very thankful to him.

The other place which is absolutely devoid of railway is the former Vindhya Pradesh, which is now a portion of Madhya Pradesh, where there is very little communication, especially Rewa which is the divisional place where you cannot go by rail . . .

SHRI B. B. SHARMA: You wanted it . . .

DR. R. P. DUBE: Yes, we wanted it to come to us. So we want now that facility should be given to it. I think we have done no wrong. I think my hon. friend Mr. Sharma really wanted and pleaded very hard that it should be annexed to U.P. I think they would have had the same complaint if it was there, in their territory. Since it has come into my territory, now I am asking for some amenity for that area. I am very thankful to the Railway Minister for

[Dr. R. P. Dube.] running a special train from Bilaspur which goes direct to Bhopal but the Vindhya Pradesh people are left out because that train comes from Bilaspur to Katni and from Katni *via* Jabbalpore goes to Bhopal but the Vindhya Pradesh people who want to go to Bhopal have to get down at Katni and there are no proper connecting trains and they have to wait for them. Something should be done for that because the Vindhya Pradesh people are always passing remarks during our conferences. 'You have annexed this territory with Madhya Pradesh but you are doing nothing for this area.'

The other thing that I wanted to mention was about my Jabbalpore. I think the Minister of Railways had very kindly come once to Jabbalpore and I had shown to him the two platforms that have been built there recently. One is a long platform—very long, I think about 200 feet . . .

AN HON. MEMBER: 200 yards.

DR. R. P. DUBE: Yes, but only one train can stand there. The other B. N. Railway platform is a little away from that platform and people coming out from there have to come during the rainy and summer season through that area which is not covered at all. It is very difficult for them. That platform is only meant, to keep some of the special bogeys of officers. It covers only that area and it does not cover the area of the whole of the **train**.

*(Time bell rings.-)*

Sir, are you not going to give me ten minutes?

MR. DEPUTY CHAIRMAN: No, only five minutes each. I am calling upon the hon. Minister to reply at four o'clock.

DR. R. P. DUBE: Then let me have at least two more minutes.

MR. DEPUTY CHAIRMAN: There are still six more Members to speak.

DR. R. P. DUBE: I only want to say then that in Jabalpur there should be an island platform, for an island platform will be very nice there and it will give a lot of facilities since the work of doubling the lines is going on and I think they will need an island platform there.

Then we want at least two overhead bridges there at Jabalpur because at these places there are many accidents happening and vehicles also have to stop for a very long time.

And then one last request I make is that the Railway Minister may kindly see that a bogey is attached from Jabalpur which can come directly to Delhi, because Jabalpur is a very big military station and there are a lot of passengers coming from Jabalpur to Delhi. I would be very grateful if a bogey can be attached so that it can come directly to Delhi.

SHRI D. A. MIRZA: Mr. Deputy Chairman, last year when we discussed the Appropriation Bill, we met under the shadow of Aerialur and Mehabubnagar and feelings were running high and everyone had nothing but criticism against the Railway Administration and the Railway Ministry presented a gloomy picture. There were lot of attacks against the Ministry and the administration. But, thank God, today I am on my legs to speak in praise of the Railway administration and to pay a tribute to the Railway Minister and his able lieutenant and to the members of the Railway Board, a Board which is well manned by able and experienced administrators.

AN HON. MEMBER: All flowers and bouquets.

SHRI D. A. MIRZA: No doubt on major questions and major problems, the Railway Ministry has done well and there is a lot of improvement. Even the worst critic will have to

admit that there is a lot of improvement now as compared with last year. But there are minor things which I wish to bring to the notice of the hon. the Railway Minister. There is this question of rolling stock. Condemned vehicles, condemned locomotives and condemned carriages are put and especially on the Grand Trunk Express which is supposed to be "grand", you find condemned coaches, condemned first-class coaches, attached. I do not know whether that is due to the scarcity of compartments or carriages.

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN) : It is absolutely wrong to say that we put on any condemned coaches.

SHRI D. A. MIRZA: Sir, I am a frequent traveller and as a Member of Parliament I have travelled fifty times between Madras and Delhi and now I have abandoned travelling by the Grand Trunk Express and now-a-days I travel by the De Luxe train which is more convenient.

AN HON. MEMBER: You get into coach No. 300 C/1 and then you will find the difficulty.

SHRI D. A. MIRZA: I am not speaking on this occasion as a member of the Congress Party, but I am speaking as a Member of Parliament, as a representative of the people, and when I find anything wrong with the administration, I criticise. Now I want to bring to the notice of this House that though there is a lot of improvement in the Railway administration, there are some minor defects which the hon. Deputy Minister, Mr. Shah Nawaz Khan, will have to admit. Especially in the Grand Trunk Express I want new coaches to be attached. The other day I travelled by the Punjab Mail and I could see how comfortable it was. On another occasion the Deputy Minister for Food, Mr. Krish-nappa, was also travelling with me by the air-conditioned coach and I found four mice in the compartment. I picked them up, put them in a bottle

and showed them to the Deputy Minister, Mr. Krishnappa. So, I say, these things must be rectified.

Another thing that I want to bring to the notice of the hon. Minister is that, especially in the Grand Trunk Express, the Bombay Mail, the Calcutta Mail and other long distance trains, you know, sometimes we do not get water, the fans fail, the taps fail and everything fails. I suggest that a technician should be appointed. By technician I mean an attendant just as they were doing in those days in the Grand Trunk Express.

*(Time bell rings.)*

Sir, I want some more time, five minutes.

MR. DEPUTY CHAIRMAN: I can give you one more minute.

SHRI D. A. MIRZA: I would request you to give me at least three more minutes. What I was saying, I forget.

Next about catering, I must admit that the catering and the food are quite O.K. in the De Luxe; it is very good food. The departmental catering is much better in the De Luxe than in the Grand Trunk Express. As a member of the zonal committee of the Southern Railway, I travel throughout that area and I inspect the catering department and the refreshment rooms and there I may say that the food preparations are not quite satisfactory.

And then about the Tambaram-Villupuram-Chingleput electrification scheme I must put in a plea. That matter I brought to the notice of the Minister, even last year, but till now nothing has been done. I do hope at least this year the hon. Minister will take it up, because there is agitation going on for it. Please see that this electrification is taken up.

MR. DEPUTY CHAIRMAN: Dr. Thomas.

SHRI D. A. MIRZA: Sir, just one thing more.

MR. DEPUTY CHAIRMAN: No, that will do. I have already called Dr. Thomas.

DR. P. J. THOMAS (Kerala): Mr. Deputy Chairman, I wish to urge on the hon. Minister of Railways and the Railway Ministry the need for greater economy. I am wondering whether the Railways are being run as a business. When the Railways were first started here, they were run as a business and they were trying to economise in expenditure and to increase income and at the same time to give profitable employment to people. But after the Government took them over, I wonder whether the business aspect of it has continued, because one finds very large increases in expenditure, not much justified by the results. For example, let us take the matter of staff. In 1938-39, there were about 41,600 miles of railway line and the staff employed numbered about 6 lakhs. Now We have about 35,000 miles only, but we have now a staff of one million people. It has practically doubled during this period, though we have a reduced mileage. This reduction may be due to the separation of the Pakistan areas. But my point is, in spite of this large fall in the railway mileage, we have larger staff. Now let us compare our country with other countries. In America for a rail mileage of about 250,000, they have only a million people employed.

Here, we have one million people for 35,000 miles of railway. Mr. Deputy Chairman, probably there are reasons for this. But are you really running railways as a business? We want, the people of this country want, that the railways should contribute a large revenue, apart from providing a public utility That is very important. You should also employ people, but not employ for the sake of employment. The aspect of what help the revenue gets is import-

ant. I say this because I feel, after watching things for many years, that after Government took over the railways, the business aspect has been getting rather weak.

Now, we find that the Zonal system has also been extended. We had fewer Zones not long ago, but now are having eight Zones. A new Zone has lately been added in the N. E. Railway area. The N. E. Zone has been divided into two, probably for certain political advantages, but, Sir, in my opinion, this is certainly going too far. On the West Coast—I come from Kerala—there is great justification for a separate Zone, but all the same I do not want to press it because in my opinion, if it goes on like that, it will be difficult. Andhra wants one, Maharashtra wants one and other linguistic areas will make similar demands. If we go on in this way, things will become very difficult and expensive and we will not be able to run the railways as a business. If you go on multiplying the Zones in that way, it certainly is going to be injurious to national interests.

Much talk has been going on about amenities. This is a land of very poor people living in very poor villages, in huts. That being so, why should you expect that in the railway platforms, you must have—even in the railway trains—conveniences which are not available in the common man's hotels? This country cannot afford it; that is absolutely wrong to ask. Of course, there are places probably where the foreign visitors come and we may like to make money on them and I accept that. But for our own people we must not spend money on such amenities. Look at the way many station buildings are being rebuilt unnecessarily. I could give you several examples. In my own area unnecessarily stations are being rebuilt. We are going on wasting our resources for nothing.

I have been several times pressing for two railway lines, one from Tellieherry to Mysore and the other

from Cochin harbour to Madura passing through very rich and important plantation areas. The second, in my opinion, is most important certainly. Rather than go in for doubling of lines—it may be resorted to in some important places like the steel project areas where this may be necessary—we should have these new lines. We should see whether it is not possible to have some alternative to doubling railway lines. There are other ways of doing it, by dieselization, for instance. In America they are doing this without doubling. Therefore, we should see whether we cannot reduce such expenditure on this doubling up process and expand the railway transport facilities in some other way, and find funds for having new railway lines, especially for the one I mentioned just now which is very necessary.

Finally, I must again emphasise my point that the railways must be run as a business. The tax-payer has a right to expect some reduction of taxation on this account. If Tata or Birla were running the railways, they certainly would manage them in a much cheaper way, much more economically. This does not mean that my idea is that the private sector should take this up. What I say is that Government can also do it. We have got competent men. But they cannot always have their way because political considerations or personal considerations come in. These must be kept down and I hope our Railway Minister, a very honest man, a most respected person, will certainly take up this matter, make the railways run on business lines and thus increase the contribution to the general revenues and provide the necessary money at this time when we need much for our second Five Year Plan. In fact, this can be done and I do hope that things will improve.

**श्री ब्रज बिहारी शर्मा :** माननीय उपसभापति जी, रेलवे मंत्री जी से मुझे तीन बातें कहनी हैं। सबसे पहले मैं यह कहूँगा कि

उत्तर प्रदेश की सरकार ने कोई गुनाह नहीं किया है। उसके जितने सजेशन थे...

**श्री किशन चन्द (आन्ध्र प्रदेश) :** सारे हिन्दुस्तान के हैं...

**श्री ब्रज बिहारी शर्मा :** सारे हिन्दुस्तान के होकर क्या करेंगे ? चिराग तले अग्नेरा। तो उसके जितने सजेशन थे उनमें से एक भी नहीं लिया गया है। ११ सजेशन में से सिर्फ एक सजेशन लिया गया है और वह है राबर्ट्सगंज से गढ़वा तक की लाइन। उसमें भी खर्च तो है १७ करोड़ रुपया, लेकिन सन्तान के बजट में सिर्फ २१ लाख ७४ हजार रुपया दिया गया है। दूसरे अकबरपुर टांडा लाइन के पुनर्स्थापन के लिये ३२ लाख ७४ हजार रुपये के व्यय का अनुमान किया गया है और उसमें से सिर्फ १० लाख रुपया दिया गया है। कितने साल में वह होगा, यह मेरी समझ में नहीं आता। इस तरह से बहुत स्लो प्रोग्रेस होगी। द्रपुर हल्द्वानी लाइन आप देखिये कि बाहर के लोगों के लिये भी कितनी इम्पोर्टेंट है। जो लोग बम्बई मद्रास में आते हैं और नैनीताल देखने जाते हैं, उनके लिये आवश्यक है कि रामपुर से रुद्रपुर तक रेलवे लाइन का निर्माण हो जाय। उसका सर्वे वगैरह सब हो गया है, लेकिन इस साल के बजट में एक पैसा नहीं रखा गया है।

**श्री जगजीवन राम :** अभी एक्जामिन हो रही है।

**श्री ब्रज बिहारी शर्मा :** दस वर्ष स्वराज्य को हो गये हैं। दस वर्ष और लग जायेंगे तो बहुत देर हो जायगी। ट्रेड के विकास के लिए, व्यवसाय के विकास के लिये वह लाइन अत्यन्त आवश्यक है। रुद्रपुर में और किच्छा में गल्ला इतना सस्ता बिकता है कि आप उसका अनुमान नहीं लगा सकते हैं क्योंकि वही गल्ला यहां दिल्ली में बहुत महंगा बिकता है। वहां १०, १२ रुपये मन धान बिका है। पुर में किसानों के पास मकान हैं नहीं। जैसे ही फसल पैदा

[श्री ब्रज बिहारी शर्मा]

होती है वे गल्ला रुद्रपुर में ले जाते हैं और वहां वह बिकता नहीं है बल्कि नीलाम होता है वही १०, १२ पया मन ।

चौथी बात मुझे यह कहनी है कि आखिर उत्तर पूर्व रेलवे भी आपकी ही देखभाल में है । लेकिन आपके अनुदानों में जितनी मदें हैं उन सब मदों में इस रेलवे के लिए इतना कम रुपया दिया गया है जिससे इसका उद्धार नहीं हो सकता, और अगर उद्धार होगा भी तो तब तक और रेलें अत्यन्त उन्नत अवस्था में पहुँच जायगी ।

श्री एस० डी० मिश्र (उत्तर प्रदेश) : शनैः शनैः होगा ।

श्री ब्रज बिहारी शर्मा : शनैः शनैः आप कहते हैं क्योंकि आपको जरूरत नहीं है ।

श्री एस० डी० मिश्र : मैं भी नार्थ ईस्टर्न रेलवे से सम्बन्ध रखता हूँ ।

श्री ब्रज बिहारी शर्मा : आप तो नार्दन रेलवे पर हैं । आप बनारस, काशी के हैं जो तीर्थों का स्थान है । आजमगढ़, गोरखपुर, बस्ती आदि जो पूर्वी जिले हैं उनमें नार्थ ईस्टर्न रेलवे है । वहाँ आज दशा क्या है ? मैं उस रेलवे के यात्रियों की असुविधा का वर्णन करूँ, या थर्ड क्लास की ओवरकाउटिंग का वर्णन करूँ या किस चीज का वर्णन करूँ ? यदि उन गाड़ियों का चित्र खींचना हो तो एक नाटक खेला जा सकता है । शायद दुनिया भर का जितना कूड़ा करकट रह जाता है वही सब वहाँ भेज दिया जाता है और उसी से वहाँ का यातायात चलता है । यह कहा जाता है कि उस लाइन के विकास के लिए पया ही नहीं है । उस लाइन को रुपया ही नहीं दिया जाता है तो विकास कहां से हो । यह एक बात है

दूसरी सबसे बड़ी शिकायत मुझे यह है कि आखिर हिन्दुस्तान की सरकार का सबसे बड़ी कार्मागैल और इंडस्ट्रियल कंसर्न रेलवे है, लेकिन आप सिर्फ सूद मात्र दे रहे हैं और

बाकी जो आभंदनी है वह रेलवे पर ही खर्च कर देने है ।

(Time bell rings.)

इसका हमारी सरकार को डिबिडेड अवेक मिलना चाहिये और आपके खर्च में बहुत काफ़ी कमी होनी चाहिये ।

MR. DEPUTY CHAIRMAN: It is time.

श्री ब्रज बिहारी शर्मा : मुझे एक दो चीजें और कहनी हैं और वह बहुत थोड़े में ही कह दंगा । छोटी छोटी बातें हैं । मैंने पारसाल भी शाहगंज की बात कही थी । इलाहाबाद से जौनपुर तक जंबई होते हुए गाड़ी जाती है लेकिन वह शाहगंज नहीं जाती है । तो अगर उसी गाड़ी को शाहगंज तक बढ़ा दें तो आजमगढ़ वालों को बहुत आसानी हो जायगी । आजमगढ़ में कोई मेन लाइन नहीं है । तो अगर स गाड़ी को शाहगंज तक बढ़ा दिया जाय तो आजमगढ़ के यात्रियों को और खास करके मुकदमेवाजों को इलाहाबाद आने जाने में सुभीता हो जाय क्योंकि तब वे शाहगंज से ही बैठ लेंगे और मीथे वहाँ चले जायेंगे । नहीं तो, अभी इलाहाबाद जाने में इधर से भी दिक्कत पड़ती है और उधर से भी मऊ में चेंज करना पड़ता है । तो अगर आजमगढ़ के लिये और गोरखपुर के लिये भी एक एक वोगी लगा दी जाय, जिसमें कि मऊ में चेंज करने की जरूरत न पड़े तो देहात के लोगों को बड़ा सुभीता हो जायगा ।

एक बहुत छोटी सी बात और है . . .

श्री उपसभापति : नहीं, नहीं । बैठ जाइये ।

श्री ब्रज बिहारी शर्मा : धन्यवाद ।

श्री जुगल किशोर (पंजाब) : श्रीमान् उपसभापति महोदय, चन्द जरूरी बातों की तरफ मैं रेलवे मिनिस्टर की तवज्जह दिलाना चाहता हूँ ।

एक तो यह है कि हिसार रेलवे स्टेशन के दोनों साइड में जो रेलवे क्रासिंग हैं वहां दो, दो घंटे तक रेलवे का फाटक बन्द रहता है और इससे पब्लिक को बहुत तकलीफ होती है, खास करके जो रिवाड़ी साइड का क्रासिंग है वह तो तमाम दिन बन्द रहता है और वहां से गुजरना मुश्किल रहता है। इसलिये वहां ओवरब्रिज बनाया जाना जरूरी है।

दूसरी बात जिसकी तरफ मैं तबज्जह दिलाना चाहता हूं वह यह है कि हिसार जिले में फतेहाबाद एक तहसील हेडक्वार्टर है जो कि भाकड़ा नहर के आने की वजह से बहुत सरसब्ज इलाका बन गया है लेकिन वहां कोई रेलवे लाइन नहीं है, फतेहाबाद के १०, २० मील तक कोई लाइन नहीं है। वहां अनाज की बड़ी पैदावार होती है और वहां गवर्नमेंट एक बड़ी मंडी भी बना रही है इसलिये मैं रेलवे मिनिस्टर से यह अर्ज करना चाहता हूं कि अगर फतेहाबाद से जाखल और भट्ट तक एक ब्रांचलाइन बनाई जाय तो इससे एक तो फतेहाबाद को लाइन मिल जायेगी, दूसरे उससे रेलवे की बड़ी पैदावार होगी और साथ ही लोगों को भी सुभीदा हो जायेगी।

तीसरी बात जो मैं अर्ज करना चाहता हूं वह यह है कि भिवानी और रोहतक को मिलाने के लिये ब्राड गेज की बहुत दिनों से चर्चा चल रही है और उसका सर्वे भी हो चुका है लेकिन अभी तक उन दोनों शहरों को मिलाया नहीं गया है। अगर भिवानी को रोहतक के साथ ब्राड गेज से मिला दिया जाय तो फिर हिसार जिले में जो पानीपत तक रेल जाती है वह वहां तक मिल सकती है और उससे भी लोगों को बड़ी सहूलियत हो जायेगी और रेलवे एडमिनिस्ट्रेशन की उससे ग्रामदनी भी बढ़ जायेगी।

एक और बात जिसकी तरफ मैं तबज्जह दिलाना चाहता हूं वह यह है कि अब हरियाणा का प्रान्त चूँकि तरक्की कर रहा है, वहां के

नौजवान अब पढ़ाई में ज्यादा हिस्सा लेते हैं और उसकी तरफ ज्यादा मुतबज्जह हुए हैं इसलिये मैं आपकी सेवा में यह अर्ज करना चाहता हूं कि वहां के नौजवानों को रेलवे एडमिनिस्ट्रेशन में मुलाजिमत दिलाने के लिये खास ख्याल रखा जावे। अब तक जो हमारे नौजवान वहां रेलवे मुलाजिमत में हैं उनकी शिकायत यह होती है कि वहां के नौजवानों से वहां के मुलाजिमों से, रेलवे एडमिनिस्ट्रेशन में अच्छा स्नूक नहीं किया जाता है बल्कि उनके हकूक को नजरअंदाज करके दूसरे लोगों को उन पर तरजीह दी जाती है। मैं समझता हूं कि आपको रेलवे एडमिनिस्ट्रेशन के मुलाजमीन की यह शिकायत जरूर जल्दी से जल्दी दूर करनी चाहिये।

इसके अलावा यह अर्ज करना चाहता हूं कि अब वगैर टिकट के सफर करने की बुराई बहुत बढ़ गई है और मैं समझता हूं कि इसमें रेलवे एडमिनिस्ट्रेशन के मुलाजमीन का भी कुछ हाथ है। मैं मिनिस्टर महोदय की खास तौर पर इधर तबज्जह दिलाना चाहता हूं और अर्ज करना चाहता हूं कि मुलाजमीन की इस तरफ खास तबज्जह दिलाई जाय और उनको यह हिदायत की जाये कि अगर कोई रेलवे में बिना टिकट के सफर करेगा तो उन मुलाजिमों के खिलाफ जो कि चेकर वगैरह हैं ऐक्शन लिया जायेगा।

श्री शीलभद्र याजी (बिहार) : ऐसा तो बहुत पहले का कानून है।

श्री जुगल किशोर : मेरा ख्याल है कि इसके बढ़ने की वजह रेलवे एडमिनिस्ट्रेशन की नमी है। वह अपने मुलाजिमों के खिलाफ ज्यादा सख्ती से काम नहीं लेती, वह उनके खिलाफ ऐक्शन नहीं लेती और यही वजह है कि यह बिना टिकट सफर करना और बढ़ गया है।

एक और बात जिसकी तरफ मैं तबज्जह दिलाना चाहता हूं वह यह है कि एक बोली



[श्री जुगल किशोर]

हिसार से अम्बाला कैंट तक तो जाती है लेकिन चंडीगढ़ तक नहीं जाती तो अगर उस बोगी को चंडीगढ़ तक बढ़ा दें तो हिसार के इलाके के लोगों को चंडीगढ़ जाने में बड़ी सहूलियत हो जाय। इसमें कुछ ज्यादा खर्च की भी जरूरत नहीं है। सिर्फ थोड़ी सी यह बात है कि जो बोगी अम्बाला कैंट तक जाती है उसी को कालका जो ट्रेन जाती है उसमें आगे के लिये भी जोड़ दिया जाये तो चंडीगढ़ जाने वाले लोगों को सहूलियत हो सकती है और लोगों की दिक्कत रफा हो सकती है।

मैं इन बातों की तरफ तबज्जह दिलाना चाहता हूं और मैं समझता हूं कि रेलवे मिनिस्टर साहब जरूर इनकी तरफ ध्यान दे कर हरियाना प्रान्त के लोगों की शिकायतों को दूर करेंगे।

श्री गोपीकृष्ण विजयदशरथ (मध्य प्रदेश) : उपसभापति महोदय, मुझे तो रेलवे के विषय में इस बिल का स्वागत ही करना है क्योंकि रेलवे मिनिस्टर ने बहुत अच्छा काम किया है और रेलवे में सब तरफ प्रगति नजर आ रही है।

मध्य प्रदेश में, मेरे इलाके में, जो गुना का जिला है उसमें आने के लिये हमने एक दफा रेलवे मिनिस्टर साहब को दावत दी थी वहां उनको बुलाया था। वह वहां गये थे, यह हमको सीमांत्य प्राप्त हुआ था, और उन्होंने वहां की हालत को देखा था कि वह एक बहुत अच्छा कृषि का इलाका है, वहां बड़ी बड़ी मंडियां हैं। वहां उनसे गुना और अशोकनगर के व्यापारी मिले थे और उन्होंने उनको शैंड वगैरह बनाने की बातें और जो दूसरे काम हैं उनकी बातें कहीं थीं लेकिन वे बातें वहां अभी तक पूरी नहीं हुई हैं। मैं उम्मीद करता हूं कि मिनिस्टर साहब हमारी उन बातों को कुछ ख्याल करके और याद करके गुना और अशोकनगर में शैंड्स जरूर बनवा देंगे क्योंकि वहां शैंड्स जरूर होने चाहियें।

मध्य प्रदेश के बारे में मुझे यह कहना है—जैसा कि कई और मैम्बरों ने भी कहा—कि मध्य प्रदेश में कम्युनिकेशंस का डेवलपमेंट होना बहुत जरूरी है। यह एक नया प्रान्त बना है, अभी यह एक शिशु प्रान्त है, एक छोटा सा बच्चा है और इसके बढ़ने की और पनपने की जरूरत है। तो इसमें ज्यादा फास्ट ट्रेन्स चलनी चाहियें। विध्य प्रदेश में रेलें कम हैं और मेरा यह सजेशन है कि इलाहाबाद से एक गाड़ी विध्य प्रदेश में से होते हुए, कटनी से, बीना से होकर के भोपाल के लिये आवे। एक फास्ट ट्रेन रायपुर बिलासपुर की तरफ जबलपुर होकर आने वाली है और वह बहुत अच्छा हुआ है लेकिन अगर एक फास्ट ट्रेन इलाहाबाद से चल कर सारे विध्य प्रदेश में से होते हुए, सागर हो कर और बीना होकर भोपाल आने लगे तो फिर यातायात का साधन अच्छा हो जायगा और इस प्रान्त को पूरा लाभ होगा।

मुझे यह बात तो अपने प्रान्त के सम्बन्ध में कहनी थी। अब दूसरी जरूरी बात जो मुझे कहनी है—जिसकी तरफ कई मैम्बरों ने ध्यान दिलाया—वह यह है कि रेलवे को नेशनल इनकम में, बजट में, कुछ ज्यादा रुपया देना चाहिये। मेरा भी ऐसा ख्याल है कि रेलवे इम्पलाईज की जो तनख्वाहें हैं उनको अब फ्रीज कर देनी चाहियें, उनको ज्यादा देने की जरूरत नहीं है और राष्ट्र के लिये ज्यादा आमदनी निकालनी चाहिये। रेलवे में राष्ट्र का करोड़ों रुपया लगा हुआ है इसलिये यह ज्यादा अच्छा होगा कि वह रेवेन्यू बजट के लिये कुछ ज्यादा दे सके।

अन्त में मुझे यही कहना है कि मुझे आशा है कि रेलवे मिनिस्टर साहब मध्य प्रदेश की तरफ खास ध्यान देंगे और खास करके अशोकनगर और गुना में शैंड वगैरह की जो बातें उनके सामने पर्सनली अजें की गई थीं उनको याद रख करके पूरी करा देंगे।

**डा० पी० सी० मित्रा (बिहार) :**  
मिस्टर डिप्टी चेयरमैन, मुझे एक दो सत्रेशन करना है।

अभी हम धनुषकोटी तक गये थे तो हमने यह देखा कि यहां से जो ट्रेन चली थी वह मद्रास में जाकर रुक जाती है, वहां जाकर वह बन्द हो जाती है। फिर दूसरी ट्रेन एगमोर से जाती है, जो कि मद्रास से करीब डेढ़ मील की दूरी पर है। तो वहां जाने में जो फर्स्ट क्लास के पैसेंजर हैं उनको कोई तकलीफ नहीं है क्योंकि वे टैक्सी में जा सकते हैं लेकिन जो गरीब लोग हैं, जो थर्ड क्लास के हैं, उनको तो बहुत ज्यादा दिक्कत होती है। एगमोर में मोटर गेज है और यहां मद्रास में ब्राड गेज है। इस वास्ते मेरा प्वाइंट यह है कि मद्रास से एगमोर तक ब्राड गेज करके दोनों को कनेक्ट कर दें। अगर ऐसा कर दें तो मद्रास से बंगलोर, मैसूर और दूसरे जगह के जो लोग धनुषकोटी जाते हैं वे लोग सीधे जा सकेंगे। यह एक बात है।

दूसरी बात यह है कि छोटा नागपुर में जितने स्टेशन हैं उन सब पर कवर्ड प्लैटफार्म नहीं हैं। सब ओपेन प्लैटफार्म हैं। बरसात के दिनों में जब गरीब लोग वहां जाते हैं तो वे सब भीग जाते हैं। वे सब दलबन्दी करके एक साथ ही जाते हैं और एक ही जगह पर रहना चाहते हैं। वे सब एक ही कपड़ा पहन कर जाते हैं और वह भीगा रहता है। इस वास्ते सब स्टेशनों में प्लैटफार्म पर शैड का बन्दोबस्त कर दिया जाय।

तीसरी बात यह है कि रात में जो गाड़ी चलती है उसमें कोई यह नहीं जान पाता है कि कौन सा स्टेशन कब आता है और इससे लोग ओवर कैरिड हो जाते हैं लोग आगे तक चले जाते हैं। इस वास्ते यह जरूरी है कि रात में जिस स्टेशन पर जाकर गाड़ी रुके उसका नाम एनाउन्स

कर दिया जाय, जोर जोर से स्टेशन का नाम पुकारा जाय।

इसके अलावा चौथी बात यह है कि पार्लियामेंट में मम्बरों के वास्ते एक आफिस रखा जाय यहां कि बुकिंग बगैरह हो सके। ये तीन, चार बात हैं।

4 P.M.

MR. DEPUTY CHAIRMAN: Shri Jagjivan Ram.

SHRI P. N. RAJABHOJ (Bombay): May I have one or two minutes, Sir?

MR. DEPUTY CHAIRMAN: I have called the hon. Minister.

SHRI P. N. RAJABHOJ: May I ask him a question?

MR. DEPUTY CHAIRMAN: He wants to ask a question.

**श्री पी० ना० राजभोज :** मेरी एक प्रार्थना है कि ...

MR. DEPUTY CHAIRMAN: Question, not 'Sft^ft' I

**श्री पी० ना० राजभोज :** गवर्नमेंट ने रेलवे विभाग में हरिजनों के लिए जो रिजर्वेशन किया है, उसके बारे में हम लोगों को बराबर स्टेटिस्टिक्स मिलते नहीं कि कितने लोग रखें। इसकी कोई इन्फार्मेशन मालूम नहीं होती है। मैं यह चाहता हूँ कि और मंत्री महोदय को भी बतलाना चाहता हूँ कि रिजर्वेशन का जो कोटा है वह पूरा होना चाहिये।

दूसरी बात, जो लैंड रेलवे लाइन के इधर उधर वेस्ट लैंड है वह लैंड गरीबों को ज्यादा मिलनी चाहिये। वह लैंड गरीबों को मिलती नहीं है। इसके लिये मंत्री महोदय ध्यान दें।

**श्री उपसभापति :** आपका हो गया है एक क्वेश्चन।

श्री पंडित राजभोज: तीसरी बात यह है कि पब्लिक सर्विस कमिशन में हमारे हरिजन लोग जो ज्यादा नहीं लिये गये हैं उनको लिया जाना चाहिये। यही मेरी प्रार्थना है।

SHRI JAGJIVAN RAM: Sir, I am thankful to the Members for the various suggestions that they have made. The Railways have had to face a difficult problem no doubt and we cannot claim that we have given satisfaction on all sides. Perhaps if any feeling like that is there among the Railway Board and the Railway Ministry, they will grow complacent. We are quite alive to our difficulties and to the shortcomings and it is our endeavour to see how far we can remove those things and see how we can give no cause for complaint to the passengers and to the users of the railway services. There is no doubt that we have made some improvements in various directions and we are always making efforts so that further improvements can be achieved. We have carried more traffic; we have carried more passengers. Wagon utilisation has been better. The speed in certain areas has suffered. Pandit Kunzru has again pointed out that I did not deal in greater detail with the point that he had raised. On the present occasion also I do not propose to do that. But I do admit that there were causes on the Central Railway for a decline in the speed. There were causes which for some time made the staff there over-cautious. The speed suffered. But I am not advancing those arguments in order to say that we cannot do better. As I said on that occasion, and I want to repeat it today also, there is scope for improvement and we are constantly pursuing it, how far we can increase the speed of wagons, so that there should be better utilisation of the wagons and carrying of more traffic.

Break-of-gauge transshipment is a difficult point, no doubt, and there also more time is taken. The Indian Railways Enquiry Committee suggested

certain things about that. The recommendation of that Committee has been examined by a team of officers. We detailed an officer of the Railway Board along with civil engineers and others to go into that question. They have submitted a report and that report is under examination. The question of introducing . . .

SHRI H. N. KUNZRU: Can we have a copy of that report?

SHRI JAGJIVAN RAM: I cannot say offhand. But if I find that there is nothing . . .

SHRI H. N. KUNZRU: Nothing of importance or nothing confidential?

SHRI JAGJIVAN RAM: . . . which should not be made public, then in that case I will see that a copy is at least given to Panditji and to those Members who feel interested . . .

AN HON. MEMBER: Not to everyone?

SHRI JAGJIVAN RAM: I will put certain copies at the disposal of your Secretariat and those Members who feel interested may avail of that. At the transshipment points there is much scope for mechanisation, for use of tippers, though another idea which we pursue is to change the size of the wagons on our Metre Gauge so that they will be multiples of the Broad Gauge wagons. That may also avoid the wastage of the wagon capacity. So, we have all these things before us.

Pandit Kunzru raised another question about the track renewal works and the open line works . . .

SHRI H. N. KUNZRU: Line capacity.

SHRI JAGJIVAN RAM: Line capacity. The House is perhaps aware and Panditji himself has narrated how the fund required by the Railways was curtailed by the Planning Commission. And it cannot be expected that with the reduced allotment we will be able

to can'y out all the track renewal work. But efforts are being made with the resources at our disposal to take up as much of track renewal work as possible, so that the safety of the running of trains is maintained. If resources improve, we will take up more and more of track renewal works that are very necessary. We are engaged in the work of doubling and improved signalling and all allied things which add to the capacity of the lines. I have got figures, but I do not want to quote them. Regarding the speed of our goods trains I simply say that there is scope for improvement and it will be our effort to see that we improve the performance.

Then, there are other problems which are raised every time and though we have been trying to make improvements I cannot say that there are no shortcomings. Whether it is the question of the quality of the coaches or the quality of the fittings there, I do feel that we have quite a number of coaches which are old, not condemned though—but old. We have to use them because we are short of coaches. We are trying to produce more and more coaches, but that will take time. As I have said on a previous occasion we are trying to run more than one shift in all our workshops, factories. Even in Perambur we have taken steps to train the requisite personnel for running more than one shift there. But all these things will take time and till our coach position is comfortable, the old coaches will have to be used on certain trains. I should think the feeling that the Grand Trunk Express is discriminated against and 'only old coaches or condemned coaches are used in the Grand Trunk Express, is far from correct. That is never the intention. At the same time we have a good many good coaches also. There are failures of fittings and water supply on occasions. I cannot deny that. We have taken certain steps in that direction also. We have posted qualified mechanics and fitters

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at important stations and also in some important trains you have seen that they travel along with the trains, so that in case of failure of these fittings they are set right. I cannot say that their performance has been quite satisfactory. We will have to have more supervision in this respect. I must admit that the supervision as regards the maintenance of fittings and fixtures in the compartments or the water supply has not been up to the mark. There is much scope for improvement and, as I have said, Sir, we are proposing to take certain steps in that direction, so that there will be less and less scope for complaints on this score.

The question of overcrowding is a chronic problem I should say, as I have said on previous occasions. I want to make it clear that I cannot say that during the course of the Second Five-Year Plan we will be in a position to eliminate overcrowding. There is no possibility of that, because the percentage of increase in our capacity is not commensurate with the percentage of increase in the number of passengers that will be generated apart from the increase in the population—I am here speaking of the increase in the number of travelling public. So, there will be overcrowding, but we are taking certain steps and the Members are aware that some of them are not very popular steps. Only here in this House it has been voiced that if certain amenities are provided in the Grand Trunk Express, the dining car has been done away with. That step has been taken in order to reduce overcrowding in third class as far as we can. These are few interim steps that we are taking—removing dining cars from certain trains, removing air-conditioned coaches or reducing their capacity from certain trains and replacing them by third class coaches or composite coaches so that more accommodation can be provided for passengers. In certain trains we are strengthening the accommodation by the addition of more coaches. But again,

[Shri Jagjivan Ram.]  
 here also, the shortage of coaches i stands in the way. We would like to strengthen the accommodation in the trains more and more by the provision of additional coaches, but because we do not have those coaches we are not doing that. These are a few steps that we are taking to lessen overcrowding as far as we can, and it can be said, Sir, that in certain sections and areas we have been able to reduce overcrowding. Another thing that we are doing is that in the sections where there is much more overcrowding we are taking action on these lines than in areas where the position is comparatively comfortable. But, as I have said, Sir, during the course of the Second Five-Year Plan I cannot assure the House,—I am not in a position to do that,—that overcrowding will be completely eliminated. The position may improve slightly but it will continue.

About amenities, the House is aware that we are providing certain basic amenities at a large number of stations, but I cannot claim that we have been able to introduce that at all stations in the country. We have a phased programme. Every year we are taking up a large number of stations and providing them with the minimum amenities, but still there are quite a large number of stations in the country where we have not been able to provide those amenities yet. But we are trying to expedite that.

Regarding the demands for the covering on the platforms, I think we will not be able to do that on any large scale because for the covering of platforms we require materials like iron and steel which are in short supply. Still I have asked whether it will be possible to devise some alternative methods by which we can cover the platforms without any appreciable use of iron and steel. I am not quite sure whether it will be possible or not, but so long as the shortage of iron and steel continues, I am afraid, Sir, we cannot undertake any large scale cov-

! ering of the platforms, and we have for some time to put up with those difficulties.

DR. R. P. DUBE: What about small covering?

SHRI JAGJIVAN RAM: If Dr. Dube has marked the words that I have u'ed, he will feel that there is ample scope for putting up small coverings.

Then, Sir, the question about the Zones. I said that there is no intention of undertaking any large scale revision of the Zones. Andhra's demand has been very forcefully placed here for the creation of a Zone in Andhn and for the setting up of a Railway Service Commission in that State. It has been urged that the Andhra area is quite large and the population substantial to justify the creation of a Zone there and the setting up of a Service Commission.

SHRI V. PRASAD RAO: At least it can have a Service Commission.

SHRI JAGJIVAN RAM: Perhaps there are States much bigger in area and much stronger in population than Andhra, which has got neither. Then there is demand not only from Andhra. Some friend was able to suggest taking the area of Andhra and a portion of Madhya Pradesh for forming a Zone—as if Madhya Pradesh is smaller than Andhra.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: Create a Zone for Madhya Pradesh also.

SHRI JAGJIVAN RAM: Madhya Pradesh may very well ask for the creation of a Zone in Madhya Pradesh. As a matter of fact there is demand for the creation of a Railway Zone from every State. Andhra wants it, Karnataka wants it, Madhya Pradesh wants it, Rajasthan wants it. Is it possible to give one Railway Zone to each State in the country? Can the Railways function as an efficient transport system if we were to create

new Zones on considerations of Statewise distribution of the Railways? That question deserves consideration by the House. There is demand for a Division at Waltair, and just the adjoining State of Orissa demands a Division at Khurda Road. The best thing will be for the representatives of Andhra and the representatives of Orissa to meet together and decide whether it should be Waltair or Khurda Road and make their recommendation. It will lead to an impossible situation if we were to accept the demands that Railway Zones should be created on considerations of linguistic or State-wise distribution of Railways.

SHRIMATI YASHODA REDDY (Andhra Pradesh): What about the Public Service Commission?

SHRI JAGJIVAN RAM: The same argument applies to the setting up of the Public Service Commission. At present for the Railways we have got four Service Commissions only, stationed at Bombay, Calcutta, Madras and Allahabad. Now, Andhra has made a grievance that they have to go to Madras or to Calcutta or to Bombay. Well, the Punjab people and the Rajasthan people make a grievance that they have to go to Bombay or to Allahabad or to Calcutta. Are we, again, to create a Service Commission in each State so that people will not have to go elsewhere? Recruitment is division-wise. Applications are invited, and instead of the candidates travelling to the headquarters of the Service Commission, members of the Service Commission themselves travel to the Division. So, it is only magnifying a difficulty which is devoid of reality. Candidates will not have to travel to those places. As a matter of fact members of the Service Commission are made to visit the headquarters of the Division, and there they conduct the examination or the test and interview the candidates and make the selection. We have made the selections all right. But here again, it is not possible, and I will never encourage this idea, that

there should be a Railway Service Commission provided in every State.

श्री. पा० ना० राजनोजः उसमें सैड्यूल्ड कास्ट के कौन कौन से समासद हैं ?

SHRI JAGJIVAN RAM: Now, Sir, it is not possible to give representation on these Service Commissions to each of the States covered by a particular railway system. We have on these Service Commissions three members including the Chairman. Now we have railway systems which cover more than three States. These Commissions function for different Railways and the Railways for which they recruit the people cover more than three, four or five States. So it is not possible to give representation on the Service Commission to each State covered by the Railways for which recruitments are made by a particular Commission. Of course, care is taken to see that on any Commission we place three members at least from three different States. More than that we cannot do. But in all-India services if we always emphasise the necessity of proportionate recruitment from different States that will lead us to an impossible situation.

SHRI V. C. KESAVA RAO: May I know whether it is not possible to put even one Andhrate in the three Service Commissions?

SHRI JAGJIVAN RAM: If I were to put one Andhrate, then why not from Madhya Pradesh also, and why not from every State? Why should Andhra be treated so favourably? Every State has got a claim like that. What speciality is there about Andhra? Then why not one from Kerala?

DR. R. B. GOUR: Could you not cover all the States in the four Commissions?

SHRI JAGJIVAN RAM: It will not be possible to cover all the four States. I will explain it just now. It is not possible to accommodate all the States

[Shri Jagjivan Ram.] on that Commission. Now take for instance the Service Commission at Madras. How many States are there in the Southern Railway? The Kerala State is there, the Mysore State is there, the Madras State is there and the Andhra State is there. Now even if we take only these States, how can all the four States be accommodated on a Commission where there are only three members?

SHRI V. C. KESAVA RAO: By rotation at least you can have.

SHRI JAGJIVAN RAM: Even if it is possible, Sir, I do not want to encourage that idea, and I am not going to concede that I will give representation that way. I will not give representation in that way. That will cut at the very root of all-India services and all-India Administration. I have no doubt sympathy for the States which are not properly represented on the Service Commissions, and I may take certain steps which, without cutting at the root or the unity of the country, may provide representation for them. But I will at no stage encourage this idea of Statewise representation on such Commissions. If we stress such demands, I do not know to what absurd point they will lead us. I have given you one example of the creation of divisions on the South-Eastern Railway. For the present, of course, I have postponed the divisionalisation of the South-Eastern Railway and have decided that the district pattern will function as it has functioned so long. Therefore, Sir, the question of Waltair or Khurda Road does not come in. The other day, it was argued in great details by my friend, Mr. Sekhar, about a division in Kerala State. Well, he went on further by saying that it was not on the basis of linguistic consideration or the consideration of the State. However one may explain, there is no doubt that when these demands are made, the primary consideration for the Railways is as to which is the point which

will be most convenient for operational purposes of the Railways, and it may fall in this State or that State. Now, as I have said, Sir, if we make the zones or the divisions or the districts coterminous with the boundary of a particular State, it will lead us to an absurd position. It will not be possible to do it in all those areas. Where many divisions have to be in more than one State, the only consideration is the most convenient point from the operational point of view. (*Interruption.*) Sir, I do not want to argue that, but if the hon. Member will pursue his own arguments, well, a Tamilian can very well argue why certain portions of Madras should be in the division which is located in Kerala.

SHRI N. C. SEKHAR (Kerala): It is not a question of a Tamilian saying something or anybody else saying something. I have given the reasons in my speech.

SHRI JAGJIVAN RAM: Well, I have gone through the speech of the hon. Member and I say that if you pursue these things, it will not be possible for the Railways to function as an efficient transport system, and therefore we should not bring in these considerations. The only consideration should be the convenient point for the operation of the Railways.

Then, Sir, I would like to take notice of my friend, Mr. Bhupesh Gupta. He is a very likable individual.

DR. R. B. GOUR: Thank you very much.

SHRI JAGJIVAN RAM: But he would have been more attractive no doubt, had he not been incessantly oppressed by certain obsessions. His obsession is victimisation. Perhaps he has not tried to understand the correct import of the word 'victimisation'. Had he done that, perhaps he would not have used it in season and out of season. Now, Sir, what is victimisation?

DR. R. B. GOUR: Dismissal.

SHRI JAGJIVAN RAM: Any disciplinary action in a huge organisation employing more than a million employees—is it victimisation? He proceeded further to quote certain figures that so many people were suspended, so many people were discharged, so many people were prosecuted in the law courts and so many people were not given their salary for the break in service. (*Interruption.*) Now, Sir, how that break in service took place, that he conveniently forgot to say. And he also was very discreet when he did not total up the various figures which he quoted.

SHRI BHUPESH GUPTA: About several hundreds. I have got them with me. They may even be more.

SHRI JAGJIVAN RAM: Sir, about several hundreds in a total of more than a million! A few hundred people have been proceeded against under the disciplinary rules and regulations of the Railways and certain action has been taken against them. Now, is that any extraordinary situation? Will there be any organisation with such a large number of employees where certain employees will not be proceeded against by way of disciplinary action? (*Interruption.*) And if such a situation comes about, will it be termed as victimisation?

SHRI BHUPESH GUPTA: Sir, if you will permit me, I will make the point clear.

MR. DEPUTY CHAIRMAN: No further speech.

SHRI JAGJIVAN RAM: He waxed eloquent about democratic behaviour. That sermon on democracy coming from my friend, Mr. Bhupesh Gupta! What an irony of fate!

SHRI JASPAT ROY KAPOOR: Can't anybody quote scriptures?

SHRI JAGJIVAN RAM: I do not know, there is an idiom, but I do not

want to repeat that, because that may be unparliamentary. Therefore I am not mentioning that. Sir, he waxed eloquent about democratic behaviour. They believe perhaps that democracy is not a very effective method of serving the ends that they have in view. But, of course, they have the cloak of democratic behaviour. We do not ' have that.

DR. R. B. GOUR: When did you discover it?

SHRI BHUPESH GUPTA: Since he had the cap.

SHRI JAGJIVAN RAM: Yes, only bold men can have white caps. Sir, he says that we victimise the people. And for what? I have his actual words. He says "for political activity".

SHRI BHUPESH GUPTA: For political belief.

MR. DEPUTY CHAIRMAN: He amends it now.

SHRI JAGJIVAN RAM: I have got exactly his words—"political activity".

I say that we do not victimise employees for political activities. We punish them for political activities. I want to be very frank about it. As soon as a citizen chooses . . . -

SHRI BHUPESH GUPTA: I said for suspected political activities.

SHRI JAGJIVAN RAM: I am coming to that. Have a little patience. I will pay you amply. I do not want to mince matters. Any citizen who chooses to offer himself for Government service should know and he knows that he abridges his citizenship rights to a certain extent.

SHRI BHUPESH GUPTA: He can vote for you in the elections.

SHRI JAGJIVAN RAM: One abridgement which he consciously does is that, whatever his political belief, he will not take part in any political activity.



DR. R. B. GOUR: Congress politics excepted.

SHRI JAGJIVAN RAM: He must know that any Government servant who chooses to join the Congress Party or the Socialist Party or the Communist Party, is liable to disciplinary action. He cannot be a member of any party.

SHRI BHUPESH GUPTA: How many have been victimised for Congress activities?

SHRI JAGJIVAN RAM: The difficulty is that there are certain political parties whose roll of membership is an open chapter. Certain other political parties have always believed in underground methods in all these matters. They have never believed in open chapters or open books. Their rolls of membership are also very closely guarded secrets, not only to outsiders, but even to their own ranks; they do not have knowledge of the entire roll of membership of the party.

SHRI BHUPESH GUPTA: Which party?

AN HON. MEMBER: Your party.

SHRI JAGJIVAN RAM: To whomsoever it may fit. It is for the hon. Members to decide.

SHRI BHUPESH GUPTA: No such party exists in this House.

SHRI JAGJIVAN RAM: I want to be very clear that any citizen who enters Government service must know . . .

SHRI N. C. SEKHAR: Let us have a discussion on the organisation of parties.

SHRI JAGJIVAN RAM: . . . that he should not take part in political activities. My friend, Mr. Bhupesh Gupta, will also agree that the functioning of any Government will become very difficult if Government servants were allowed to indulge in

political activities. He said that today they are the most important opposition party. He may please himself.

SHRI BHUPESH GUPTA: I said 'suspected political activities'.

SHRI JAGJIVAN RAM: I have no quarrel with that. He further said that they are running the Government in one of the States. I am aware of that. It being one of the constituent States of this Union, I discreetly avoid saying anything about the Kerala Government. People know how that Government is functioning. I will leave it at that. (Interruptions.) I am mainly concerned with this point of victimisation of railway employees. As I have said, there is no victimisation.

AN HON. MEMBER: For suspected trade union activities.

SHRI JAGJIVAN RAM: I am coming to that. He said that article 311 of the Constitution is taken recourse to for terminating the services of certain railway employees. Of course, we have done that. The framers of the Constitution, in their wisdom, have provided that article in the Constitution. What for? To be taken recourse to where necessary and when necessary. Is there any departure from democratic behaviour if you take certain actions according to an article embodied in the Constitution framed by the chosen representatives of the people?

DR. R. B. GOUR: Without assigning any reasons, without charge-sheeting.

SHRI JAGJIVAN RAM: I may advise my friend to read the article itself. When we proceed according to that article, we see that action is taken strictly according to the provisions of that article.

SHRI BHUPESH GUPTA: Without assigning any reason.

SHRI JAGJIVAN RAM: Therefore, when Mr. Gupta emphasises, repeats and reiterates about democratic

behaviour and quotes article 311, I would simply advise him to refresh his memory by reading the article in question once more.

SHRI BHUPESH GUPTA: I have read it.

SHRI JAGJIVAN RAM: We have in certain cases taken action under that article. What is the principle? Why there should be any question of victimisation? There are rules and procedures for taking action against employees and they have opportunities for appeal—first appeal and second appeal. Should these cases be called victimisation? Let them represent their case if they feel aggrieved. Opportunities have been provided. But there have been cases where we have found, in the interests of the country, of the safe running of the railways, of maintaining the integrity of the service, it is necessary to proceed under article 311 against certain persons. We have done that.

DR. R. B. GOUR: You have taken action against persons who ran the trains during the communal riots in the interests of the country, is it?

SHRI JAGJIVAN RAM: Yes, of course.

DR. R. B. GOUR: I perfectly understand.

SHRI JAGJIVAN RAM: I may assure my friends who claim to be so solicitous of labour, because I do not believe in exploiting labour for party and political purposes. If we want to do anything for labour, we want to do it objectively, and that has been my stand. I may assure him that, if I find that there is victimisation on the railways of even one single individual, I will be the first person to end that. I will not tolerate that myself, but I would advise my friends not to make any political capital out of the miseries of labour.

SHRI V. PRASAD  
RAO: Then don't increase their miseries, if you want to prevent others from exploiting them.

SHRI JAGJIVAN RAM: About associating labour in the management, some friend quoted me. I don't think I ever said during the last session or on the occasion of the last Budget anything like associating the labour with the Railway Board. What I said was that I am going to set up joint committees at all levels. That I am pursuing . . .

DR. R. B. GOUR: Except for Railway Board level . . .

SHRI JAGJIVAN RAM: . . . that I am pursuing regarding joint committees.

DR. R. B. GOUR: Railway Board is a close preserve.

SHRI JAGJIVAN RAM: Because so far as I am concerned, what is the difference between a Member of the Railway Board and the humblest employee of the Railways?

DR. R. B. GOUR: The employer and the employee.

SHRI JAGJIVAN RAM: Both are employees.

SHRI BHUPESH GUPTA: One is getting Rs. 4,000 and another gets Rs. 60.

SHRI JAGJIVAN RAM: Both are employees, whether it is the Chairman of the Railway Board or an Ambulance porter in the Railways. Both are equally employees. I don't make any distinction between the two.

SHRI BHUPESH GUPTA: Why don't you then take some Ambulance men in the Board?  
. . .

*(Interruptions.)*

MR. DEPUTY CHAIRMAN: Don't disturb him.

SHRI BHUPESH GUPTA: I am making suggestions.

SHRI JAGJIVAN RAM: That is the difficulty with my friends that they cannot understand the distinction. Only if they will understand these distinctions, perhaps my friend Mr. Gupta will be able to get rid of the obsessions he is suffering from.

SHRI V. PRASAD RAO: You are obsessed about Mr. Gupta.

SHRI JAGJIVAN RAM: So we have got joint committees at certain levels. It is the intention to set them up at all levels. That we are doing.

SHRI SHEEL BHADRA YAJEE: What about Bukhtiarpur-Bihar Light Railway?

SHRI JAGJIVAN RAM: Then questions have been raised about over-bridges, running through coaches, introducing new trains or providing facilities, etc. I will not go into those individual questions. I will say that I will get all of them examined in the Railway Board and we will try to provide as many as we can.

About the Bihar-Bukhtiarpur Light Railway, I made it clear what is the policy of the Government about nationalisation of the Light Railways. There are a number of Light Railways which are run by the Railways themselves on behalf of the Companies or the authorities which own those Railways. In their cases, there is not much purpose served by nationalising those Railways. Then there are certain Railways which are run by local bodies or District Boards. The Bukhtiarpur Light Railway is one of such as is run by the District Board of Patna. The Railway has been badly neglected no doubt. Renewals and replacement works have not been done at all and the position of the Railway is such that it can hardly run. At present a strike is going on. The workers are on strike because, I am told, they have not been paid their salaries for the last three months. Now the workers approached me whether the Railway Board could

take it over. The Board is examining that and as I have said, the condition of the track and the rolling stock is such that it is hardly fit to run unless there is large-scale renewals and replacements. So it is very difficult whether, if we take it over, we will be able to provide the facilities to the public or not. We are examining the alternatives. My friend Mr. Mazhar Imam has suggested that bus services should be run. Yes. At present the Bihar Government is running bus services. They can augment the number of buses running on that line. If approached, we will consider whether we can help them to some extent or not. But as I said, we are examining both these aspects. Rajghir has international importance. Rajghir and Nalanda are very important for the Buddhists from all over the world and also there are places which are important for the Jains of this country. Bihar Sharif is important for the Muslims also. So in that area, fortunately, we have important places for all the important religions—the Hindus, the Muslims the Buddhists and the Jains and it has therefore a very important aspect. We have to provide some transport system and the Railway Board is examining what step to take in the matter. But I would suggest that the Bihar Government also and the District Board there also should be a little up and doing in the matter and should not sit tight and see what the Centre is doing.

About the compensation and claims, that question was also raised. I was looking into the figures and the amount of compensation has increased but the number of claims settled has also increased. So obviously the reason for the rise in the amount is the large settlements of claims cases.

SHRI H. N. KUNZRU: Not completely.

SHRI JAGJIVAN RAM: I was going to add that I am going to take this further action and see that the

amount paid in each claim is strictly what is due. So I want to further go into this question. My friend Mr. Tamta raised the question that only on account of technical difficulties or technical grounds, there should not be rejection of claims. As a matter of fact, instructions have already been issued to the Railway administrations that the claims should not be rejected if otherwise justifiable, on technical grounds. We are also considering the question of revising sections 77 and 80 of the Indian Railways Act in connection with the recommendations of the Freight Structure Enquiry Committee.

About the representation of scheduled castes and scheduled tribes, the Railway Board is alive to it and we are trying to see that the vacancies meant for the scheduled castes and scheduled tribes are filled by the candidates belonging to these communities. We have taken certain steps and we propose to take certain action.

As regards the utilisation of the land of Railways in various States, it was raised by Mr. Patil, what we do normally is to hand over the surplus lands to the State Governments and it is for the State Governments to make settlements for cultivation purposes. We indicated that preference should be shown to the landless people to whatever community they belong to. But it is entirely for the States or the State Governments concerned to settle the land. Last year there were certain difficulties due to the tenancy legislations of certain States and where the State Governments did not want to take this responsibility, certain areas of the surplus railway lands remained uncultivated but I think from this year that contingency will not arise.

श्री पा० ना० राजभोज : चौथी श्रेणी के कर्मचारियों के लिये तापसे कमैटी की रिक्मंडेशन का क्या हुआ ?

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 1958-59 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 of the Bill.

Clauses 2, 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: The question is:

"That the Bill be returned."

The motion was adopted.

#### HALF-AN-HOUR DISCUSSION

(*Arising out of Starred Question No. 29 answered on 12th February, 1958*)

f REHABILITATION OF DISPLACED PERSONS IN DANDAKARANYA

MR. DEPUTY CHAIRMAN: Now we have the Half-an-Hour Discussion.

SHRI BHUPESH GUPTA (West Bengal): I want to raise this discussion, . . .