

**NOTIFICATION PUBLISHING AMENDMENT IN
REGISTRATION OF NEWSPAPER (CENTRAL)
RULES, 1956**

THE MINISTER FOR INFORMATION AND BROADCASTING (DR. B. V. KESKAR) : Sir, I beg to lay on the Table, under sub-section (2) of section 20A of the Press and Registration of Books Act, 1867, a copy of the Ministry of Information and Broadcasting Notification S.R.O. No. 1268, dated the 15th April 1957, publishing an amendment in the Registration of Newspapers (Central) Rules, 1956. [Placed in Library. See No. S-58/57.]

MESSAGE FROM THE LOK SABHA

THE COPYRIGHT BILL, 1957

SECRETARY: Sir, I have to report to the House the following Message received from the Lok Sabha signed by the Secretary of the Lok Sabha:

"In accordance with the provisions of Rule 120 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to inform you that Lok Sabha at its sitting held on the 27th May 1957, agreed without any amendment to the Copyright Bill, 1957, which was passed by Rajya Sabha at its sitting held on the 15th May, 1957."

**LEAVE OF ABSENCE TO SHRI P. C.
BHANJ DEO**

MR. CHAIRMAN: I have to inform Members that the following letter dated the 22nd May, 1957 has been received from Shri P. C. Bhanj Deo.

"I am making this application for leave from my sick bed. I have been seriously ill with typhoid, and although remission of fever has taken place, other complicating

factors like pleuro-pericardium and muscular pains in my ribs have set back my rate of progress in recovery, being the unfortunate concomitant of my extreme weakness. This weakness has worked havoc in my system, and I am unable to walk even now without the aid of two servants.

In such circumstances I humbly pray that I may be granted leave till the 10th of July as it is not possible that I can regain strength, to resume normal activities before that time according to medical advice."

Is it the pleasure of the House that permission be granted to Shri P. C. Bhanj Deo for remaining absent from all meetings of the House during the current session?

(No hon. Member dissented.)

MR. CHAIRMAN: Permission to remain absent is granted. **THE BUDGET (RAILWAYS), 1957-58 —GENERAL DISCUSSION—contd.**

MR. CHAIRMAN: Now we will take-up the General Discussion of the Railway Budget.

We have again received a very large list of Members who wish to participate. We have assigned two days. I am asking the Minister, Shri Jagjivam Ram, to reply to the debate at 5^o o'clock this evening, day you can carry on till 5 sitting through lunch hour. If you curtail your speeches, more people will be able to participate. It is not the fault of the Chair that everybody who wants to speak is not able to speak. Dr. Kunzru.

SHRI H. N. KUNZRU (Uttar Pradesh) : How much time will you give me, Sir?

MR. CHAIRMAN: We will treat you as the leader of the Independents.

SHRI H. N. KUNZRU: Mr. Chairman, the Second Five Year Plan as originally prepared by the Railway Board was to cost Rs. 1.48U crores ana to provide for an increase of 30 per cent, m passenger traffic and for 60.8 million tons *in goods* traffic. This was cut down. The cost of the Plan was reduce to Rs. 1,125 crores, and as a result ^f development under the Second Five Year Plan the Railways were expected to cope with an increase of 15 per cent, in passenger traffic and of about 42 million tons in goods traffic. Experience has shown that it is necessary to increase the carrying capacity of the Railways so that by the end of the Five Year Plan they may be able to reach the original target, that is, it has now been realised that the Railways should be enabled to transport 60.8 million tons of goods more over the First Five Year Plan. At the end of the First Five Year Plan the Railways were _able to carry only about 114 million tons of goods. It means that an increase of 66.8 million tons is required in order to enable the Railways to transport 180.8 million tons of goods at the' end of the Second Five Year Plan. No increase has been allowed for in connection with passenger traffic which means that the overcrowding will go on increasing during the next four years.

Now, Sir, the Railways in order to carry 180.8 milion tons of goods will need an additional amount of Rs. 100 crores, and they will need Rs. 100 crores more in order to carry out the Plan that was agreed to last year by the Planning Commission. That means that the Railways will need Rs. 200 crores more in order to fulfil the task allotted to them. Now, how is this money to be got? We lay by every year, that is we credit, about Rs.. 30 crores to the Development Fund. I find from the Budget figures that we are expected to credit about Rs. 57.78 crores to the Development Fund by the end of the current year. If we are able to do so, the Railways will have to find Rs. 142 crores more in

order to fulfil their responsibilities. This means that the rate of revision which is in prospect as a result of the Report of the Freight Structure Enquiry Committee will be of such a character as to yield about Rs. 150 crores in the next year. This means that we must expect an increase in the yield from goods traffic of about Rs. 50 crores annually. This is the greatest present that the Railway Minister has made to us in his Budget Speech. There is no doubt that unless the transport arrangements are adequate, increase in production will be of no use to the country. The goods that are produced must be moved so that they may be available to the consumer. But if they lie at the places where they are produced, the effect of the increased production on the economy of the country will be almost nil. It is necessary, therefore, not merely to provide the Railways with additional funds, but also to see whether there is proper co-ordination between rail, road and inland waterways. I should like to know whether any effort was made by the Government to co-ordinate the railway programme with the programme for the other two forms of traffic. I think this co-ordination will be useful both to the Railways and to the public at large. Take for instance the congestion at the ports. I understand that the Port Trust Authorities complain of shortage of wagons. The point to consider is whether it is possible to transport the goods in any other way, say, in trucks, and whether that point was taken up when the railway programme was prepared. There are two other ways in which co-ordination may be helpful both to the Railways and to the country.

There is another question that I should like to put to the Railway Minister before I deal with the other points. He has to carry through a big programme. But he has complained of serious shortage of steel and of sleepers in the current year. He expects to get, I think by the end of the year 1956-57, only half the quan-

[Shri H. N. Kunzru.] tity of steel that he needed and there was a considerable shortage in respect of sleepers also. We should, therefore, like to know to what extent he was able to act in accordance with the schedule in the year that has ended and what chance there is of any work left undone in 1956-57 being carried out in spite of the efforts that the Railway Authorities are making to get more steel and sleepers in the next 3 J years.

I should now like to deal with one or two other matters before I come to the question relating to the operational efficiency of the Railways. Sir, I complimented the Railway Authorities ^the Ministry and the Railway Board —on the enlightened policy followed by them in respect of the provision of educational and medical facilities to railwaymen and their children. I should like to congratulate them again on having gone farther than they did last year in connection with these matters. I have no doubt that the measures announced by them will create great satisfaction amongst railwaymen. The proposal to establish a residential school with primary and secondary classes in each linguistic area to cater to the needs of employees posted outside their own linguistic areas will, I am sure, also satisfy a pressing need, and will be welcome by railwaymen throughout India. There is, however, one other question in this connection to which I should like to draw the attention of the Railway Minister. His predecessor last year in his Budget Speech said that a proposal was under consideration for awarding about one thousand scholarships varying from Rs. 15.50 per month in deserving cases to children of railway employees drawing pay up to a specified limit, to assist them in the prosecution of technical education. He has made no reference to this question in his speech nor, so far as I could see, was any reference made to it in the White Paper. I «hould, therefore, like to know what ha= happened to this proposal which

was made by Shri Lai Bahadur last year.

Now, I come to the question of operational efficiency of the Railways. It is a pleasure to me to acknowledge that in several respects the year 1955-56 has recorded progress over the year 1954-55. The wagon miles in 1955-56 were 463 as compared with 43.3 in the previous year. Wagon mileage per day depends on two factors—the average speed of a goods train and the time during which a wagon has been on the move. Well, it seems that there has been an improvement in respect of the second factor. I shall deal with the first factor a little later.

The net ton miles per wagon day has also increased. They were 541 in 1955-56 as compared with 483 on the broad gauge in 1954-55. The average train-load was 528 in 1955-56, as compared with 500 tons in the previous, year. While it gives me sincere pleasure to note these improvements, I have to point out with regret certain defects that continue to exist and which must be removed if the Railways are to cope successfully with the heavy work that the Second Five Year Plan will throw on them. I have already referred to the question of speed. It is a matter of anxiety that the speed, both of broad gauge and meter gauge goods trains, continues to go down. On the broad gauge, the speed was 10.8 miles per hour in 1950-51 and it was 9.84 in 1955-56. If you take the meter gauge, the speed was 9.3 miles per hour in 1950-51 and 8.43 in 1955-56. Now, what is this deterioration in speed due to? Shri Jagjivan Ram's predecessor ascribed this to an increase in the density of traffic and I find that Shri Jagjivan Ram also took the same line in another place. I do not think that, if the figures relating to the density of traffic and the increase and the decrease in the speed of goods trains are correlated, the view of the Railway Minister will be borne out. I shall give a few

examples to show that the decrease in the speed of goods trains does not correspond in all cases to the increase in the density of traffic. Take first the average, Sir, for the broad gauge from 1951-52 to 1955-56. The density of traffic was 17.6 in 1951-52 and it was 18.7 in 1955-56, i.e., the increase in the density of traffic was about six and a quarter per cent. Now take, Sir, the drop in speeds. The speed was 10.7 miles in 1951-52 and 9.84 miles in 1955-56. This means that there was a drop of 8 per cent. in speed. But when the figures relating to the different Railways are examined, this position becomes even clearer. Take the Northern Railway first. Now, both in 1954-55 and 1955-56, the density of traffic was 16.3, but nevertheless, during this period the speed has declined from 9.01 to 8.82 miles. Take again, Sir, the Southern Railway. Now, here again if you take the last two years, you will find that the density of traffic is less than the decrease in speed. The density of traffic increased from 20.6 in 1954-55 to 21.2 in 1955-56, but the speed, declined from 9.67 to 8.77 miles. Then, Sir, take the Western Railway. Its record has been almost continuously bad. Since 1951-52, Sir, the density of traffic was 21 in 1951-52 and 19.2 in 1955-56, that is to say, there was a drop in the density of traffic. Nevertheless, the speed declined from 10.8 miles in 1951-52 to 9.62 miles in 1955-56. I shall not labour this point any more. I am sure that what I have said will enable the Railway Minister to realise that the position that he took up in the Lok Sabha is untenable. He must look more closely to the figures and the Railway Board working in co-operation must do their best to improve the existing state of affairs.

Sir, the next question that I should like to refer to is that of goods train usage, i.e., the engine miles per day per goods engine. Now, so far as I remember, the figures have remained constant since 1953-54. For the broad gauge the engine miles per

engine have remained constant at 94 and for the metre gauge at 85. Now, here again improvement is needed. Some improvement has been made during the last seven or eight years, but I submit that the figures show that inadequate attention has been paid to this matter, and I think that the Railway Minister's responsibility in this connection is heavy. If he goes on putting forward excuses for inefficiency, we may be certain that the higher efficiency that we want in respect of all the matters that I have referred to will never be attained.

Lastly, Sir, I should like to refer to the wagon miles per day on the metre gauge. While there has been an improvement on the broad gauge, as I have already said, there has been hardly any improvement on the metre gauge. Taking the last three years, Sir, the wagon mileage per day was 28.4 in 1953-54 and 1954-55 and 28.5 in 1955-56. Technically, there is an increase. I hope it gives a promise of further improvement in the performance with regard to the metre gauge. But so far as the present figures are concerned, they give us no cause for satisfaction. The performance on the metre gauge, therefore, requires greater attention than that on the broad gauge. Sir, I shall leave now all other matters and come to another important question which the Railway Minister has raised in his Budget Speech.

In dealing with the railway staff I think there is no question of greater importance than that of assuring the class IV staff of a prospect of continuous advancement in proportion to their merit. Now, the Railway Enquiry Committee referred to this matter about eight years ago. I scan the Railway Board's Report every year in order to see what progress has been made in this matter, and how far training has been provided for the staff and new avenues of promotion opened out to them. But I am disappointed year after year. I am, therefore, glad to learn that the Rail-

[Shri H. N. Kunzru.] way Minister is attending to this question. I have no time, Sir, to refer to the recommendations of the Railway Enquiry Committee because I have got only 6J minutes more. But I should request him to place the recommendations of that Committee and the Estimates Committee before the Committee that he has appointed. One of the most important recommendations made by the Railway Enquiry Committee was that efforts should be made to make every member of class IV staff literate. All our workers should be literate just as all our soldiers are, and although education is not the responsibility of the Railways, yet I think that it will be in the interest of the Railways themselves if they attend to the education of their workers.

Now, Sir, I come to one or two general questions which I think are of great importance. The burden on the Railway Board is increasing year after year. It has been increasing for six or seven years almost now. Yet the size of the Board remains what it was. I know that some Additional Members were appointed by the Railway Minister last year in order to help the Members of the Railway Board. I personally do not think that this was a satisfactory method of dealing with the problem of increased work. I hold the view that it is better to increase the strength of the BoM than to add to the number of lower officers. I should, however, like to know how far this experiment has succeeded. The Railway Minister has not said a word about it in his Budget Speech, although it is a matter of great importance. I should also like to know what the status of these Additional Members will be. When there is a vacancy for instance in the Railway Board, will the Additional Members be given preference over the General Managers of Railways? I think it would be most unfortunate if such a policy were to be followed. In any

[MR. DEPUTY CHAIRMAN *in the Chair*.]

case I think that research is needed in .this matter. We have to look at the" problem of the strength of the Railway Board in relation to the present organisation or methods of work in order to enable the Railways to shoulder the additional burden thrown on them by the Second Five Year Plan. I think that a little research in this connection would not be out of place. Research is needed not merely in matters requiring scientific knowledge but also in questions relating to the disposal of work, organisation and the strength of the staff required to deal with it.

Another question to which I would like to refer is that of decentralisation. I referred to this question last year also, but I do not think the Railway Ministry has paid the slightest attention to this question. Railway plans throw a heavy amount of work on every officer or Member of the Railway Board down to the Divisional Superintendent and the officers under him. Is it not necessary, therefore, to do two things? The first point that I would like to refer to is the need for seeing whether there is any work done now by the Railway Board that can be transferred to the General Managers. Can we throw greater responsibility on the General Managers, allowing them to decide certain questions, even some important questions, instead of concentrating everything in the hands of the Railway Board? The policy of centralisation may be necessary in certain respects, but I do not think that the extent to which it has been followed has been conducive to efficiency or to the development of the initiative of the General Managers and the officers under them.

The other question is this: Is everything done now necessary? Or is there some work that is done at present that has been rendered unnecessary by the march of events? This clearly calls for a job analysis, and I

think that the sooner this question is attended to, the better.

Lastly, we should also see whether the quantum of work that a responsible officer has to deal with is such as he can cope with efficiently. The work should not be so heavy as to prevent him from touring or giving some time to thinking out the new problems that are constantly presented to him in connection with the additional burden thrown on him. I think that this calls for a re-examination of the size of the railway zones notwithstanding the divisionalisation that has taken place in three more Railway Administrations. There is a limit to the work that can be done even under a divisionalised administration, and I think it will be wise of the Railway Ministry and the Railway Board to look into this matter while they have time to do things right. If they wait for five years, things may come down with a crash, and it may not be easy for them to maintain the old efficiency, let alone further improvement. This question, so far as I know, has received no attention. The importance of giving the officers at the present time time for touring, for developing personal contacts and giving personal supervision and guidance has not been adequately examined. I hope that the Railway Minister will be able to say next year that he has considered these questions carefully and that certain steps have been taken which will increase the efficiency of all Railway Authorities and give them time to devote some thought to the difficult problems that will arise in the near future.

DR. NIHAR RAN J AN RAY (West Bengal): Mr. Deputy Chairman, for a new initiate in Parliamentary politics, like myself it is somewhat presumptuous, I am afraid, to seek to participate in such a difficult and complex item as the Railway Budget. It would have been altogether unnecessary but for one or two pressing regional claims to which I would like

to request the attention of the lion. Minister and the Railway Board. But before I do so, I would like to add my humble tribute to the Railway Administration for not only successfully rehabilitating the railway administration within a very short period of time but also for the extension of railway facilities to an increasingly larger and larger number of people and to widely and distantly flung regions of this vast country. Exchanges of increasingly larger and larger quantities of goods are also taking place with a decreasing amount and number of bottlenecks every year. Personally, I look upon all these as very impressive symptoms of our increasing social mobility, which is one sure means, from my point of view, of achieving increasing social and political integration of India as a national and cultural unit. This is one aspect of our railway system and railway policy that is often lost sight of even by knowing people, and the more efficiently we run and administer our railways, the more will we be able to achieve the integration I have just referred to, and that silently and unobtrusively, not that I am not conscious of some of the criticisms in respect of omissions and commissions that have been voiced here from both sides.

It is meet and proper that we are conscious of our fallings and fallings and fallings off, that we are vigilant, for, after all, eternal vigilance is the price one has to pay for progress, but at the same time allow me to point out this that our railway system is one of which we need not feel ashamed, rather I should say, we should feel proud of, and not disposed to be unduly critical of. One need only look at the railway system of any other country in Asia, including the New China and many of the countries of Eastern Europe of which I have some recent knowledge and experience. If therefore I am making certain general observations on the Budget and referring to certain

[Dr. Nihar Ranjan Ray.] local claims, I am doing so in a spirit of deep appreciation, hoping that they will be attended to in the spirit in which the suggestions are being offered.

Of general observations I have two to offer. The first and foremost is the surcharge on railway fares which has been referred to already by more speakers than one. Without going into details, therefore, I would just say this that this surcharge is against the spirit of the report of the Railway Convention of 1954. In the very first paragraph of that report, it states clearly, if I remember, aright that the railway finance should be separated from general finance of the country. I do not see any reason why our general finances should encroach on our railway finance and take upon itself the levying of a tax on railway fares, and that, even without reference to distances to be covered. Apart from the question of propriety, it is difficult to support a tax like this even on merit. This tax is bound to hit the poorer and the middle classes, who are just becoming more and more travel-conscious and are taking more and more recourse to the railways for purposes of commercial transport. Neither the Acworth Committee of 1921 nor the recent Taxation Enquiry Commission of 1955 did support such a tax, though the question was raised and it was accorded some consideration by both the bodies. It is true a similar tax was imposed during the first world war but then, so far as I remember, it was immediately abolished, immediately after the Acworth Committee had pronounced itself against levying of such a tax.

My second general observation would relate to the decision of the hon. Minister to as much as double the supplementary charge on goods freight. True, it has been recommended as an interim measure pending final decision on the recommendations of the Freight Structure

Enquiry Committee but even as such, one finds it a little difficult to see why the Ministry should be in such a hurry to earn an extra revenue of, Rs 92 crores. There are many commodities for which I believe railway freight accounts for more than 50 per cent, of the total cost for consumers, and the flat unselective increase by further 6 per cent, would bear very heavily on their movements particularly on coal, on building materials and essential raw materials for industries which even now pay very heavy freight. This *ad hoc* increase in freight, without considering the nature of different commodities will, I am afraid, create considerable imbalance in the position of our struggling industries during the Second Plan period I would, therefore, suggest postponement of the increase in the freight charges till the publication of the recommendations. So far as can be anticipated, the report will be helpful to the Railway Administration, and it will certainly pacify the people and make them understand and appreciate the situation a little better than at present.

Coming next to certain local or regional claims of West Bengal, which, along with others, I have the privilege to represent, I would at the first instance request serious and earnest attention of the hon. Minister and the Railway Board to the desperate position of the Sealdah Station and of the Sealdah section of the Eastern Zonal System. In the course of the debate on the Railway Budget for 1956-57, my esteemed teacher and now colleague, Dr. Radha Kumud Mookerjee, pointed out the importance of the Sealdah station as the largest and heaviest traffic tunnel of all our metropolitan and junctional railway stations in India. The station receives and sends out the largest number of local trains, the heaviest number of daily passengers. All these were explained last year by Dr. Mookerjee in some detail. Yet I make bold to say

that Sealdah is the most neglected of all our bigger railway stations not only in the matter of space and accommodation for the station system and its organisation but also in that of passenger amenities both in the trains and in the station itself. Conditions are abominable, to say the least; they beggar description and in the last one decade have been going from bad to worse by the continuous influx of the refugees from Eastern Bengal. (Time bell rings.; May I have a few minutes?

MR. DEPUTY CHAIRMAN: Two. minutes more.

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DR. NIHAR RANJAN RAY: From time to time we hear of extension of this station and of improvements in various ways. It is not for me to suggest how its needs can be met. The station and its outlets are creating dangerous bottle-necks disturbing traffic more than one quarter of a mile all round. They are creating insanitary conditions. All that I can do is to try to impress on the hon. Minister and the Board the urgency of the situation.

Since I have very little time, I would not refer to a few other equally important regional claims, but one thing I must refer to in the Sealdah section. I must refer to the matter of electrification of the Sealdah section which has an urgency that I am afraid, is not sufficiently realised. The progress, to say the least, is very unsatisfactorily slow. I am told that there is a controversy on the issue of the use of A. C. or D. C. current which is holding up progress. I do not know if this is correct information. In any case I refuse to believe that our experts cannot decide the issue which has many precedents and parallels all over the world. Or, does the reason for slow progress lie elsewhere? My heart sinks to find a mere token allotment of Rs. 25 lakhs in this year's Budget. I do not know how with this

frame and attitude of mind we can complete electrification of this section up to Barrackpore on the one side and Bongaon on the other by 1960-61 which is our dead-line.

Sir, I would mention just one point and Dr. Kunzru has already referred to it. As a teacher, may I congratulate the Railway Minister and the Members of the Board for the attention that they have increasingly been giving to the railway employees of all cadres in respect of finding educational and cultural amenities for them and their children? I know from personal experience that their schools are "some of the best in the land; their club libraries are well-managed and well-stocked with books and periodicals. As one connected with the library movement in India, I can say that they are some of our very best. Again, from personal experience, I know that the cultural level of our railwaymen is rising. I am frequently asked to associate myself with cultural activities of our railwaymen. I can tell this House that not infrequently they offer a bill of fare which is often more acceptable than what the average is today in other social sectors of this' land. The Railway Board deserves sincere congratulations of the Members of this House for this item of importance.

Thank you, Sir.

SHRI P. N. SAPRU (Uttar Pradesh): Mr. Deputy Chairman, first of all I am grateful to you for allowing me to speak. I understand that I was not present when you were good enough to call my name.

I should like to say, Mr. Deputy Chairman, that the Railways represent our greatest national undertaking. They represent a very great experiment in what might be called State-socialism and it is of the utmost importance, therefore, that the State should come to be regarded in the

[Shri P. N. Sapru] [minds of the world of railway labour as a model employer. I am glad, therefore, that our respected Railway Minister is pursuing a policy of fairness towards railway labour and trade union movement. I think we should recognise or we should encourage legitimate trade union activities and we should not discriminate between trade unions. It should be our effort to see that trade union unity is achieved. Trade union unity, however, cannot be achieved by saying what the Railway Minister must do or can do. It can be achieved by the railwaymen themselves*; it is for them to take the initiative in achieving unity in trade union ranks.

The second thing is this, Mr. Deputy Chairman. It is important that our railwaymen should realise that they are partners in a great national undertaking. They have responsibilities as well and it would be a good thing if our trade union leaders would talk to them about not only their rights but of their responsibilities also. We want them to have a fair wage. We do not like sweated labour and if they have any grievances in these days of rising prices, I am sure that the Railway Minister will bring to bear upon their grievances a sympathetic mind.

Now, let me, Mr. Deputy Chairman, go on to refer to a matter which has given me some cause for anxiety. I speak as a person with some judicial antecedents and, therefore, my partiality for my order will not, I hope, be misunderstood by the Railway Minister. We have had two very big accidents in the South in recent months. One was the accident in Mehboobnagar and the other in Ariyalur. The Southern names are so, if my hon. friends will permit me to say so, difficult that I do not exactly remember the correct pronunciation. Anyway two learned Judges of two different High Courts were appointed to preside over these enquiries. They

were assisted by Assessors. Now, in one case, in the case of the Ariyalur Enquiry, the report of the learned Judge concerned was accepted by Government. It exonerated the Railway Administration, the officers of the Railway Administration, from any responsibility for the accident which, in the opinion of the learned Judge and that of the Assessors, was a pure accident, something which could not be avoided. In the second case, Mr. Justice Desai of the Bombay High Court, assisted by one Assessor, came to the conclusion that the Report of the Government Inspector of Railways could not be supported. The Judge said that the incident was not due to a pure accident but that proper care had not been taken so far as the bridges were concerned. That is the broad summary of the report. Now, there were two Assessors; one of them did not agree with him but the other did. Now, almost immediately after the publication of the report, Government came out with a communique accepting the view not of the Judge and the Assessor who agreed with the Judge but of the Assessor, Mr. Mitra, who had supported the Government Inspector of Railways. Now, the Government Inspector of Railways is undoubtedly a very big official but he was really on trial. The enquiry was directed against his conclusions and I think it is against judicial principles to attach far too much importance to the view of the Government Inspector of Railways. I would refer the Railway Minister to what happened after the Bihta enquiry.

1 p.M.

SHRI H. N. KUNZRU: May I enquire whether Mr. Mitra was an independent person or whether he was connected in any way with the Railways?

SHRI P. N. SAPRU: He was a retired railway official. I assume that one independent Assessor supported

the Government Inspector of Railways. My point is that before the report of the learned Judge was I rushed aside—that may be a harsh expression but for want of a better word I say, 'brushed aside'—the matter should have been further considered.

In the Bihta enquiry it was well known that there was a violent difference of opinion between the Government Inspector of Railways and the Railway Administration. Chief Justice Thorn who sat with the Assessors supported the view of the Government Inspector of Railways. The Government did not brush aside his findings; the Government did not take the line that Chief Justice Thorn's opinion is of no value at all. They appointed a technical Committee—Locomotive Enquiry Committee—of foreign experts to go into the whole question carefully and they took action against the various officials whom Chief Justice Thorn had condemned. Sir, it becomes very difficult for a High Court Judge to preside over an enquiry when he knows that he can be set aside by the Executive Government even without his being consulted as regards certain aspects of his report. We are told that one of the reasons why the report was set aside was that the learned Judge had not taken into consideration a certain document which was supplied to him after the date given by him for receiving answers. I should think that that can hardly be a justification for setting aside the recommendations. Mr. Deputy Chairman, I do not like these one-man enquiries. No Judge can be super-human. I think we should have three or five men for such enquiries but we think in this country in terms of supermen. Anyway, I do not like that judicial verdicts or quasi-judicial verdicts should be dealt with so lightly. That is one thing I would like to say.

The second thing that I would like to say is that there is far too much overcrowding in our trains. During

the period of the Second Five Year Plan we shall allow this overcrowding to grow or continue because we are not thinking in terms of adding to the facilities for travel. The Railway Minister has sent a Mission of two Members of the Railway Board to the World Bank and we may confidently expect some help from the World Bank for our railway development. We all know that the original estimate for the Second Plan for the Railways was Rs. 1480 crores but now it is only Rs. 1125 crores. We have actually, therefore, reduced the expenditure. If we get some assistance from the World Bank we should be in a position to improve the facilities for passenger traffic. Let me say, Mr. Deputy Chairman, that no one in this country travels for the mere pleasure of doing so. We travel either because we have some business or we have some marriage or we have some pilgrimage or some other social obligation of a compulsory character to undertake and it is not right for us to go on increasing the railway fares. We are going to tax third class fares but it is not right for us to do so; it is not right for us to have vestibuled trains and call them third class because they are really not intended for third class passengers since the fare is second class fare. It is not right for us to do that and yet deny to the poor man some further facilities for travel. As I said, there is far too much overcrowding in our trains; it is dreadful to see how our people*travel in third class. The conditions of travel, though they may have improved to some extent, are yet deplorably bad and, therefore, some effort should be made on our part to improve them.

{Time bell rings.}

Finally, Mr. Deputy Chairman, I would like to say what my experience of catering on railways has been. I generally carry my own food with me but occasionally it has happened that I have not carried my food with me. I have ordered food from Delhi station, from Kanpur station and I have taken food in the train itself. I must say that the quality of food has definitely

[Shri P. N. Sapru] improved and I say that on the basis of my own experience. I must say that the quality of catering has improved but what has not improved is service. We want a larger number of waiters. If you want food you have got to wait for a long time before you can get a waiter and ask him to bring the food for you.

(Time bell rings.)

Thank you, Sir.

DR. P. V. KANE (Nominated): Mr. Deputy Chairman, Sir, I join the previous speakers in congratulating the Railway Minister on what he has done. Sir, I have been listening to the debate since yesterday and I find there is one particular point which has not been stressed and which I have been stressing for the last two years. The point is, there is a large tract of country on the Bombay side in which there is no railway; right from Diva to Goa, about 400 miles long and about 30 to 40 miles wide, that tract called Konkan is inhabited very thickly by about 25 to 30 lakhs of people. There is no railway for the last one hundred years. There have been many surveys and at my instance, the predecessor of the present Minister, Shri Lai Bahadur Shastri, went to see personally at Ratnagiri the sufferings of the people who have to travel by a single shipping line. They, therefore, really carried out a survey. He told me that the survey is almost complete. I find from the speech of the hon. Minister that some lines are under contemplation, but this line is not there. The line that was suggested from Diva to Dasgaon is only 90 miles and the whole project will take I do not know how many Five Year Plans. I had suggested last year that this may be taken in hand.

[THE VICE-CHAIRMAN (SHRI RAJENDRA PRATAP SINHA) in the Chair.]

• During this Plan at least 25 miles should be constructed and in the first year only five miles may be constructed. I do not find that anything of

that kind is being done. From the speech it appears rather that the prospect is dismal so far as I see. The Railway Minister has said on page 6 of his speech that certain new lines have been constructed during 1956-57, namely, 24 mile long Champa-Korba, 26 mile long Fatehpur-Churu and then again in regard to the Quilon-Ernaku-lam link something has been done. Then he says the construction of eight other projects totalling 524 miles is in progress. That is what he has said. On the next page he gives an idea of the surveys and there are about twelve or more lines. Afterwards he comes round and says on page 8:

"When all these survey reports are received and examined, some of the lines might be eliminated on financial and other considerations. But even in regard to the rest, I see no prospect of their construction being taken in hand during the Second Plan period due to shortage not only of funds but of materials also."

So, he holds out no prospect during this Five Year Plan and I ask particularly whether he knows that the people there are in despair. They are talking of overcrowding in the trains, but there is no train there. That is the difficulty. The people feel that they have been let down not only by the British but by the present Government. For the last ten years even a survey was not made. Now, a survey is made, but nothing is being done. They have no means of communication with Bombay in the rains except by the bus service, which is very poor. It cannot provide for the needs of hundreds of thousands of people who have to go in the monsoon. That journey is from 100 to 150 miles. The rivers become swollen and even small rivers become big rivers and overflow. I am a native of that place. We used to take five to seven days to come from my native place to Bombay, which is only eighty miles as the crow flies. So, these people have been forgotten. This is a Welfare State. It is all good. It is all to the good that if you have production, there should be transfer of

production from one part to another, and that the railway line should move more transport. Nobody denies that. But what are you doing for these lakhs of people, twentyfive lakhs or more who have connections with Bombay? Because of the lack of communications in that district, people of that district who are employed in Bombay mills cannot go in the rainy season even if a man is ill. There is no possibility of going to Bombay. There is no boat accommodation, no steamer accommodation. You have to go by bus. And then there are queues of people wanting to go by bus. Therefore, a railway line is necessary. The British did not do it. That can be understood. They never cared for us. They cared for their own commerce, and their military strategy. Therefore, most of the railways were built from that point of view. But now we are a "Welfare State and our Government wants to do good to everyone, the small and big communities that are spread out in this vast land. This particular point I have been stressing, as I said, because I have myself undergone in my boyhood and in my youth also the difficulties which they are (everyday encountering. The shipping line is a single line. No competition is there. And recently Government appointed a committee and that committee recommended not a decrease but a 25 per cent increase in the fares. Remember that this district is very poor. I do not know whether there is any Adivasi tract which has no railway up to this extent—400 miles long and 35 or 40 miles broad. I think in the whole of India this is the only part which has got no railway. That is the point which I wanted to urge, because both the Minister and Deputy Minister are people who are about a thousand miles away from the Konkan. They might have seen it only on the map. Therefore, I do ask them that they should go one day unaccompanied by the whole paraphernalia of the Minister with peons and all that. They may have them, but in plain clothes, go there in May particularly. See how terrible it is to go

by those small boats of 100 tons or 150 tons. And then they will find that here is something that must be done at once. That is call that I want to say.

बेगम सद्दोका किवयई (दिल्ली) : जनाबे सदर, रेलवे बजट के ऊपर गौर करते वक्त हमारे सामने कई बातें ऐसी आई हैं जो सरकार की तबज्जह चाहती हैं। हम देखते हैं कि ज्यादा से ज्यादा रकम रेलवे को तरक्की देने के लिए और मुसाफिरों को आराम पहुंचाने पर खर्च की जाती है। यह एक अच्छी बात है कि हमारे रेलों ने बहुत तरक्की की है और हमको उम्मीद है कि यह तरक्की ऐसी ही रफ्तार से जारी रहेगी। लेकिन मुझे एक बात जरूर कहनी है। वह यह है कि रेलों को एयर कंडीशंड बनाना, रेलों में सिनेमा दिखाना, नये बनाये जाने वाले रेलवे स्टेशनों को और दफ्तरों की इमारतों को बहुत शानदार तरीके पर बनाना और मुसाफिरों को दूसरी आराम और आसाइश का गैर जरूरी चीजें फराहम करना उस वक्त तक मुलतबी रखी जाय, जब तक कि हमारी रेलों में टूटे-फूटे डिब्बे मौजूद हैं, जब तक मुसाफिर रेल के पायदानों पर और छतों पर सफर करते हैं या जब तक टिकट लेने के लिए उनको क्यू में आधा-आधा घंटा खड़ा रहना पड़ता है। हमें चाहिये कि हम मौजूदा हालात को पहले सुधार लें और जब हमको इतमीनान हो जाय कि मौजूदा हालात में मुसाफिरों को किसी किस्म की तकलीफ नहीं है, तब फिर बेतक मुसाफिरों के आराम व आसाइश की तरफ ध्यान दें। अभी तो हम देखते हैं कि ब्रांच लाइनों पर अवसर फर्स्ट और नेकेन्ड बलाउ के डिब्बे बेहद गन्दे और टूटे-फूटे होते हैं। दरवाजे ऐसे खराब कि बंद नहीं होते। अगर इन डिब्बों को होने हुए एयर कंडीशंड ट्रेन आर चलाने लगे, तो यह बड़ी नाइजाफी की बात है। एक तरफ तो एक मुसाफिर तकलीफ में सफर करने पर मजबूर है और दूसरी तरफ एक मुसाफिर कछरत से ज्यादा आराम पाता है।

[बेगम सद्दीका किरवई]

फिर आप देखिये कि यही देहली जंक्शन पर आपको नजर आयेगा कि जब ट्रेन चलती है तो तिल रखने को जगह नहीं होती। मुसाफिर पायदान पर लटके हुए नजर आते हैं। तो आप बताइये कि यह कहां तक मुनासिब है कि हम उनकी तरफ तबज्जह कम करें और दूसरे मुसाफिरों के लिए रेल में सिनेमा दिखाने का इंतजाम करें। पंचसाला प्लान और दूसरी स्कोमों को फैलाने के लिए रेल के बजाय प्लेटफार्मों पर और दूसरी जगहों पर सिनेमा का इंतजाम होना चाहिये। मेरी राय है कि बजाय इसके कि हम मुसाफिरों के गैर-जरूरी आराम व आसाइश की तरफ ध्यान दें, हमको चाहिये कि मुसाफिरों की जो पहली जरूरत है उसको हम पहले पूरा करें। रेलवे जो भी एक टिकट थर्ड क्लास या सेकेंड क्लास का बेचे उसके लिये गारंटी हो कि मुसाफिर को कम-अज-कम बैठने की जगह मिलेगी। टिकट हम हजारों बेच देते हैं और मुसाफिर चाहे रेल की छत पर बैठ कर जाये, हमको इससे कोई मतलब नहीं है। यह एक गलत तरीका है कि मुसाफिर की पहली जरूरत यानी एक सीट की तरफ हम ध्यान नहीं दे रहे हैं। जिस दिन रेलवे इसका इंतजाम ठीक कर ले कि मुसाफिर को टिकट खरीदने की जहमत न हो और उसको एक सीट बैठने को मिल जाय, उस दिन हमको इमतिनान की सांस लेनी चाहिए। फिर चाहे हम मुसाफिरों को नाच-गाना दिखायें चाहे सिनेमा दिखायें।

मैंने देखा है कि अक्सर छोटे स्टेशनों पर बहुत नाचे-नाचे प्लेटफार्म हैं जिनकी वजह से बूढ़े और मरीज आदमियों को सख्त तकलीफ होती है। बच्चे रेल पर चढ़ नहीं पाते जब तक उनको सहारा न दिया जाय। इसलिए मैं इस बात की तरफ भी ध्यान दिलाना चाहती हूँ कि ऐसे प्लेटफार्म अगर हो सकें, तो ऊंचे कर दिये जायें। फिर एक और जरूरी बात की तरफ तबज्जह दिलाना चाहती हूँ। वह यह कि देहली से गाजियाबाद तक का सफर

रेलवे मुसाफिरों के लिये बेहद तकलीफदेह सफर है। फर्स्ट क्लास और सेकेंड क्लास में तकरीबन सभी मुसाफिर, जो देहली से गाजियाबाद तक आते जाते हैं, वे अक्सर कम दरजे का टिकट लेकर ऊपर के दरजे में बैठते हैं या बगैर टिकट बैठते हैं और उन मुसाफिरों के लिए टिकट की कोई चेकिंग नहीं होती। इसी तरह देहली आने वाली ट्रेनों पर भी होता है। टिकट की चेकिंग में बहुत कोताही की जा रही है। शायद डिब्बों में हजूम देखकर चेकिंग करने वाले भी घबरा जाते हैं। इस तरह रेलवे को आमदनी का नुकसान होता है और मुसाफिरों को भी तकलीफ होती है। मैं चाहती हूँ कि इसकी तरफ भी रेलवे का महकमा तबज्जह दे। गाजियाबाद तक मुस्तसर बक्फे से शटल ट्रेनें चलायी जायें। रेलवे मिनिस्टर साहब से मेरी दरखास्त है कि इस तरफ जरूर तबज्जह फर्मायें। अगर डिब्बों की कमी है और इंजनों की कमी है तो वह आप पूरा कर सकते हैं।

दूसरी बात और मैं कहना चाहती हूँ कि रेलवे के महकमों में अकलियती तबके के मुलाजमीन को तरक्की देने में नाईसाफी की अक्सर शिकायतें सुनने में आयी हैं, खास कर नार्थ ईस्टर्न रेलवे में। हो सकता है कि ये शिकायतें सिर्फ अकलियती तबके की हों न हों और भी दूसरे लोगों की हों, लेकिन अगर ऐसा हो रहा है तो वाक्यात की छानबीन करनी चाहिये क्योंकि किसी भी मुलाजिम के साथ अगर जायज तरक्की देने में नाईसाफी और ज्यादातों होती है तो फिर वह पूरी तरह दिल लगाकर कैसे काम कर सकेगा और इस तरह सरकार के काम में नुकसान पहुंचने का भी अंदेशा होता है।

तीसरी बात और मुझे कहना है और वह यह कि देहली के रेलवे स्टेशन पर रिजर्वेशन का इंतजाम भी थोड़ा छानबीन चाहता है। रिजर्वेशन की लिस्ट पर फर्जी नाम लिख दिये जाते हैं और किसी आम आदमी को जरूरत के वक़्त वह नाम दिखाकर कह दिया जाता है

कि कोई सीट खाली नहीं है। हाथांक दरअसल कुछ सीटें जरूर खाली होती हैं जो रेलवे के मुलाजमीन सिर्फ अपने जान पहिचान वालों के लिये छोड़ देते हैं और एक आम मुसाफिर को जवाब देकर मायूस कर दिया जाता है। खुद मुझे इसका तजुर्बा हुआ है कि सुबह आठ बजे यह कह कर रिजर्वेशन मना कर दिया कि जगह नहीं है, बाद में मैंने रेलवे के जान पहचान वाले आदमी को बुद्धा, वह गया और एक बजे तक सीट का रिजर्वेशन हो गया। तो इस तरह आम मुसाफिरों को बहुत तकलीफ होती होगी। मेरी दरखास्त है कि सरकार रजिस्टर के लिखे हुये नामों की जांच करे और खुफिया तरीके पर पता लगाये कि यह लोग किस तरह सीटों को खाली रख कर अवाम को धोखा देते हैं। इस तरह तो यह भी मुमकिन है कि सीटें खाली चली जाती हों और महकमे को नुकसान भी होता हो। तो इस चीज की भी छानबीन की जाये और रिजर्वेशन के काम को इस धोखेबाजी से पाक किया जाये।

रेलवे स्टेशनों का इंतजाम भी बाज औकात बहुत खराब होता है। खुसूसन त्योहारों के जमाने में स्टेशनों पर बदइंतजामी और बदउनवानी के वाकयात बढ़ जाते हैं। मिसाल के तौर पर होली के मुवारक मौके पर अगर सिर्फ रंग के इस्तेमाल की इजाजत दी जाये तो कोई हर्ज नहीं मगर आम तौर पर होली के दिन जब रेलों स्टेशनों पर रुकती हैं या छोटे स्टेशनों पर से गुजरती हैं, तो उन पर जबरदस्त पथराव होता है, काँचड़ और गंदशों फेंकी जाती हैं, जिससे न सिर्फ रेलों को नुकसान पहुंचता है और डिब्बे खराब होते हैं और स्टेशनों पर तोड़-फोड़ होती है बल्कि मुसाफिरों को बहुत सख्त तकलीफ का सामना करना पड़ता है और अक्सर लड़ाई झगड़ा होने लगता है। लोगों को चोटें आती हैं, जो होली जैसे अच्छे त्योहार पर बहुत नामुनासिब है। होली को खून का होली हरगिज न बनने दिया जाये इस सिलसिले में मेरी तजवीज यह है कि रेलवे स्टेशनों के अमले को तार्काद की जाय कि

वे स्टेशन के हुदूद पर कड़ा निगरानी रखें और मुकामी लोगों को स्टेशनों पर आकर हंगामा करने से रोकें और देखें कि कोई ऐसी वारदात न होने पाये, जिससे इस किस्म के मुकद्दस त्योहारों पर जब कि मेलजोल और प्यार मौहब्बत का इजहार होता है, कोई नामुनासिब वाकयात न पेश आए। मैं उम्मीद करती हूँ कि रेलवे पुलिस फोर्स का कयाम इस सिलसिले में मुफीद साबित होगा। मेरा खुद का एक तजुर्बा है कि एक मर्तबे एक पत्थर बाहर से आकर डिब्बे के अंदर एक बच्चे के मुंह पर लगा जिससे उसका मुंह लहलुहान हो गया। डिब्बे में बैठे लोगों ने इस बात के ऊपर हकूमत को बुरी-बुरी बातें सुनाईं। तो यह एक बुरी चीज है। लेकिन हमारी हकूमत को चाहिए कि खास कर मेले और त्योहारों में इस तरह की चीज न होने पावे और अवाम का ध्यान इस ओर से हटा देना चाहिए।

श्री के० बी० लाल (बिहार) : माननीय उपसभाध्यक्ष जी, पहले मैं अपने और दोस्तों के साथ, जिन्होंने रेलवे मिनिस्टर साहब को बधाई दी है, अपनी ओर से भी बधाई देना चाहता हूँ कि जब से उन्होंने इस विभाग को संभाला है, उन्होंने अपने इस थोड़े से समय में कई सुधार किये हैं और भविष्य में करने के लिए सोच रहे हैं। उन्होंने रेलवे एम्प्लायोज की नीकियों के लिए, उनके बच्चों की शिक्षा के लिये स्कूल खोलने के लिये, जो मदद दी है, उसके लिए भी वे बधाई के पात्र हैं। रेल मंत्री जी ने रेल कर्मचारियों की सेहत और तन्दुरुस्ती के लिए भी जो इंतजाम किये हैं वे भी सराहनीय हैं। डिस्ट्रिक्ट मेडीकल आफिसर हर एक रेलवे हैडक्वार्टर में कायम करने का जो इंतजाम किया है, टी० बी० पेशेंटों के लिए जो इंतजाम किया है उसके लिए भी वे बधाई के पात्र हैं। उन्होंने रेल कर्मचारियों की तंदुरुस्ती में उत्साह देने के लिए स्पोर्ट्स को जो प्रोत्साहन दिया है, क्लब्स प्रोग्राम, ड्रामा, म्यूजिक वगैरह का जो इंतजाम किया है, वह सब

[श्री के० बी० लाल]

सराहनीय है। उन्होंने रेलवे वालों के लिए पिछले साल करीब एक हजार मकानों का इंतजाम किया और शायद ६४ हजार मकानों का इंतजाम वे १९५७-५८ में करने जा रहे हैं, यह चीज भी सराहनीय है। इस तरह से बहुत से काम उन्होंने और रेलवे एडमिनिस्ट्रेशन ने किये, जिसके लिए दोनों ही बधाई के पात्र हैं।

मैं एक विशेष बात जो कहना चाहता हूँ और जिसका कहना जरूरी हो गया है वह यह है कि रेलवे एडमिनिस्ट्रेशन के अन्दर नौकरी-पेशा वालों को कुछ तकलीफें हैं। उनमें से एक बड़ी तकलीफ की ओर मैं माननीय मिनिस्टर महोदय का ध्यान आकर्षित करना चाहता हूँ। रेलवे के किसी भी मुलाजिम को जब कभी कोई शिकायत होती है और वह अपने अफसर के पास दरखास्त रोजना चाहता है या मिलना चाहता है, तो वह ऐसा नहीं कर सकता है। हमने अक्सर लोगों को यह कहते सुना है कि जिस अफसर को वह अर्जो एड्रेस करता है अगर उसके साथ जान पहिचान नहीं है तो उसके साथ इंसॉफ नहीं हो सकता है। कई एक कमेज को मैं जानता हूँ और मैंने इसके बारे में जनरल मैनेजर से भी जिक्र किया, वह भी डरते डरते, क्योंकि पार्लियामेंट के मेम्बरों को नौकरी के बारे में किसी से कहना वर्जित हो गया है। नौकरी के मामले में वे एडमिनिस्ट्रेशन के बीच दबल नहीं दे सकते हैं। यह बात दूसरी है कि हम अपने हक का इस्तेमाल पार्लियामेंट में उस चीज को कह कर कर सकते हैं कि उस आदमी के ऊपर मनुष्य अत्याचार हो रहा है। लेकिन यह एक कन्वेंशन सा हो गया है कि नौकरी के मामले में हम सीधे दखल नहीं दे सकते हैं। अगर दें तो फिर कहा जाता है कि साहब आप नौकरों का कैसे ले करके उनको प्रोत्साहित करते हैं, उनमें इंडिस्प्लिन हो जायगा, यह हो जायगा, वह हो जायगा। इसलिए बहुत डरते हुये हमने यह किया है और तर्जुबा अच्छा हुआ है क्योंकि

जिस आफिसर से हमने कहा, उन्होंने ध्यान दिया। इसलिए उनको भी बधाई है और रेलवे एडमिनिस्ट्रेशन को भी बधाई है। लेकिन हम और भी चाहेंगे कि जब आप इंसॉफ करना चाहते हैं, तो आपको कुछ ऐसा सिलसिला निकालना चाहिये कि जिससे गरीब नौकरो की दरखास्त कहीं पड़ी न रह जाय, मनमानी करके कोई इमीडिएट बॉस दवाना चाहता हो तो वह ऐसा न कर सके। यह एक बहुत जरूरी बात है जिस पर एडमिनिस्ट्रेशन को ध्यान रखना चाहिये। जनता के लिए उतनी जरूरत नहीं है, जितनी कि रेलवे एडमिनिस्ट्रेशन के लिए इस बात की जरूरत है कि वह इस पर ध्यान दे, ताकि उनके एडमिनिस्ट्रेशन में हर एक नौकर के दिल में, कलेजे में यह कहने की ताकत हो कि हमारा इंसॉफ कोई रोक नहीं सकता है। जब वे यह कहते हैं कि साहब अंग्रेजों के वक्त में इंसॉफ होता था, तो यह सुनकर हमारे कानों को दुख होता है हमारे हृदय को दुख होता है। इस तरह तुलना करके वे कहते हैं कि अंग्रेजों के वक्त में इंसॉफ होता था और आज इंसॉफ नहीं होता है, यह एक बहुत बड़ी बात है, जिस पर मिनिस्टर साहब को ध्यान देना चाहिए। किसी की दरखास्त एक सर्टेन पेरियड के बाद ऐसी न पाई जाय कि वह फावर्ड न हुई हो या आगे न भेजी गई हो या दबा ली गई हो।

फिर दूसरी बात यह है कि अब यह इंतजाम, जो रेलवे स्टेशन पर कंटेनिंग का होता है बड़े ठेकेदार से ले लिया गया है। अब पानगी भी यहीं है कि बड़े ठेकेदार से ले करके छोटे छोटे दूकानदारों के साथ बन्दोबस्त हो यह पालसी बहुत अच्छी है। आपकी सोशलिस्टिक पैटर्न आफ सोसाइटीज का यही मतलब होना चाहिए। लेकिन इसमें एक गलती पाई जाती है। चाहे कुछ रेलवे आफिसरों की सहानुभूति कुछ अमीर ठेकेदारों के लिए हो या और कोई कारण हो, कुछ बड़े ठेकेदारों का अभी भी चार-पांच स्टेशनों पर बिजिनेस है, उनके रेस्टोरेंट हैं। वे जुदा जुदा नामों से

लेने का इंतजाम करते हैं और जो गरीब - दुकानदार उसके लिए हकदार हैं उसकी कोई सुनवाई नहीं है, क्योंकि वह गरीब है और कम्पीट नहीं कर सकता है। किसी न किसी तरीके से उसकी दरखास्त दब जाती है, इक्वायरी नहीं होती है और उसको नहीं मिलता है।

रेल उपमंत्री (श्री शाहनवाज खां) : कोई खास केस है ?

श्री के० बि० लाल : मैं इसको यहां कहना अच्छा नहीं समझता। लेकिन मैं मिनिस्टर साहब से कह दूंगा।

उपसभाध्यक्ष (श्री राजेन्द्र प्रताप सिंह) : दो मिनट का समय आपका और है।

श्री के० बी० लाल : मैं बड़ी देख रहा था। मुझ से पहले वक्ता ने एक बज कर २,५ मिनट पर बन्द किया है। अभी ५७ मिनट हुये हैं।

उपसभाध्यक्ष (श्री राजेन्द्र प्रताप सिंह) : ठीक है।

श्री के० बि० लाल : इस तरह की मैं गलती नहीं कर सकता।

श्री महेश सरन (बिहार) : बहुत काफी सबक सीख चुके हैं।

श्री के० बि० लाल : काफी सबक सीख चुके हैं। कल ही कहा गया कि २२ आदमी हैं और १० के बाद मेरा नाम पुकार लिया गया। नहीं मालूम क्यों पुकार लिया गया।

दूसरी बात यह है कि सोशलिस्टिक आइडिया के मुताबिक, जैसी पहले पालिसी भी थी और कहा भी गया था, क्लासलेस रेलवे होनी चाहिये; लेकिन बाद में शायद कोई दिक्कत देखी गई और उस दिक्कत के कारण क्लासिफिकेशन जितना पहले था उतना ही अब है। एयर कंडीशंड क्लास ला करके फिर शायद उतने ही क्लास रह गये हैं। मेरी इस वक्त यह अर्ज है कि सोशलिस्टिक पैटर्न आफ सोसाइटी के बनाने में यह बात ज्यादा मदद करेगी कि एक ही क्लास हो। हां, यह बात है कि बहुत से आफिसर ट्रेबल करते हैं जिनको

काम करने में दिक्कत होती है। तो मेरा खयाल है कि इस तरह का डिबीजन हो कि लॉग डिस्टेंस ट्रेन्स हों और शार्ट डिस्टेंस ट्रेन्स हों और आफिसर्स के काम करने के लिये कुछ प्रबन्ध हो। लेकिन जैसा मैंने पहले भी कहा था, क्लास इस तरह के बनाये जाते हैं जैसे कैपिटलिस्ट सिस्टम में होते हैं या जैसा पहले अंग्रेजों ने अपना रोब दिखाने के लिए फक रखा था, जिससे जनता के दिमाग पर यह असर हो कि हम इनके जाति-बिरादरी के नहीं हैं, हम एक अलग कौम हैं। वे ही खयाल अब भी आफिसरी दिभाग के लोगों का रहता है या जो कोई भी फर्स्ट क्लास का चलने वाला होता है वह अपने को ऐसा असर्ट करता है, ऐसा दिखलाता है कि जनता से वह बिलकुल अलग है। इसी तरह कल जैसा कहा गया, यहां डी लक्स ट्रेन की जरूरत नहीं है। हम लोग ऐसी ट्रेन जारी करें जिसमें यह मालूम हो कि हम एक कौम के हैं। मेरे कहने का मतलब यह नहीं है कि थर्ड क्लास के नाम के साथ साथ सब डिब्बे भी थर्ड क्लास कर दिये जायें। आप एक क्लास रखिये और उसकी हालत को इस तरह से ऊंची कीजिये जो अजकल के फर्स्ट क्लास की है। इस पर आप शायद कहेंगे कि इसमें खर्चा बहुत होगा, तो फिर सेकेंड क्लास वाली हालत रखिये। जहां तक एयर कंडीशंड क्लास का सम्बन्ध है, मैं नहीं समझता कि इसकी क्या जरूरत है। मैं इतनी एक्सपर्ट नालेज नहीं रखता हूं कि यह जान सकू कि इसकी क्या जरूरत है। अगर ऐसे दिभाग के, और बीमार लोग हैं जिन को तंदुरुस्ती के लिए एयर कंडीशंड डिब्बे की जरूरत है, तो एक आध डिब्बा ऐसा रहे। अगर उनको जरूरत है, वह बीमार है या खास कारण है जिसके लिए एयर कंडीशंड डिब्बा चाहिये, तो आप ऐसा कीजिये, लेकिन साधारणतः तो एक ही जनता ट्रेन रहनी चाहिये, जैसा डी० नारायण जी ने कल कहा था।

सोशलिस्टिक पैटर्न आफ सोसाइटी के खयाल से एक बात और भी ध्यान रखने की है

[श्री के० बि० लाल]

कि बड़े बड़े स्टेशनों पर हम कितना रुपया खर्च करते हैं। अभी जिस की हालत अच्छी है, उसको भी तोड़ करके १० लाख, २० लाख या ५० लाख रुपया उसके ऊपर खर्च किया जाता है और जैसा कल देवकीनन्दन जी ने कहा था उसको प्रेस्टिज स्टेशन बनाया जाता है, बजाय इसके कि लोगों को ज्यादा से ज्यादा सुविधाएं दी जायें। रेलवे को लोग कहते हैं कि यह सिविलाइजिंग एजेंसी है और यह एजेंसी जब सिविलाइजिंग एजेंसी है, तो इसको हम बढ़ावें। वे-साइड स्टेशंस पर कम से कम एक बेटिंग शैंड मुसाफिरों के लिये होना चाहिये लेकिन किसी किसी स्टेशंस पर वह नहीं है। कहीं प्रोग्राम में अभी स्टेशन है ही नहीं। मैं देखना चाहता था कि क्या कहीं फ्लैग स्टेशंस को कन्वर्ट करने का प्रोग्राम है, लेकिन एक भी नहीं मिला। इतने फ्लैग स्टेशंस हैं, कम से कम वहां मुसाफिरों के लिए एक कमरा हो जाय, एक बेटिंग शैंड हो जाय, लेकिन यह कहीं नहीं होता है। अगर बड़े स्टेशनों पर बड़े-बड़े मकान बनाने का सवाल है, तो यह सोशललिस्टिक पैटर्न आफ सोसाइटी उस मकान बनाने के प्रोग्राम का विरोध करती है। मेरी नजर में यह मिनिस्टर साहब के सोचने की बात है।

एक बात और मुझे अर्ज करनी है। जो चीज मैं अर्ज करने जा रहा हूं, उस तरह की चीज बहुत दिनों से चली आ रही है और वह इसलिये कि अभी हमारे दिमाग पहले के जमाने की चीजों से कुछ साफ नहीं हुए हैं। इस बात की शिकायत हमने कई बार की है। चीज यह है कि रैस्ट हाउसेज में और गाड़ियों में जो कमोड हैं वे बिल्कुल अंग्रेजी सिस्टम के हैं। हमने इस तरह की शिकायत की थी, जैसे कि मद्रास स्टेशन पर जो रैस्ट हाउस था, वहां पर बिल्कुल अंग्रेजी सिस्टम का कमोड था। ये कमोड ऐसे हैं कि उस पर बैठने के लिये हिन्दुस्तानियों को बड़ी एक्सरसाइज करनी पड़ती है, उस पर बैठना क्या है मानो फिजिकल फीट्स को परफार्म करना है, उस तरह के

कमोड पर बैठना एक कसरत करना है। जब हम यह बात कहते हैं तो हमसे कहा जाता है कि हम दूसरी तरह से बना रहे हैं लेकिन मेरा खयाल है कि ज्यादातर गाड़ियों में, बेटिंग रूम्स में, रैस्ट हाउसेज में, सब जगह यूरोपियन सिस्टम के कमोड हैं, अंग्रेजी सिस्टम के कमोड हैं। यह तो समझ में आने वाली बात हो सकती है कि जो यूरोपियन हेबिट्स के लोग हैं उनके लिये एकाध कम्पार्टमेंट में ऐसा इंतजाम कर दिया जाय—फस्ट क्लास को बोगी में ५ या ७ कम्पार्टमेंट्स होते हैं उनमें से एक कम्पार्टमेंट में अंग्रेजी सिस्टम वाला कमोड रहे—लेकिन ज्यादातर तो हिन्दुस्तानी ही चलते हैं जिनको कि इस तरह के यूरोपियन सिस्टम वाले कमोड पर बैठने में एक तरह से कसरत करनी पड़ती है।

(समय की घंटी)

एक दो बातें मैं ने इस बजट में तलाश कीं लेकिन वे कहीं मिली नहीं। मैं चाहता हूं कि मिनिस्टर साहब इन बातों को साफ कर दें। आज से एक साल पहले जब हमने यह कहा था कि भागलपुर-मंदार हिल लाइन को देवगढ़ तक एक्सटेंड कर दिया जाय, तो जो पहले मिनिस्टर साहब थे—श्री लालबहादुर जी—उन्होंने यह कहा था कि सेकंड फाइव ईयर प्लान में ऐसा कर दिया जायगा। सेकंड फाइव ईयर प्लान को दो साल गजर गये हैं लेकिन इस बजट में मुझे इस बारे में कोई चीज नहीं मिली।

(समय की घंटी)

नाथनगर रेलवे स्टेशन की रिमाडेल्डिंग के बारे में भी यही बात कही थी कि सेकंड फाइव ईयर प्लान में इस को कर देंगे। सेकंड फाइव ईयर प्लान के दो वर्ष हो रहे हैं, दो साल गजर गए हैं, लेकिन मैं देखता हूं कि इस बजट में उसका कोई जिक्र नहीं है।

(समय की घंटी)

घंटी पर घंटी बज रही है इसलिये मैं चेयर को धन्यवाद दे कर बैठ जाना चाहता हूं।

SHRI MAHESH SARAN: Mr. Vice-Chairman, Sir, it is admitted on all hands that great improvement has taken place in the Railways and the Railway Ministry has to be congratulated, and I think that if steel had been available and if more money had been placed at the disposal of the Ministry, things would have taken a much better turn than the present one. You find, Sir, that the number of wagons in 1951-52 was 3,707 and in 1955-56 it increased to 14,314. Similarly the number of coaches was 673 in 1951-52 and 1,221 in 1955-56. Now in addition to that, Sir, the capacity developed for manufacturing wagons in the country is already of the order of 20,000 wagons per year which is planned to be increased to 36,000 a year. Then, Sir, in addition to this, the traffic receipts also rose from Rs. 247 crores in 1951 to Rs. 316 crores in the last year of the Plan, i.e. an increase of Rs. 69 crores. Again so far as amenities to the staff are concerned, 40,000 staff quarters were built during the first five years, 15,000 last year, 15,000 or more during the current year, and 64,500 new quarters would be added by the end of the Second Five Year Plan. So, the net result is that all round there is improvement. So far as the grading of posts is concerned, there is a little increase, but it is most unsatisfactory and the increase is not what it ought to be. Of course, we find that the minimum for an Assistant Station Master has been raised from Rs. 64 to Rs. 80, and a higher start of Rs. 100 in the scale of Rs. 80—120 is being given to the Accounts Department clerks. In the case of Train Examiners also, the scale of pay of Rs. 80—120 has been replaced by Rs. 100—185. All this is good but the whole question is: What is being done for the Class IV staff in the Railways? You cannot have good results unless workers are satisfied. It is a commercial concern. You must give them entire satisfaction. Let them feel that if they work hard, they get more. What is the scale? You start them with Rs. 30 and you are making such huge profits. No commercial concern can ever . . .

SHRI SHAH NAWAZ KHAN: There are some allowances also.

SHRI MAHESH SARAN: I know, you are talking of the dearness allowance. It is Rs. 35. I know that. But it should be the basic pay and on that basic pay there should be the dearness allowance. After all, Sir, you know that the railway earnings are rising and these people are creating all the revenue for the Railways. These men are the real men. Of course, the Board and the General Managers are also doing good work and they are getting a good salary. But if these people who are in large numbers are not looked after properly, I am sure that you cannot have real good results.

Now, Sir, I am also pleased to find that the theft cases are decreasing. In 1953 there were 7,630 theft cases, and in 1956 the number is less than half. Then, Sir, as I said before, the original Plan was prepared for Rs. 1,480 crores outlay, but only Rs. 1,125 crores were allotted, and even out of these, Rs. 375 crores have to be found by the Railways. Therefore, the improvement cannot be as fast as possible. And the net result is that till the Second Five Year Plan we cannot expect sufficient improvement in the different areas or in the different States. Adequate attention has to be paid to the question of opening new lines, increasing wagons and coaches, because these things will be needed for the output of the different manufactures that are taking place in the country. And, therefore, our personal demands have to be stayed for some time. The national demand is so urgent that these improvements which we thought were possible, I think, are not possible in the near future.

Now, Sir, there are one or two things to which I would like to draw the attention of the Minister. Overcrowding is terrible and one feels so sorry to find that even at the starting stations people are running with their luggage without finding any space. This is bad management. I consider

[Shri Mahesh Saran.] it to be a very very bad management when I see that the Railway Authorities cannot see to it that at least at the starting station they do not issue more tickets than the seats available. I was in Calcutta about a month back, and I found that some people from Tripura wanted to go to the conference which was being held beyond Madras. They were running from train to train for three days and they got no space. After all, Sir, what right the Railway authorities have got to issue tickets more than the seats available? Can't they manage this small matter? Of course, I know that the number of coaches is limited. But for God's sake do not issue so many tickets. After all, you must realise that the people's lives also are in danger. They try to push; they try to fight and they try to get in through the windows. I think, Sir, this sorry state of affairs should be stopped, and I hope that the hon. Minister will see to it that in future instructions are issued that at the railway stations from where the trains start we do not make such mistakes.

Then, our attention should be on economy and efficiency. These are the two essential things which should engage the attention of the Government. In order to improve efficiency, the Railways have got to improve the conditions of the people who look to our comforts. What are these amenities? They are for travellers who go from place to place. Waiting halls, beautiful stations, air-conditioned rooms, sweepers attending to the cleanliness of the compartments—all these amenities are there, but the people who provide us with these amenities are lost sight of. Nobody cares for them. Nobody considers that unless they are satisfied, you cannot have better working of the railways. A time will come when the whole thing will collapse unless you raised the pay of the Class IV employees of the Railways. They are so poorly paid. I have seen that. They have children and they do not know what to do. Therefore, my submission is

that a little out of the total earnings must go to them because the increased earnings are due to their labour and to their efficiency. You know that there are large numbers of Class IV railway servants.

So far as economy is concerned, it is absolutely necessary if we want the successful implementation of the Second Five Year Plan. All the time our mind is on expenditure, how to spend this money here and how to spend that money there. But our mind should really be engaged in finding out how the best results are possible with a small amount of money. In this connection, I have to say something about the palatial buildings that you put up. This is not the time for them. Take for example the New Delhi station. You cannot afford to have a station like this with your meagre resources. You are still thinking of constructing hundreds of stations like this. This is not the right approach. It is a wrong approach. We must economise. Therefore, my submission is that this sort of thing is not proper and let us not do such things in order to get bouquets all round. You have to make a proper selection. You have to think out the proper places where you should spend money on the vital essentials only.

The Railway Minister in his Budget Speech has said:—

"In addition to building new quarters, improvements to existing quarters have been undertaken on a large scale, such as by substitution of better types of quarters for the old ..."

The workers do deserve it, I admit, but this is not the time for it. Let them stay where they have been staying, for some time more. First work the Second Five Year Plan well. Make it successful, and then the time will come when you can have better quarters. You are thinking of all these things at one and the same time. That is my complaint so far as the Railway Ministry is concerned.

Then, a word about corruption. Corruption is a thing which must be rooted out. I am afraid the Ministry is not attending to this. I am sure that the Ministry and the General Managers ought to know that these booking clerks are making huge amounts of money. I know and I can say this with a little emphasis that there are many sharers with the booking clerks. We are allowing people to carry on corruption, and we are not taking any steps. Let the hon. Minister go to any place where parcels are booked and stand there for some time; he will see how things go on. Everybody knows that without giving something, their things will not move. If this thing goes on, people will become so corrupt . . .

SHRI JASPAT ROY KAPOOR (Uttar Pradesh): What is your suggestion?

SHRI MAHESH SARAN: YOU had better make your suggestions. You will have a chance to speak.

SHRI JASPAT ROY KAPOOR: I want to profit by your suggestions.

SHRI MAHESH SARAN: I will wait for your suggestions. Therefore, there should be great vigilance, and it is no use taking these things lightly. Everybody knows that there is corruption.

Then, a word about amenities to third class passengers. Amenities are given only to the second and first class passengers, not even to the second class passengers but only to the first class passengers. Nobody cares for the third class passengers. As soon as a train reaches any station there will be many sweepers, ticket collectors and Asstt. Station Masters who will be very careful in helping you in any way you like, but the sector where help is actually needed is neglected. The compartments that should be cleaned are the third class compartments. No Asstt. Station Master goes there. Nobody looks after their comfort. I am sorry to have to say that this thing is wrong. Amenities should be provided to the

people who give the greatest amount of revenue to the Railways, and the greatest amount of the revenues of the Railways comes from the ordinary third class passengers. Unless you look after them, all the improvements that you make will be useless. The gross passenger earnings from third class are seven times the earnings from the higher classes. These are the people who require your amenities. The other people can manage to look after themselves because they have money, but these people have none.

Then, about ticketless travelling. In 1955-56 there were 69 lakh ticketless travellers. My hon. friend would ask me what remedy I have got to suggest. My impression is that these ticketless travellers are people who travel short distances of 10, 15 or 20 miles, who work all the time in some small or big village or small town. Why can't we have cheap monthly return tickets for short distances? If we adopt this remedy, I am sure some of the difficulties would vanish. Then, there are students who go to their schools. They travel mostly without tickets. If they are provided with cheap return tickets, I am sure things will really improve.

Now, these are some of the points that I have to make. I am afraid my time is up. I wanted to say a little more, but I hope the Railway Minister would use his influence not to increase the railway fares up to 30 miles, because it will make the life of the poor people very hard and very unbearable. It seems that this is not engaging the attention of the Railway Minister, because the whole Government is responsible. I hope that the Railway Minister will try his best to provide amenities not only for the rich but for the poor, to give better monthly salaries to the Class IV staff and not merely improve the conditions of those who already get fa* salaries.

2 p.M.

SHRI M. GOVINDA REDDY (Mysore): Mr. Vice-Chairman, before«

[Shri M. Govinda Reddy.] I proceed to make my own observations on the Budget, I would just like to refer to a point made by Shri Bhupesh Gupta yesterday. He was warning the Railway Ministry while referring to the harassment of some of the workers by railway officers, that he was not using in his speech yesterday, the language which he is accustomed to nor making the gestures which he is accustomed to. He meant that we should take it just as a sample of what he is capable of. I regret that such very light remarks should have fallen from the mouth of one who is a Leader of a Party here. He was referring to various harass-ments without giving a single instance. He was referring to differences being brought about between husband and wife, brother and sister, father and daughter, father and son and what not. Several attempts were made in this House during Question Hour to point out that some of the railway workers were being victimised but never did his Party or he himself succeed in pointing out one single instance. This House remembers one instance which they made much of, where they said that the railway workers were victimised but when the then Railway Minister, Shri Lai Bahadur Shastri got up and said it was not a case of railway workers being maltreated but it was a case of railway officers being confined by the workers my hon. friend had nothing to say in reply. If anything the case today is this. It is not a case of ill-treating the workers. I think it is the other way about. I was waiting to catch the Bombay train in one of the junction stations. It was middle of the night and I was expecting the train and when the train was due, the Station Master was at pains to wake up the pointsman. I don't know what he is called. The Station Master tried to wake him up and he would not wake up. The Station Master made one attempt, then another attempt but he was at a loss because there was no other man and then he said: 'Get up fellow the train is due.' Do you believe what he said? He said, 'You

go and attend to it. Why do you wake me up? You do it. Everyday I am doing it and why should you not do it for one day?' This is what I heard. I asked the Station Master what was the matter. He said: "We are at the mercy of these fellows." In some of the wayside stations where the station headquarters are far from the villages or any habitable quarters, the Station Masters are entirely at the mercy of the pointsman or gangmen or whoever they are. There may be a stray case of victimisation or ill-treatment here and there but hon. Members on the other side know that they have a very sympathetic Administration here and just a representation to the Minister would do about it to mend matters if there are any such cases. Instead of inciting workers with these wild ideas of ill-treatment, harassment and so on, it would be more useful as Members of Parliament and as belonging to the Opposition parties, to educate the workers, instil into them a higher sense of duty and a sense of the welfare of the nation. In fact the Communist Party in Russia or China or any other country, they don't indulge in such irresponsible agitation. On the other hand, I am glad that they impress upon the workers that they live for the nation, for the country, that they are to strive for the welfare of the country. The truth is that they are made to put an output of 8 hours in 6 hours. If 8 hours is the work-hour limit, they are made to work for 10 hours. They willingly work. In fact in this poor country, where every ounce of national wealth added would mean so much of social welfare, it is the duty of everyone, not only workers, but everyone, officers, ourselves, etc. to work hard to increase the national wealth. When that is the case, that my hon. friend should indulge in such not responsible attitude, I sincerely regret and I entirely agree with my hon. friend Dr. Sapru who said that in India instead of fighting for their rights, for the promotion of which the Government is very keen too, they should realise their responsibilities and help the nation to increase the national wealth.

When I spoke in March last, I tried to point out very broadly the progress that our Railways have made. In fact it is a very good job that they show and the financial results of this year's Budget have been pointed out. I would not like to take the time of the House by referring to those results. I made some suggestions in that connection. One point I made was about the shortage of steel, structural and track materials etc. There I was not convinced that a proper plan was made. When we were nearing the completion of the First Plan, we knew the commitments of the Second Plan. All the requirements that the Railways had in view could have been foreseen even long before the First Plan drew to a close. But that is not the case. We see a shortage of all these materials. Although the Railways have spent a little more than what were allotted to them under the First Plan by the completion of that Plan, still in the matter of essential materials which were very necessary for development work, I don't think there was careful or bold planning. Now we are well in the middle of the first stage of the Second Plan and still we are faced with steel shortage, and shortage of sleepers. The white Paper refers, although very succinctly, to the shortages. The shortages are, where they require about 10,66,000 tons of steel, they have got by December 1956 3-56 lakh tons and they expect another 2 lakhs by the first quarter. Even supposing that is to be received, they will be falling short of about their requirements of steel. Similarly about rails, where the requirement is 4-55 lakh tons they have received only 1-22 lakh tons. Where the requirements of all kinds of sleepers are 90 lakhs, I don't know how much they hope to receive. This House will see that this raises a very serious point. If the Plan is to be completed, should it not be the responsibility of the planners to see that these requirements are framed well beforehand and arranged for? I am glad that they are taking some active steps since March, for procuring steel but was it not open to them and was it not their duty to

have taken the same steps much before?

SHRI SHAH NAWAZ KHAN: It was not possible.

SHRI M. GOVINDA REDDY: Perhaps the hon. Deputy Minister means that the railways were not free to procure steel and other requirements by themselves, that they were dependent upon the supply Mission or the D. G. S. I don't know if that is a fact. Even supposing they were not free to go outside the D. G. S. to get these supplies, was it not incumbent upon them to impress upon the D. G. S. to make same efforts that they are now making? They could have asked the D. G. S. to make the same efforts. Now, I am glad that even though it is late, they have taken these steps, but I would like to suggest that instead of calling for global tenders which is a very usual procedure, they should ask the delegation which they are sending to make the necessary procurement. It is a matter of time and much time would be lost if they were to call for global tenders. In some cases several years have elapsed before they could get to accept any tenders. That is the point which I would like the Railway Ministry to go into. I would very earnestly urge upon them to go into this question of planning. Well, why were the planners not able to visualise all these requirements and why should they, in the first year of the Second Plan be still expecting to procure supplies which they were in need for the very first year of the Plan? I do not want any punishment to be meted out. That is not my object in suggesting this but they should find out where the snag lay.

The next point that I would like to make is about the recruitment of Scheduled Caste and Scheduled Tribe candidates. Admittedly, there is no progress and the position is very

[Shri M. Govinda Reddy.] unsatisfactory. I am in public life for twenty years and within these twenty years I have realised that no honest attempt has been made by the people who belong to the upper classes and people who are entrusted with the task of allotting several vacancies to the Scheduled Caste and Scheduled Tribe candidates and to make such recruitment. Well, Sir, the usual thing is that in making allotment, all vacancies which require technical qualifications are allotted to the Scheduled Caste and Scheduled Tribe candidates. As everyone knows, it is very hard for the candidates belonging to the Scheduled Castes and the Scheduled Tribes to take to University education. Secondly, having no advisers, no people to guide them there being no educated people to guide them while choosing their optionals, most of them are led away by the simplest things and they choose arts instead of science with the result that you do not get very many people with technical qualifications belonging to the Scheduled Castes and Scheduled Tribes and even in the case of the Backward Classes. When that is the case, is it not sheer dishonesty to allot only such vacancies to the Scheduled Castes and the Scheduled Tribes as would make recruitment of such candidates impossible? That is I think the position now even in the Railways; that is the position in other Departments. The arguments advanced that sufficient number of Scheduled Caste and Scheduled Tribe candidates are not forthcoming is not true. In the case of the Scheduled Castes, I can give the hon. Minister twenty names right now of graduates. They are on my hands.

SHRI P. N. RAJABHOJ (Bombay): More than that.

SHRI M. GOVINDA REDDY: I am speaking from my knowledge. I have tried to find jobs for them. I have even spoken to the Deputy Home Minister about them and still I

am unable to fix up these people. The people are working in odd jobs and many of them are unemployed and they are all graduates. Would it not be possible to take them and train them? Even supposing they are not qualified technically, would it not be possible to train them? Sir, it is the will that is needed here and I do not suppose there is the honest intention on the part of the officers who are responsible for this to welcome candidates from the Scheduled Castes and the Scheduled Tribes. I am afraid, this mentality must go. There is great dissatisfaction among the Scheduled Castes and the Scheduled Tribes. They are disillusioned. In spite of all our constitutional provisions, in spite of the earnest efforts that the Government are making, at lower levels this is being hampered and the Scheduled Castes today feel that they have no faith in us. In fact, they are so agitated that this time in our elections they said, "Whether there is the Congress or not, our position is the same". So, Sir, it is not good for the country to have these people, who are people to whom admittedly society has done a great injustice, suffer from these handicaps. I would earnestly appeal to the Minister. He has given an assurance in the other House, but still I would earnestly appeal to him to go into this matter doubly and see that there would be no Scheduled Caste or Scheduled Tribe vacancy left unfilled.

One more point I would like to make. I am not going to refer to the accidents themselves. It is about them that I shall make a point, but I would not go into the merits of them. I guess, Sir, that perhaps the reason for the Government to pass the Resolution which they have passed in connection with the Mehboobnagar accident inquiry report is that a certain sense of fear and apprehension prevails in the higher official circles in the Railways. In fact, I would even say that there is a certain demoralisation in that class on account of the Mehboobnagar accident and the Ariyalur accident. It was openly voiced in this

House and I heard outside also that responsible officers were not willing to take any responsibility, were unwilling to share any responsibility for whatever happens. If the trains run late, they say, "Let them run late. We cannot take the responsibility of speeding up the trains". Officers even of the status of General Managers have this fear and apprehension. This is a very serious matter to the Government. I humbly submit that when an officer takes up the job he takes it up subject to criticism of his work. When a Member of Parliament comes here to represent the people, he does so subject to criticism. When a Minister accepts the job of Minister, he takes it up subject to public criticism. It does not mean that when a man does his duty he should not be asked as to how he did a certain thing or why he did it or why he did not do it. Well, there is a *puranic* story. I do not remember the context, but the story runs thus: A king wanted to marry a lady but she was not very willing to marry him. He tried to give all sorts of assurances and at last she asked one thing. She said, "When you ask me 'Why' I will quit". Well, Sir, this mentality is there. I take it that it is there. If this mentality is there, these officers are just like that lady who said, "If you ask me 'Why', I will quit you".

SHRI JASPAT ROY KAPOOR: But bachelors are hardly competent to talk of marriage.

SHRI M. GOVINDA REDDY: I do not know how far this attitude is responsible for the Government's Resolution. Mine is a guess and I do not insist upon that to be a fact but I would like to say that it is for the Ministry to impress upon the officers that they should take responsibility. I am one of those people who believe that sufficient discretion should be vested with the officers and that red-tapism should go. They must be free to act and when they have the freedom to act, necessarily it means that they are accountable for it. Some officials may use this discretion well; some officials may not use this dis-

cretion well, but even if some should; go wrong in using that discretion, even if some should misuse the discretion entrusted to them, I would like the Ministry to entrust responsibility to the officers, entrust full discretion and give them freedom within those limits to act so that, by the use of this discretion, the best in them is brought out. I want them not to shirk responsibility. I want them to enjoy more powers with the result that they could put in more of output, increase the efficiency of the railway servants and thereby help to achieve national social welfare.

Thank you, Sir.

SHRI B. B. SHARMA (Uttar Pradesh) : Are they shirking work or responsibility?

SHRI M. GOVINDA REDDY: That is what it means.

श्री शाल भट्टयात्री (बिहार) : माननीय
उपसभाध्यक्ष महोदय, रेलवे के मुताल्लिक
११२५ करोड़ रुपये का जो द्वितीय पंचवर्षीय
योजना है और उसमें तीन हजार मील लम्बी
लाइन बनाने या और सुविधाएं देने का जो
रेलवे मंत्राली ने आश्वासन दिया है, उसके
लिए तो मैं उन्हें धन्यवाद देता हूँ, लेकिन इसके
साथ साथ ही रेलवे में चतुर्थ श्रेणी के मजदूरों
के लिए उन्होंने जो कहा है कि वे सिर्फ श्री
तापसे की अध्यक्षता में एक कमिटी बनाने जा
रहे हैं जो जांच पड़ताल करेगा, इसके लिए मैं
उनको धन्यवाद नहीं दे सकता क्योंकि वे
जानते हैं कि रेलवे के ११ लाख मजदूरों की
बदौलत ही रेलवे चलती है फिर भी उनका
माली हालत बहुत खराब है। यद्यपि सरकार ने
घोषणा की है कि यहां सोशललिस्ट गवर्नमेंट
होगी, लेकिन दुनिया में जो और सोशललिस्ट
गवर्नमेंट्स हैं उनके यहां कम से कम मासिक
वेतन चार पांच सौ है जब कि यहां मजदूरों
की एक सौ रुपया भी मजदूरी नहीं है। जिनकी
रेलवे में ज्यादा तादाद है उनकी हालत बड़ी
रद्दी है। इसलिए चूंकि यह पब्लिक सेक्टर है
और यह सरकार की अपनी इंडस्ट्री है, मैं
समझता हूँ कि सरकार को, जो हिन्दुस्तान

[श्री शाल भद्र याजी]

के पूंजपति हैं, इंडस्ट्रियलिस्ट्स हैं, उनको उदाहरण देने के लिये, सबसे पहले चतुर्थ और तृतीय श्रेणी के मजदूरों की हालत को सुधारने के लिए उनका जो न्यूनतम वेतन है उसको बढ़ाना चाहिये।

इसके अलावा मंहगाई के हिसाब से इनको मंहगाई का भत्ता भी मिलना चाहिये। इन सब बातों पर सोचने और विचारने के लिये यदि रेलवे का एक नया पे कमिशन बैठे तो मैं समझता हूँ कि रेलवे कर्मचारियों में जो अभी असंतोष है वह बहुत कुछ दूर होगा। मंत्री महोदय ने अपने भाषण में मजदूरों को बहुत वन्यवाद दिया है, उनकी बड़ाई की है कि उन्होंने श्रद्धा त्तरह से काम किया है। उन्होंने यह भी कहा है कि जो रेलवे की द्वितीय पंचवर्षीय योजना है उसको चलाना है और मैं भी सोचता हूँ कि अगर रेलवे की योजना ठीक से न चले तो जो बड़ी-बड़ी इंडस्ट्रीज और प्रोजेक्ट्स की योजनाएँ हैं वे भी सफल नहीं हो सकती हैं। तो रेलवे में ज्यादा से ज्यादा आबादी मजदूरों की है और मैं रेलवे मिनिस्टर से दरखास्त करूँगा कि वह उनकी हालत को सुधारने के लिये जितनी जल्दी हो सके, या आज ही, इसकी घोषणा कर दें कि रेलवे के लिये वह एक नया पे कमिशन बैठायेंगे और उसके लिये जो टर्मस आफ रेकरेंस होंगे वह भी बता दें क्योंकि कभी कभी ऐसे कमिशन बैठते हैं जो कि किसी टर्मस आफ रेकरेंस के न होने की वजह से मजदूरों की हालत की ठीक जांच नहीं करते हैं। रेलवे में काम करने की वजह से मुझे तजुर्बा है कि जो निम्न श्रेणी के, तृतीय और चतुर्थ श्रेणी के, कर्मचारी हैं उनकी हालत बहुत ही गई गुजरी हुई है। ३० करोड़ ८३ लाख रुपया डेवलपमेंट फंड में रखा गया है लेकिन मैं समझता हूँ कि जब तक तृतीय और चतुर्थ श्रेणी के कर्मचारियों का विकास नहीं होता है तब तक केवल विकास-कोष में रुपया रख देने से ही काम नहीं चल सकता है तथा जो उससे विकास होना चाहिये वह नहीं हो सकता है।

अब बल्लियारपुर-राजगीर लाइन के बारे में मैं कुछ कहना चाहता हूँ। इस लाइन की हालत बहुत ही खराब है। जापान, चीन आदि दुनिया के देशों से यात्री नालन्दा और राजगीर जाने के लिये उसी लाइन से आते जाते हैं। महात्मा बुद्ध और महावीर को ज्ञान इन्हीं जगहों पर हुआ था और वहाँ साल भर तक सारे हिन्दुस्तान से और दूसरे देशों से लोग आते हैं, लेकिन इसकी हालत इतनी खराब है कि वह बैलगाड़ी की तरह हो गई है। पटना डिस्ट्रिक्ट बोर्ड ने भी रेलवे मिनिस्ट्री को लिखा है कि वह लाइन उनसे चल नहीं सकती है और उनकी माली हालत बहुत खराब है। मिनिस्टर साहब ने अपने भाषण में भी कहा है कि बल्लियारपुर-राजगीर लाइन के सम्बन्ध में जांच ही रही है और सब ही रहा है, लेकिन यह पता नहीं है कि सब होने के बाद क्या होगा? मंत्री महोदय ने कहा है कि रुपये की कमी की वजह से रेलवे को द्वितीय पंचवर्षीय योजना १४८० करोड़ रुपये से घट कर ११२५ करोड़ रुपये की रह गई है और वर्ल्ड बैंक से लेनदेन की बात चल रही है और यदि अंत में रुपया मिल जाता है तो रेलवे की द्वितीय पंचवर्षीय योजना १४८० करोड़ रुपये की हो सकती है। मैं समझता हूँ कि बल्लियारपुर-राजगीर लाइन, जब तक कि रुपया नहीं होगा, तब तक ब्राडगेज नहीं हो सकेगी। मैं कहना चाहता हूँ कि जब तक कि वह ब्राडगेज लाइन नहीं होती है तब तक कम से कम सरकार इसे अपने हाथ में लेले, क्योंकि आज उसको ऐसी खराब हालत है कि जो दूसरी जगहों से यात्री आते हैं उनको बड़ी तकलीफ होती है और इससे दूसरे देशों के यात्रियों के ऊपर भी बहुत बुरा प्रभाव पड़ता है। सरकार का सब से पहला कदम यह होना चाहिये कि वह इस लाइन को अपने हाथ में लेले और इसको नेशनलाइज कर ले और फिर जब रुपया मिल जाय और रेलवे की द्वितीय पंचवर्षीय योजना १४८० करोड़ रुपये की हो जाय तब इसको ब्राडगेज बना दे।

इसके अतिरिक्त मैं यह कहना चाहता हूँ कि आसाम में अमीनगांव और पांडु के बीच में ब्रह्मपुत्र पर रेल-कम-रोड पुल बनना चाहिये। जब आप मुकामा में गंगा पुल बनाते हैं तो आसाम के लोगों के लिये भी, आसाम के साथ हिन्दुस्तान से एक करने के लिये भी, मैं समझता हूँ कि ब्रह्मपुत्र पर अमीनगांव और पांडु के बीच में रेल-कम-रोड पुल बनना चाहिये। इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि हमारे साथी बुद्ध सिंह जी ने जो मांग की है वह बहुत वाजिब मांग है हिन्दुस्तान की हर स्टेट में रेलवे लाइन है। लेकिन अभी तक काश्मीर में रेलवे लाइन नहीं गई है। इसलिये मैं समझता हूँ कि रफ़्या बचा कर और इधर उधर से ला कर काश्मीर में तो रेलवे लाइन जरूर ही बनानी चाहिये। मर्नपुर के शर्मा जी भी रेलवे लाइन की मांग कर रहे थे लेकिन आसाम में ब्रह्मपुत्र पर पुल बनने से काफी आसानी हो सकती है।

अंत में मैं यह कहना चाहता हूँ कि रेलवे के निम्न श्रेणी के मजदूरों के लिये, जिनकी बदौलत रेलवे चलती है, भूति कमिशन जरूर बैठायें। हम लोगों ने बार बार इसकी मांग की है और सरकार भी कहती है कि हम एक कल्याणकारी और सोशलिस्ट राज्य बनाने वाले हैं, तो कम से कम उन मजदूरों की माली हालत में जरूर ही सुधार होना चाहिये। अभी कल यह भी कहा गया था कि दुनिया के और मुल्कों की अपेक्षा रेलवे का भाड़ा हमारे यहां बहुत कम है और इसीलिये रेलवे भाड़े में वृद्धि होने जा रही है। लेकिन मैं आस से कहूंगा कि यदि दुनिया के दूसरे मुल्कों में रेलवे भाड़ा ज्यादा है तो वहां का जीवन-स्तर भी ऊंचा है, वहां एक मामूली से मामूली मजदूर को ४००, ५०० या ७०० रुपये तक मिलते हैं। इसलिये यह कहने से काम नहीं चलने वाला है। जो तीसरे दर्जे के यात्री हैं वह गरीब लोग हैं, वे सब यही आवाज उठा रहे हैं कि उनके किराये में वृद्धि नहीं होनी चाहिये। जिस तरह सुपरटैक्स और इंकसटैक्स बड़े लोगों पर लगाया जा रहा

है, उसी तरह से रेल के भाड़े में भी इन लोगों को ही टैक्स कीजिये और सेकेंड क्लास और फर्स्ट क्लास का ही किराया बढ़ाइये। थर्ड क्लास में ५०, ६० या ७५ मील की सीमा न रख कर के किसी भी थर्ड क्लास के पैसंजर के किराये में कोई वृद्धि नहीं होनी चाहिये।

हमारे रेल मंत्री ने यह कहा भी है कि रेल वे को द्वितीय पंच वर्षीय योजना को चलाने के लिये रेलवेमैन के सहयोग की जरूरत है। तो उसके लिये यह आवश्यक है कि जो असली कामने वाले हैं, जो वर्कशाप में काम करने वाले हैं, जो निम्न श्रेणी के तृतीय और चतुर्थ श्रेणी के कर्मचारी हैं, उनके लिये जल्दी से जल्दी एक भूति कमिशन बैठा कर उनकी माली हालत को सुधारा जाय। जब ऐसा होगा तभी मैं समझता हूँ कि हमें द्वितीय पंचवर्षीय योजना में—जो कि ४८०० करोड़ से ५२०० करोड़ की हो गई है—सफलता प्राप्त हो सकेगी। इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूँ।

SHRI T. BODRA (Bihar): Mr. Vice-Chairman, I am conscious of all achievements of the Ministry of Railways and I join Mr. Kunzru and other speakers in giving them compliments. As the time is sort, I will confine myself to the local grievances in my part of the country, especially on the South Eastern Railway. There is the new line between Noamundi and Banspani, a distance of 18 miles. Last time in the month of July when I visited the place I found that Messrs. Mehar Singh & Co. Ltd. have sent their servants, a number of Punjabis, who had driven out the Adivasi women, especially the widows forcibly from their hearths and homes. Most of these women had children of two to three years and even of one year. When I brought this fact to the notice of the Railway Minister and also the Chief Engineer (Construction), South Eastern Railway, Garden Reach, Calcutta this is the reply that I got:

[Shri T. Bodra.]

"We have since enquired into the complaint you have made *vide* your letter quoted above, and find that the houses said to have been forcibly occupied by our contractors Messrs. Mehar Singh & Co. were actually taken on rent by the latter and that the house owners actually let out their houses of their own accord. It therefore appears that the actual facts were misrepresented to you during your visit to the locality."

Sir, it is surprising that an officer of the rank of Chief Engineer of the South Eastern Railway should have had the audacity to write a letter like this without enquiring into the case properly. They are very poor people; those women are not having an income of even Rs. 5. They are casual labourers and they would not have let out their houses like that.

[MR. DEPUTY CHAIKMAN in the Chair.]

They were forcibly driven out of their houses by the servants of the contractor and without making a thorough enquiry, the Chief Engineer should not have written this letter. Sir, I am happy that new railway lines are being taken up but there should not be such harassment of these poor people.

Secondly, when new lines are laid, work is started before acquisition proceedings take place and plant and crops are destroyed. When this fact was brought to their notice, I get this reply in that same letter:

"Regarding starting work on the land prior to acquisition, this has been done with the full consent of the land owners and no destruction of plantation and crops has taken place anywhere. The State Government of Bihar are now finalising land acquisition proceedings and it is expected that adequate compensation will be paid to the affected land owners shortly."

Here in the second paragraph of this letter, it was admitted by the Chief Engineer, Construction, of the South Eastern Railway, Calcutta, that the railway lines were laid down without proper acquisition of the lands which belong to the Adivasis. I do not object and the Adivasis do not object to the development of the country, to the construction of the railway lines. But when it is common knowledge that all the lands belong to the Adivasis, acquisition should have been made by the District Officer of the district of Singhbhum. Compensation ought to have been paid before work was done. Secondly, there was a good number of sal trees, very good trees and what is known as sarna. All these trees were cut down. And, again, here on the floor of the House we have been told that sleepers are wanted and so many development works are being held up for want of sleepers. I say that if there is devastation of forests like that and if there is colossal cutting without any sort of programme, certainly a stage will come when it will be very difficult for the Railway Ministry to construct the railway lines for want of sleepers. Again, I find that there are other doublings of the railway lines, namely, Manoharpur-Rourkela; Raj-kharsawan-barajamda; and Rourkela-Durg. Again I think of the lands on which the railway lines are being built. I have travelled on this line and what I really find is that the lands have not been acquired. The lines have been laid out and the tenants, the Adivasis are still paying the land rent to the landlords. Therefore, I appeal to the Railway Minister for seeing that the payment of compensation money is expedited, and the tenants should be freed from the payment of land rent to the landlords, when these lands have already been used by the Railway Ministry.

Secondly, about the yards, a new yard is being built up in Tatanagar. A plan for the extension and re-modelling of the facilities in the existing traffic and marshalling yard and the goods shed at Tatanagar has been finalised and the estimates are under preparation. An assistant engineer has

been specially posted at the station for this purpose. The Railway has also initiated steps for acquiring additional land at Adityapur. Adityapur is about six miles or five miles to the west of Tatanagar. A new yard is being constructed at Tatanagar and also at Rourkela. Again, the question of land acquisition will come in. Again, I wish to emphasise that all "these lands are owned by the Adivasis and if these are taken over, the Railway Minister ought to see, the Railway Board ought to see, that the land acquisition proceedings are finalised and compensation money is paid.

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Coming to staff quarters and training facilities, during the First Five Year Plan period, 15,000 quarters have been built and in the Second Five Year Plan 66,000 quarters have been planned to be built. In this connection, I would like to submit that the quarters that are being built are not modern and some of them are just pigeonholes. When so many crores of rupees are being set apart for the building of staff quarters, and modern engineers are there, some responsible officer should see the plan and the plan should be approved, actually before "these quarters are built, and some sort of inspection should be carried out after the quarters have been constructed.

Now, Sir, about the training and unemployment, Rs. 3 crores have been allocated in the Second Five Year Plan for training facilities to 7,000 railway personnel of different categories. But unfortunately no reservations for scheduled Tribes or Scheduled Castes or Backward Classes have been made. Again, I will bring it to the notice of the Railway Minister that there is the Chittaranjan Locomotive Works; the Khargpur Railway Institute; the Sini Signalling School; the Jamalpur Railway Technical Institute; the Perambur Coach Factory; the TELCO Locomotive Works. I would like to know how many members of the Scheduled Tribes, Scheduled Castes and Backward Classes have been employed in these Institutions. It is very sorry to note,

just as Mr. Govinda Reddy has been saying, this lack of honest will on the part of the officials and the dishonest intention of some of the people who are at the helm of the Administration. That is the reason why the Scheduled Tribes, Scheduled Castes and Backward Class people are not being absorbed, although there are so many institutions for technical training run by the Railways.

The next point is about electrification. There is provision for electrification from Asansol to Rourkela from Rajkharsawan to Noamundi; and Moghalsarai to Gomoh. I also request that these things may be kindly expedited.

The next point I come to is the construction of 842 miles of new railway lines mainly to serve the requirements of coal and steel industries. The whole House knows that there are iron mines in Binai and Chirimiri in the district of Mayurbhanj in Orissa. Again there are iron ores in Keonjhar, mines in Rourkela and in the district of Sundargarh. There are coalmines in Surguja and there are cement factories in Palama. What I would suggest is that for the national development, for the development of the whole country, where there are coalmines, iron ores, cement factories, etc. and especially when this Rourkela steel plant is going to be constructed, railway lines should be laid in these districts as early as possible.

The next thing is about the renewal of about 8,000 miles of existing track which has fallen into arrears due to shortage of rails and sleepers. Again, I would like to emphasise that the Railway Minister should take it up with the agriculture department or whatever department is in charge of forestry. There is colossal devastation of the forests of Chota Nagpur. The forests grow a number of timber trees of sal and if the forests of Chota Nagpur are reserved, there will be no lack of sleepers. I am sure the Railway Minister will agree that the colossal destruction and deforestation is

[Shri T. Bodra.] harmful not only to the tribals, to the Adivasis, the inhabitants of the forests, but it is also detrimental to the national wealth—to the Railway Ministry and other Ministries which are bent upon improving the lot of the country.

Again, I come to the conversion of 265 miles of metre gauge line into broad gauge. Only yesterday when the question was brought forward in the Lok Sabha by Mr. G. P. Sinha, Mr. M. M. Shah, Minister for Industry, replied that the Russian experts had recommended that a site near Ranchi would be the best available site for locating the plant. The Government have not yet considered the question of construction of a railway line from Bokaro to Rourkela.

This is still under consideration and these and allied questions should be decided at an early date. The main reason for the delay in the location of a site near Ranchi for the heavy machine building plant appears to me to be the lack of a broad gauge line from Muri to Ranchi. Now, the whole House knows that in Muri there is the Indian Aluminium Factory and Lohardaga bauxite mines are at a distance of about 60 miles. There is only a metre gauge line from Muri to Lohardaga. When the country is in need of aluminium, when at Lohardaga there is a bauxite mine, it is high time that the railway track between Muri and Lohardaga should be converted into broad gauge.

(Time bell rings.) Only a few minutes more.

MR. DEPUTY CHAIRMAN: You have already taken about 12 minutes.

SHRI T. BODRA: All right. About three minutes more.

MR. DEPUTY CHAIRMAN: Not three minutes more. Please close. It is 2'40 now.

SHRI T. BODRA: I was submitting that the main reason for not having the machine building plant at Ranchi

was the want of a B.G. Line from Muri to Ranchi. I would appeal to the Railway Minister to have this, so that the Ranchi people may have the benefits—Coming to the staff and labour welfare problems, I would suggest separate schools for their children; separate hospitals for them; holiday homes for the tired workers; labour co-operative societies, where they can get foodstuffs and clothes at concessional rates; loans for building their own houses especially for Class III and Class IV staff; earned leave and sick leave for Class III and Class IV staff should be given generously. They are still given at present under the rules, but the rules have been made very stiff.

Now, Sir, about the employment of Adivasis, I am very sorry to say that the D.M.E. at Chakradharpur with the only railway hostel in the South Eastern Railway is very adamant in the matter of employing Adivasis. One fellow, Mr. Bharat Houhaga, only day before yesterday wrote to me a letter. He writes thus:

“मैं चक्रधरपुर रेलवे लोकोशेड खलासी में सन् १९५६ से सेलेक्टेड हूँ। मेरा नाम वेटिंग लिस्ट में है। अभी तक काम में नियुक्त नहीं किया गया हूँ। हमारे साथ और भी आदिवासी भई वेटिंग लिस्ट में हैं। हम लोगों को किसी तरह नौकरी नहीं देने की कोशिश की जा रही है। सन् १९५६ ई० की सेलेक्शन में आधे से अधिक आदिवासी हैं जो सेलेक्टेड हैं। यहाँ लोगों का कुछ ऐसा विचार है कि किसी तरह से आदिवासियों को दबाया जाय। कभी डी० एम० ई० बदली होता है तो कभी ए० एम० ई० बदली होता है। हम लोगों से बोल दिया जाता है कि ओ० एम० ई० बदला हो गये। अभी भर्ती बन्द है। कभी एंटेस्टेशन फार्म दी जाती है तो कभी कुछ।”

Sir, these things are getting rampant, and I appeal to the Railway

Minister to keep a vigilant watch over the D.M.E. who is so very adamant in the matter of employing Adivasis. Specially when I come to the question of Ranchi, it is a Hill Station, and if the Government wants to develop Ranchi, I would state that all industrial and technical schools should be located at Ranchi.

ALLOTMENT OF TIME FOR DISPOSAL OF GOVERNMENT BUSINESS

MR. DEPUTY CHAIRMAN: Before I call upon the next speaker, I would like to make an announcement.

I have to inform Members that the Business Advisory Committee at its meeting held today has allocated time as follows for Government business during the remaining part of the current session of the Rajya Sabha:—

1. The Railway Protection Force Bill, 1956. (Consideration and passing).	1 hour 30 minutes (in addition to the time already taken).
2. The Industrial Disputes (Amendment) Bill 1957. (Consideration and passing).	2 hours
3. The Coal Bearing Areas (Acquisition and Development) Bill 1957. (Consideration and passing).	2 hours
The life Insurance Corporation (Amendment) Bill, 1957. (Consideration and passing).	3 hours
5. The Reserve Bank of India (Amendment) Bill, 1957. (Consideration and passing).	2 hours for both
6. The state Bank of India (Amendment) Bill, 1957. (Consideration and passing).	

7. The Central Sales Tax (Amendment) Bill 1957. 2 hours
(Consideration and return).

8. The Appropriation (No. 3) Bill 1957. (Consideration 30 minute? and return).

In order to be able to complete the business by the 31st May, 1957, which is the day fixed for the adjournment of the current session, the Committee has recommended that the House should curtail the lunch recess on each day by half an hour and should also sit till 6 p.m. daily.

Regarding today's discussion, I have still got about 20 names. Hon. Members will take 10 minutes each so that at least 12 more can have a chance.

THE BUDGET (RAILWAYS), 1957-58—GENERAL DISCUSSION— continued.

MR. DEPUTY CHAIRMAN: Mr.-. Bheron Prasad.

श्री भैरों प्रसाद (मध्य प्रदेश) : उपसभापति महोदय, मैं रेलवे मिनिस्ट्री को मुबारकबाद देना चाहता हूँ कि उसने १० साल के अन्दर काफी सुधार रेलवे डिपार्टमेंट में किये हैं। लेकिन मुझे एक बात अफसोस के साथ कहनी पड़ती है कि जहाँ कई स्टेशनों पर काफी सुधार हुआ, वहाँ भोपाल के स्टेशन को बिल्कुल नगलेबंद किया गया है।

भोपाल एक प्रिंसली स्टेट रहा है और उस जमाने में उस शहर की आबादी मुश्किल से ७५ हजार होगी। लेकिन आज मध्य प्रदेश जैसे बड़े प्रान्त की वह राजधानी है और उसकी आबादी करीब डेढ़ लाख तक की हो गई है। अभी तक इस स्टेशन की तरफ कोई तबज्जो नहीं दी गई है, यह एक अफसोस की बात है। उस स्टेशन की जो हालत आज से २५ वर्ष पहिले थी वही हालत अभी तक कायम है, उसमें कोई सुधार नहीं हुआ है। भोपाल का जो मेन प्लेटफार्म है वह बिल्कुल अनकवर्ड है। भोपाल में वर्षा ५० इंच के करीब होती है। वर्षा के दिनों में मुसाफिरों को इंतहाई सरत