

1961. I understand that he has become a Minister there.

CORRECTION OF ANSWER TO
S.Q. No. 908.

The Minister of Transport and Communications (Dr. P. Subbarayan): With your permission, Sir, I wish to make a slight correction in the reply given by me to supplementaries put by Shri Sampath on Starred Question No. 908, dated the 14th December, 1960. I had stated therein that the P.P. Forms were being supplied free but the exact position is that the P.P. Forms are priced forms and are supplied by the Reserve Bank of India against payment of Rs. 8.78 nP per 100 forms.

Shri Tangamani (Madurai): May I know whether in the future at least these P.P. forms will be supplied free?

Dr. P. Subbarayan: That is for action by the Finance Ministry.

12.13 hrs.

APPROPRIATION BILL, 1960-61

The Deputy Minister of Finance (Shri B. E. Bhagat): Sir, on behalf of Shri Morarji Desai I beg to move:*

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1960-61, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the

Consolidated Fund of India for the services of the financial year 1960-61, be taken into consideration."

The motion was adopted

Mr. Speaker: The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title were added to the Bill.

Shri B. R. Bhagat: Sir, I move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted

12.14 hrs.

RAILWAY BUDGET, 1960-61—
GENERAL DISCUSSION—contd

Mr. Speaker: The House will now take up general discussion on the Railway Budget for which the time allotted is 14 hours and the time already taken is 30 minutes. Hon. Members will have 15 minutes each except spokesmen of groups who will have five minutes more. Shri Anthony.

Shri Frank Anthony (Nominated—Anglo-Indians): That is all.

Mr. Speaker: Hon. Member can condense his remarks.

Shri S. M. Banerjee (Kanpur): Other points can be covered by us.

*Moved with the recommendation of the President.

Shri Frank Anthony: Mr. Speaker, Sir, I have always been regarded as rather a severe critic of the railway administration. After reading the hon. Railway Minister's speech and studying the report of the Railway Board, I think I can say with a great deal of justification that the railway administration on an overall basis has earned the appreciation, even the congratulation, of this House.

In his speech the hon. Railway Minister gave certain very significant figures. He said that between the beginning and the end of the Second Plan traffic movement increased by at least 50 per cent as against a 29 per cent increase in wagon holding and a 26 per cent increase in tractive power. I do not know what hon. Members will feel, but in the context of these figures my own estimate is that the railways have worked and are continuing to work not only to the maximum of their capacity but beyond their capacity. My real fear is that the railways are driving themselves so hard that within the next ten or fifteen years they may well reach breaking point. I am not blaming the hon. Minister or the administration for this. The stark fact is that we are imposing on the railways a rapidly increasing burden of traffic without providing the railway administration with commensurate resources.

Two facts emerge from what the hon. Railway Minister has told us and the figures he has supplied us. There is a current shortfall in the traffic carried and there is a prospect of an increasing shortfall in traffic capacity. I do not want to say to the hon. Minister, "I told you so" because the responsibility was hardly a personal responsibility, but when the allocations in respect of the Second Plan were presented to this House, I said that those allocations were inadequate. I said then that I estimate in the context of those allocations a shortfall in transport capacity amounting to approximately 10 million tons. What has in fact happened? We find that in the

current year there has been a shortfall of at least 8 million tons. I use the expression 'at least' advisedly. Then my own fear is that the position may be worse in 1961-62.

The hon. Minister has told us that he is providing additional movement of approximately 15 million tons. I do not know whether that is an adequate provision or whether he considers it a minimum provision or an adequate provision. My own feeling is that it will prove to be largely inadequate. We know what is happening on the coal front. I do not want to underline that controversy, but the facts, as they emerge, show that even for a minimum carrying of coal in the next Plan we will require additional movement of between 8 and 9 million tons in respect of coal. Those who ought to know tell us that we will require a similar additional movement in respect of steel, making between these two commodities a major movement of between 16 and 17 million tons. What happens to traffic requirements in respect of the rest of industry? I was reading a knowledgeable article written the other day by a senior ex-Member of the Railway Board. I am inclined to feel that it is an extremely conservative estimate. His estimate was that the railways will be required to carry a minimum of additional goods traffic of between 20 and 25 million tons whereas the hon. Railway Minister is providing for an additional movement of 15 million tons.

Then, as I went through the speech of the Railway Minister I found a significant reference there to outstanding registrations being high. The Minister has said that they were unable to liquidate the arrears in respect of traffic requirements because of the strike. I am prepared to concede that the strike did bog down that capacity, but I do not think that was a complete answer. My own feeling is that we were up against this stark position that there were heavy arrears of loading, for because of several reasons the

railways were not able to cope with the traffic that was offering. I have made this point on previous budget occasions and I feel it deserves to be underlined, and that is that apart from the back-log in respect of engines, track, wagons, you have two principal bottlenecks. I do not know if the Minister agrees with me, but his yard facilities and his line capacity are not adequate. Here again I have read statements in the press accusing the railways of not moving wagons. It has been said that wagons are being held up for days, for weeks, and sometimes for months. That perhaps is quite correct. But the reason, as I see it, is this. I do not know whether I would be prepared to accept the position that the wagon requirements are sufficient. I do not think so. I feel that, as a part of the legacy from the past, we have a radical back log of engine requirements, rolling stock and, above all, of renewal of the line capacity. With the present provision you will be lucky if against an expanding economy you stand still, stand still relatively to the position that we had immediately after the war. There is no question of making up this back log. With the provision you are making today you will stand still relatively to the position as we had immediately after the war. I am not blaming them, I am only seeking to underline the position.

And what is happening? I said it last year, and I think it bears repetition, that the railway administration because it has these tremendously increased burdens and has to move this traffic, is doing its best, and is doing it the only way it can. I used this expression last year: The railway administration is flogging everything it has, flogging its engines, flogging its rolling stock, flogging its track and flogging its staff.

Let us face this position. What is happening? The inevitable is happening. In order to do this the Railways have cut down drastically in the time that is being allotted to the maintenance of engines. I will give an example. I am told that where you washed out an engine after 800

miles it is now being washed out after nearly 1,400 or 1,600 miles. You can do it. But you will be able to do it only up to a limited point of time. My own view is, and that is the view of people who ought to know, that because you are over-taxing your rolling stock beyond their capacity you are halving the lives of your rolling stock. And that is something which we must face. Your engines today last on an average between thirty and forty years. With the way in which we are flogging them and the way in which we are denying them maintenance, people say you will be lucky if your present stock of engines last for ten or fifteen years.

What I want the administration and the House to face up to is this. We know what we are doing; we ought to know what we are doing. Are we aware of the price that we will have to pay? That is what I feel the Railway Administration must make clear to this House, that the Railways are living today from hand to mouth, they are living from day to day. And I do not know whether this is the common complex with the Railway Administration—it may be a complex with the administration generally—well, let us live from day to day, what does it matter what happens after we have passed on, after me the deluge! I hope that is not the attitude of the Railway Administration.

In this respect I want to underline the difficulties that the men are facing. Because, as I say, you are driving everybody, your stock and your men. The men are working under tremendous pressure. More and more, almost every day I receive complaints from all parts of the country particularly from your running staff, that because you are driving your engines and driving the other stock nobody can carry out the booked repairs. Repairs to engines are booked, they are not carried out. The men say the engines are defective. They are told "you will take those defective engines out". If they refuse, they are penalised immediately. Very often they are suspended. These are perhaps the inevitable consequences of the fact that we are

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working under such tremendous pressure and working with this inadequacy of stock.

I have looked at the figures with regard to failures. When I asked even senior officers, they say, "do not look at these figures, these figures are doctored, we have to doctor them, we dare not show the actual failures, we mis-describe them and it is only when the failures are of a major nature that they are put down as mechanical failures." Even in this context of these figures being doctored, you will find a rather significant increase in the number of engine failures. The figures that I have been able to gather from the railway report show that in 1959-60 there were 1,036 engine failures as compared with 910 in the previous year. You see, the figures going up. When I make enquiries from people who operate the sheds, they say "there is no index of what in fact we are dealing with". The number of defective engines we are dealing with today has increased between 200 and 500 per cent. It is the same tell-tale story right down the line.

Shrimati Parvathi Krishnan (Coimbatore): From years.

Shri Frank Anthony: As I say, it is the legacy of this tremendous backlog.

Then I was looking at the figures of derailments. Even these figures have reasons are. As regards derailments in respect of trains other than passenger trains, the figures for 1959-60 show 1,385, an increase against the figure for the previous year which was 1,331. The Railway Minister is not here. I know he will answer me and say "But what do you expect me to do? I have got to cut my sherwani according to my financial cloth". I agree it is axiomatic. But my fear is—I do not know whether it is a fear which he appreciates as stridently as I do—it is a complete illusion for him to think that he will be able to cut his sherwani out of the financial cloth

that he is being provided with. He won't be even able to provide the administration with the kind of coat that I am accustomed to be wearing; he will be very lucky if he is able to provide the administration with a very skimpy kind of Morarji-Desai waistcoat. That is my fear, and I should imagine that he realises it. And because of this tremendous pressure of trying to make do with the completely inadequate financial provision, we find economy in certain misconceived directions. I have been one of the most ardent critics of the Railway Administration in respect of waste. But at the same time I do not want this urge for economy to be routed along misconceived lines. There was a tendency for the Parkinson's law to operate on the Railways as in all departments of the Government, that is, more and more people chasing a smaller number of jobs and duties. But, I feel, here, the Railways will have to allocate their rather inadequate financial resources carefully. I was perturbed by the fact that in 1959-60 and again in 1960-61 there has been almost a blanket ban on the recruitment of all staff—I am open to correction—in class III and class IV. What worries me is this. I am prepared to concede that you can do without recruitment of ministerial staff—perhaps there are too many clerks about in any case, too many clerical assistants to officers and higher ups. But, what about your essential staff? How can you, in the context of a rapidly developing economy, when admittedly the traffic requirements are expanding rapidly, place a blanket ban on the recruitment of essential staff? By essential staff I mean particularly your running staff, your loco, traffic, operating staff.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): There is no such ban.

Shri Frank Anthony: I am glad to hear that. I was under that impression. As a matter of fact, I have had letters from the Minister saying that there has been this ban more or less

on recruitment in the past year or two years, even with regard to traffic and loco staff. I was under the impression that there was this blanket ban.

The fact that you have not got enough staff is underlined by the circumstance that I am constantly getting complaints of the hopelessly inadequate provision for leave reserve. The men tell me that it is virtually impossible for them to get their entitled leave of 30 days in a year. Virtually impossible. May I, in passing, make a reference to the recommendation of the Pay Commission? The Pay Commission—they are good people, but people sitting unfortunately in a vacuum of some unreality—said, we will cut down the entitlement to accumulation of leave from 180 days to 120 days and to justify this, they began to draw analogies from western countries, analogies which have no application. In western countries, we have not got this particular facet which we have at the moment, a phase—I hope it is a passing phase—where you have inadequacy of staff. There is no provision of leave reserve. Men accumulate their leave not because they want to. They accumulate their leave because they are compelled to accumulate their leave, because when they apply for their entitled leave, you say, we have no leave reserve. On the one hand, they cannot get their leave; on the other hand, you are cutting down the amount of leave which they are entitled to accumulate on full pay.

May I make a passing reference to an omission? I do not, probably, it was completely unwitting. But, I was a little disappointed at the complete omission—I have read the speech carefully; I am open to correction—of any reference in the speech to some appreciation—I won't say tribute—to some appreciation of the service rendered during the strike by your loyal staff.

Shri S. M. Banerjee: All are loyal.

Shri Frank Anthony: I did not mean that. I can follow his line of thinking. He would like to have no loyal

staff in times of crisis so that the country can be held to ransom.

Shri S. M. Banerjee: All are loyal.

Shri Frank Anthony: That is what my friend wants. I say this and I want to put it on record. Fortunately, you have particularly in certain affected areas your loyal staff. I am not only gratified, but I am proud of the part that was played by the Anglo-Indian Railwaymen.

Shri S. M. Banerjee: They should be awarded medals.

Shri Frank Anthony: Not medals, but some appreciation. I expected that they would adhere to their long tradition of loyalty to their service and they did it in no uncertain measure.

I have received reports from 70 branches of my Association. I am not going to read them. I am going to read only two reports from Adra and Kharagpur which were among the worst affected areas. In spite of what my friends from the back may say, I think this is a matter in respect of which the House will be not only interested, but appreciative. This is the report from Adra. It may refer to Railwaymen of a particular community, but it does show what they were called upon to face.

"I am happy to inform you that, here in this town of Adra, every Anglo-Indian acknowledged your press release and took your advice—not to participate in the strike. Because we deliver the coal to Tatas, Bhilai, Rourkela, Martin Burn, the minerals to Durgapur and Burn, the strikers struck hard here. Under threats of violence of slashing of wives and children stone throwing and brick-batting the boys, not only the employed, but the retired men went to their duties and managed to keep, under awful conditions, skeleton passenger and essential freight services going with such determination that we broke their backs before the Territorial Army arrived."

An Hon. Member: Disgraceful.

Shri Frank Anthony: My hon. friend says it is disgraceful. It depends on the point of view. If the country did not have people like this, every now and then, the country would come to a grinding halt.

Shri Shah nawaz Khan: Most commendable.

Shri Frank Anthony: "Steam Locos were sometimes manned by three Anglo-Indian Drivers, who worked as driver, fireman and second fireman. At Cabins, level crossing gates, Ay control offices and where others had to come for duty at night, with no call-boys working, the lads went and escorted their relievers to duty....."

Shri S. M. Banerjee: Black legs.

Shri Frank Anthony: My friend says they were black legs. But he does not realise what the black legs did.

"... their wives and mothers gallantly staying alone while the strikers knocked on the doors and tapped the windows to break their morale."

Perhaps, my friend thinks that it is commendable conduct on the part of the strikers.

So far as Kharagpur is concerned, this is:

"This is to report on the conduct of the Anglo-Indians at Khargpur. The boys rose splendidly to the emergency easily winning the esteem of all the officers with their round-the clock service. It was accepted as a challenge, and without Police protection, hemmed in by personnel threats by hordes of strikers, and with their home folk exposed alike, the lads kept the wheels moving".....

Shri Nath Pai (Rajapur): What is this document he is reading?

Shri Frank Anthony: These are the reports which I received.

Shri Nath Pai: From whom?

Shri Frank Anthony: From the railway-men in these centres.

Shri Nath Pai: Sir, would you kindly request the hon. Member who is a very senior and responsible Member to disclose the source of this information, because it is casting a most serious kind of aspersion and accusation of a very serious nature. Once, in the House, we have tried to answer this. There has not been a single case of violence throughout the strike. One gets sick of this kind of flimsy charges brought on the floor of the House. Not one prosecution launched so far.

Shri Frank Anthony: These are reports....

Shri Nath Pai: From whom?

Shri Frank Anthony: By the railwaymen, portraying in railway language the terrible conditions to which they were exposed in certain of the worst affected areas. Perhaps my friend would like me to read citations. My friend says that there was no violence. Let me read one citation as to what happened in Asansol. This is an official citation.

"On the 12th and 13th July, 1960, when all other staff had been forcibly evicted by the strikers from the Andal West Cabin, Shri. C. C. Dragwidge, the Yard Master remained steadfast at his post of duty. Even when he was surrounded by a mob of 200 persons on the 13th of July, and their attempts to intimidate him and force him to leave the Cabin, he stuck to his post till the Police arrived and dispersed the crowd and on the afternoon of the same day when the Divisional Superintendent, Asansol visited the Andal West Cabin he found Shri Dragwidge still working

single handed although other staff were afraid even to move in the vicinity of the Cabin."

Shri Nath Pai: That only shows that the strikers were graceful.

Shri Frank Anthony: May I say this? Some of my friends may think that it requires a great deal of courage to indulge in a strike. Some of them like my friends may think that it is even commendable for them to indulge in violence.

Shri S. M. Banerjee: No no; we never said that.

Shri Frank Anthony: I say, for unarmed railwaymen, to run the gauntlet of violence, not knowing what may happen to his wife and children: it requires courage of the highest and coldest order.

Shri S. M. Banerjee: You are the only nationalist alive in this country.

Mr. Speaker: Let him go on.

Shri Nath Pai: Yes, but there was not a single case of violence, a single case of prosecution.

Mr. Speaker: That is his allegation.

Shrimati Parvathi Krishnan: The courts have given their verdicts to prove that your allegations are false.

Shri Frank Anthony: The Minister will probably be able to give us some authentic details of this matter.

I will deal with some of the major grievances. There is this question of increase of rent which is agitating the men. There was a 25 per cent. increase from 1st October, 1960. Perhaps this was due to reassessment of the capital value of the houses. The Minister will remember that in 1954 also there was a 25 per cent. increase in house rent. That means that between 1954 and up to date, there has been a 50 per cent. increase in the rent charged to railwaymen. The argument may be that the cost of everything has gone up including the

cost of materials, and that if railwaymen occupy newly built houses, inevitably we will have to assess the rent on the present capital value. My answer is this, that that would not justify an over-all increase in rent because I think I am right in saying that on an average, most of the houses occupied today, 90 per cent. of them, are houses which were built anything between 20 and 50 years back, in respect of which the railways have recovered the capital value over and over again. So, I would ask the Railway Minister to look into this matter, because, I think, it is a genuine reason for complaint.

There is another complaint which I get from all directions. I know the Railway Board has passed orders that one year before a person is due to retire, steps should be initiated to settle all his dues. But in spite of that, over and over again, I get complaints that people are not being paid their retirement dues for months, sometimes for years, and it is a source of avoidable hardship.

There is another grievance, and it is with regard to this tendency to punish people. I have been brought up in rather a strict school, and I am not against punishing them when they deserve it, but there is tendency to punish people, to punish them indiscriminately, and to punish them savagely. I will give an example of what is happening. Because of this general rather unsatisfactory position in respect of coal, the complaint on all the railways is that the drivers are being placed in conditions which are not endurable. They say that the tests in respect of coal consumption are carried out under the most perfect conditions, the best of coal is used, coal which is properly trimmed, but then in actual work they are given the worst coal, coal of the most inferior quality, and they work under day to day conditions which are not perfect conditions. Then they are supposed to account for a full wagon to the extent of 33½ tons. They say that a full wagon really only contains 32 tons, but they are

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made to account for the extra 1½ tons. Then they say there is pilferage, which is notorious particularly in winter, but the officials, because they do not want to account for the pilferage, make the drivers account for the shortage, and all the drivers down the line are constantly being punished. There are all kinds of punishments—stoppage of increments, stoppage of passes, stoppage of privileges, for the alleged excessive consumption of coal.

In this respect I would make an appeal to the Minister. I know that so far as I am concerned, it is a hardy annual, or it is a perennial, but I do feel the time is long overdue for the setting up of an appellate tribunal. You may have the rules the rules are there, but the rules are dead as the rule books which were brought into being many many years ago. There are the formal appeals to the Divisional Superintendent, but the Divisional Superintendent by and large does not apply his mind to an appeal as an appellate authority does or should do. I would ask the hon. Railway Minister to consider it. I know that he does apply his mind to these matters, but it is humanly impossible for a Railway Minister to deal with thousands of appeals that will have to come to him. I would ask him to consider whether it would not help if he has such an appellate authority. There is a feeling of frustration, a feeling of a denial of justice among the men, and if this feeling can be eliminated, it will add to the tone and quality of their work. I would suggest that some kind of appellate authority be set up in each zonal headquarters,—I will leave it to the Railway Minister as to how to constitute it—only to deal with appeals, so that the men will have the assurance that when they do appeal if there is a palpable injustice, they will have some chance of the palpable injustice being remedied.

I want, in conclusion, to say that by and large the railway administration

has done a very good, even an excellent, job of work. I would only ask the Railway Minister to underline four things to beg, borrow or steal and increase the allocation for the railway administration (I think it is urgently necessary); not to cheese-pare in the matter of recruitment of essential staff; to see that unnecessary punishments are not made; and if it is possible set up a real appellate authority in the zonal headquarters.

Shri Asoka Mehta (Muzaffarpur): The Railway Minister has many reasons to be satisfied with the performance of the railways. I think the world over the railways are passing through serious difficulties and when we judge our own performance, we should judge it in the context of this world picture.

Here is the latest White Paper that the British Government has placed before the British Parliament on the reorganisation of nationalised transport undertakings. So parlous is the state of the railways in the U.K., that out of the total capital liabilities of the railways there, which are to the tune of £1600 million, £400 million have been suggested to be written off, and £800 million will have to be put into suspense account. Only the remaining £400 million will be the capital on which there is hope of getting any kind of return.

We also inherited a railway system which was built up by the British, and had more or less the same kind of difficulties, but we have a certain silver lining. Our under-development by and large, is a black cloud, but that black cloud has a silver lining. We are in a position to pick up and set things right, because we are not in that advanced stage where any change has to be paid for in as big a measure as it has to be done in the U.K.

Take, for instance, this introduction of the metric system. We have completed it, comparatively speaking, at

a much less cost than what it is going to cost the U.K. in the same way, I think we have woken up in time to the other problems of the railways,—whether we have woken up sufficiently or not is a different matter, I shall come to it a little later—but the country has the right to be satisfied about the fact that we have become aware of the problems that the railways have to face and have tried to tackle them with a considerable measure of success, and with certain ability.

Before I go into some of the more important questions that I want to deal with, I would like to enquire from the Minister as to why, firstly, there has been this slow development of electrification, because the shortfalls there are to the extent of two-thirds. The difficulties in providing transport facilities for our expanding economy are well known, and we were depending so much particularly in the strategic area, on this electrification. I wish he would find some time to tell us more about the reasons.

I am happy that we have increased, in a marked manner, the use of indigenous materials for railways, but it is difficult to understand why there has been such a sharp shortfall in the utilisation of plan provisions for railway workshops.

The plan provision was to the extent of Rs. 85 crores. The total expenditure in the first four years, as given in this report is to the tune of Rs. 21.79 crores. I thought that when an increasing percentage, a massively increasing percentage of the requirements of the railways was being met from indigenous sources, the railway workshops had an important role to play.

The third point that I would like to ask him is this. Why have the losses on the North-Eastern Railway and the North-East Frontier Railway been doubled within a year after bifurcation? In 1957-58, the losses on the North-Eastern Railway, which was then a combined railway, were to the tune of Rs. 9.47

crores. In 1959-60, the losses of the two railways put together come to Rs. 19.37 crores. Is it that the bifurcation is such a costly process? I do not know.

I feel that we should be given some information on the working of these railways zone-wise, not only in the reports but in the speech that the hon. Minister delivers to us.

I would like to compliment the Minister on the considerable amount of valuable information that he has given us in his speech. Six years back, I had raised, while speaking on the Railway Budget, a number of questions about the transport co-efficient of economic development. I remember that at that time certain sections of the House as well as people outside thought that I was trying to chase an unreal quarry. But I am glad to find that in the speech of the Railway Minister himself, so much attention has been given to the whole problem or relating our transport requirements to the needs of our growing economy.

This is distinct improvement, and I hope that we shall have more and more information in this direction. But I think it is also necessary to point out that the railways should not be treated as one big single kind of unified apparatus, but there are different zones. Some are making profits, and some are making losses. These things have to be assessed, and these things have to be looked into. I hope the hon. Minister will make it possible for Members to look into these questions so that we may be able to raise the right kind of questions. I find that it is a kind of undifferentiated continuum. The Railway Minister seems to treat the railways as an undifferentiated continuum. For some purposes of course, it must be an undifferentiated continuum but for the purpose of understanding and analysing the operational efficiency and for assessing the working of the railways, I suggest that it is not proper that in

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the speech, he should treat the railways as an undifferentiated continuum.

I have no desire to refer to the strike, but the way my esteemed friend Shri Frank Anthony has gone into it and the way the Government of India and my hon. friend the Railway Minister had dismissed the strike, it appeared as if it had no impact; but it seems that it has had an impact. I do not know for how long the strike lasted; I think it lasted for four or five days but the loss was to the tune of three million tons, as far as originating traffic is concerned. And there have been consequences which still seem to be haunting us.

I would like to draw your attention to what the Railway Board have to say at page 13 of their report for 1959-60: This is what they say:

"The number of man-days lost during the year under review was the lowest as compared to any other year during the last decade."

This was a wonderful position. This was such a satisfying and exciting position by the end of 1959 or some time towards the beginning of 1960, that we had reached a stage where the man-days lost were the lowest. The number given is insignificantly small, and this was the best and the peak performance in the whole decade. Why is it then that this big strike took place? I would like the hon. Minister to ponder deeply over the point which I am raising. While I agree that he must give his fullest attention to all that my hon friend Shri Frank Anthony has said,—I hope my hon. friend will not misunderstand me when I say this—I would beg of him to give his main attention to the point which I am raising. Why it is when things were looking so bright, and there was this kind of

responsiveness on the part of the employees to the Administration, that in 1960 there was this burst-up in which a number of people participated? The number may be X or Y, I do not know. But the fact remains that it did make a serious dent, a dent which we have not yet been able to straighten out, on the operational efficiency of our railways during the year.

My next point is about the inadequate anticipation of traffic. My hon. friend has referred to some of these things. So, I shall not try to repeat them. I find that the anticipation about traffic was belied in the Second Plan, and the Minister says that it is likely again to be belied in the Third Plan. As far as passenger traffic is concerned perhaps, this is being done deliberately because of our inadequate capacity to develop transport. We are giving greater preference to goods traffic than to passenger traffic. So, I shall not criticize about the inadequacy as far as passenger traffic is concerned. But, as far as goods traffic is concerned let us realise that the performance of the railway appears to be good. Even after we have taken into consideration the various criticisms that my hon. friend Shri Frank Anthony has just offered it appears to be good, but it is so because of the shortfall in our production. The shortfall, as far as coal is concerned, is 7 million tons; in steel and pig iron it is 2.5 million tons, and in cement, it is 1.7 million tons. This is a failure a failure of the economy as a whole to move forward according to the Plan that has permitted the Railway Minister to come here and tell us, behold my performance has been so good. I give him credit for that, but think the nation as a whole is rather sorry that our overall performance has been so poor. If our overall performance had been good,—and I hope that it will be good and we have to make every effort to see that it will be good in the Third Plan—where will the railways be?

May I point out that in the last ten years, there has been only a 28 per cent increase in the production of commodities and 40 per cent increase in services? As I tried to point out on the last occasion, this is an imbalance in our economic development which has to be corrected. Greater attention has to be paid to the increase of commodity production than to provision of services. If that happens, the burden on our transport facilities is going to increase disproportionately. While absolute figures have increased very much, relatively the change has been not very great. Basic traffic of coal, cement, ores; grains etc. constituted 50.4 per cent of the total traffic that is, goods traffic carried by the railways, in 1950-51, while the "others" constituted 49.6 per cent. In 1960-61, the difference is not very great. The percentage is 52.93 for basic traffic, and for the 'others' 47.07. But, if the Third Plan goes through,—and as I have repeatedly said, I hope and pray, and it will be my constant endeavour to see that that is the least that we are able to put through—the basic traffic will be 64.06 per cent. and the 'other' traffic will be 35.94 per cent. The whole structure of our traffic is going to change.

The other traffic may be picked up by other forms of transport but the basic traffic is the unalterable and inescapable responsibility of the railways to carry. At this time in a sense we have reached the historic forking of the road. We have reached a stage where as compared with the previous efforts great as they have been—and I congratulate the Railway Minister and through him the whole Administration and the million odd people who are working on the railways for the very fine work that they have put in; and we are very proud of them—a qualitatively different kind of effort and a qualitatively different kind of approach will be needed in the Third Plan, because we have reached the forking of the road.

This leads me on the very important question of transport co-ordination. I have been discussing so far the question of transport coefficient of our economic development, but the transport coefficient cannot be assessed adequately unless we have a clear picture of transport co-ordination.

It is here that the Neogy Committee has been gallantly struggling with this problem, and something which we had kind of pushed under the carpet has at long last been brought to the fore. I hope that this House will be willing to give sufficient thought and attention to the crucial problems which the Neogy Committee has raised, because I do not think that that Committee, no matter how high powered it may be, will be able to reach any decisions on policy, unless it receives guidance from those of us who have the privilege to represent the people here.

13 hrs.

As far as transport co-ordination is concerned, we are somewhat backward. Here is Mr. Savage's book; *An Economic History of Transport*. He examined transport co-ordination in the U.K. in 1930 and that where we are today in India. He says:

"None of the restrictive legislation of the 1930s went to the root of the road-rail problem. None went for towards the achievement of the much-discussed but rarely defined aim of 'transport co-ordination'—"

I suggest that even the Neogy Committee has not been able to define it, because it has raised certain very very important questions and unless we help to answer them, this term will not be defined—

"Co-ordination, in the economic sense implies the carriage of traffic by that form of transport whose real economic costs are lowest. No steps were however,

[Shri Asoka Mehta]

taken in the inter-war years to remove the unequal obligations and incompatible systems of charging of road and rail goods transport...."

We are, therefore, at this stage, and I think the Neogy Committee has done a splendid job by posing the crucial questions which we cannot evade or can evade only at our peril. There is already too much traffic; there will be even greater traffic in the further than all forms of transport can carry. We have not the resources to develop in spite of all the appeal that Shri Frank Anthony has made. I know the Railway minister also realises that we just have not the resources to develop and provide adequate transport to carry all goods. Therefore the whole problem of transport co-ordination is of sovereign importance.

Here I will say something which might make me unpopular even with you. I hope you will permit me to say that.

Mr. Speaker: I thought I am above politics.

Shri Asoka Mehta: No, I am going to say something about South India.

Mr. Speaker: I belong to the whole of India.

Shri Asoka Mehta: 70 per cent of our railway lines run parallel to or within a short distance of motorable roads. We find that between 1948-49 and 1960-61, there has been a sharp shift in passenger traffic. In 1948-49, 77 per cent of all passengers travelled by train and only 22.9 per cent travelled by commercial vehicles. In 1960-61, the break-up is 59.5 per cent by railways and 40.3 per cent by motor transport.

When this big shift is occurring, I think we must be very careful when we make all kinds of demands on the Railway Minister for extending

railway lines. In Madras, where long-distance passenger road transport had developed very much, losses are being aggravated year after year as far as passenger transport is concerned. 95 per cent motor transport in Madras State runs parallel to railway lines, and the result is that any development or expansion of railways there without being very careful, is likely to be an even more losing proposition than such expansion in any other part of India. I say this with great hesitation, because in these regional questions, one has to be very careful. But purely in terms of the economic needs of the country, I hope we will be supporting the Railway Minister if he has to say that the economic considerations have to be more important than any other considerations.

Shri Thanu Pillai (Tirunelveli): What about goods traffic?

Shri Asoka Mehta: If I am saying some thing wrong and foul he can demolish me afterwards. But I do not think this is the time to interrupt.

When we talk about railway development, I think we shall also say that the railway development may have to be restrained because there is this possibility, and the development of road transport very fast. We shall, of course, have to take into consideration the condition of roads, of bridges and all that. That is where the whole question of co-ordination will have to be gone into from another angle also. But before I go into that, I would like to invite your attention to what has been done in U.K., where the Select Committee on Nationalised Industries recommended the policy of providing open subsidy by the State, naturally to be voted by Parliament for unprofitable lines maintained for social and other purposes. I think we should do that here. We should be clear in our minds that there must be certain lines which have to be developed for

social and other purposes; but we should also be clear that they are unprofitable and we shall have to give subsidy year after year, so that this House does all these things with full awareness and the whole country knows which are the lines which we are subsidising and why. Otherwise everything gets mixed up into the general accounts of the Railways and the Railway Minister has to face various pressures that are exerted upon him, no matter how strong he may be and somehow or other it may not be the most economic performance that he will be able to provide.

I therefore bring it to your attention so that this matter needs to be considered. Of course, so far our railway expansion programme has been very limited in the last decade. The only increase in railway construction has been 1200 miles. But the pressure is bound to grow, and it is growing. Six years ago what I said about transport co-ordination was perhaps then deemed to be irrelevant. The picture is different today. Likewise it may be that six years from today what I say now will sound very relevant. I suggest that these are issues into which we must go because all planning is ultimately insulating, to the extent it is possible, economic imperatives from political pressures.

On the question of road transport, you will remember that when the Masani Committee Report came up, I was somewhat critical and I had pointed out that his particular bias towards "free enterprise", which unfortunately for him and fortunately for me is out of tune with the general approach of this House and this country, had coloured the whole drafting of the Report. I find that the Neogy Committee which was an independent Committee also seems to have reached the same kind of conclusion. There is this constant pull between what one might call the

pro-railway elements and the pro-road transport elements. The great thing that the Neogy Committee has done is to say that this kind of controversy is a barren controversy. The real issues are somewhat deeper and somewhat different. For instance, now there are only three alternatives. The first alternative is what the British Government have done. The British Government have said in the White Paper:

The present restrictions on the ability of the railways to adjust quickly and adequately their freight charges and passenger fares are, in the Government's view, no longer justified in present competitive conditions.

"The railways will therefore be freed from statutory control over their charges, except for fares in the London Passenger Transport Area...."

So many restrictions have been removed and commercial freedom given. Should we give commercial freedom? You cannot have commercial freedom for road transport and say no commercial freedom would be given to the railways. I feel we cannot afford to give commercial freedom to the railways; that is a policy which Indian economy, in its present stage, just cannot afford. Therefore, that has to be ruled out.

You will remember you had told me that one of the questions worth looking into is whether we cannot have the same price for coal all over the country. Now about 38—40 per cent of the traffic is carried by the railways is provided by coal. The average haulage is 500 miles and it costs about Rs. 17 per ton. The minimum cost is Rs. 7 for 100 miles and the maximum is Rs. 30 for 1500 miles. I do not know whether the suggestion that was made, that Rs. 17 be made uniform all over the country would be the right suggestion.

Mr. Speaker: Is there no telescoping rate for this?

Shri Asoka Mehta: Admitting that it is telescopic, the whole point that we were discussing with a group of friends was whether any kind of uniformity could be introduced; and I thought it would be useful to bring this to your attention.

Mr. Speaker: Perhaps he thinks it is possible.

Shri Asoka Mehta: I doubt that. I think that certain slight alterations might still be possible. I do not know because there is considerable substance in saying that areas which are far greater away from the coalfields have a competitive disadvantage in industrialisation. Whether the telescopic rates should be further reduced or whether any kind of increase in areas nearabout can be contemplated is a matter which the Railway Minister and the Planning Commission should go into.

Shri Bimal Ghose (Barrackpore): It has been done in the case of steel. *(Interruption).*

Shri Asoka Mehta: I doubt very much whether it could be done in the same way as steel has been done, 100 per cent uniform. But this is a point on which I would not like to offer a definite opinion one way or the other because it needs to be gone into, by the Planning Commission or, perhaps, by the Neogy Committee if it is competent to go into it. *(Interruption).*

As I said, commercial freedom cannot be given. Then, what is the alternative? The alternative then is, we can have regulation. Can we have regulation? There is room for regulation. But regulation, again, will have to move in a certain direction. What is the direction of the regulation? I think, today, our regulations have no very specific and clear direction.

It was a decision taken a long time ago that the Railways should also

participate in road transport; they should be a kind of co-sharers in the development of road transport. In the Second Plan Rs. 10 crores were provided for this. But I am surprised to find that the actual utilisation in the first 4 years has been only Rs. 3.83 crores. The Railways are shouting and crying, justifiably in some cases and unjustifiably in other cases, about the competition that they are facing. Why is it that they have not been able to utilise these Rs. 10 crores? What has happened?

Mr. Speaker: There is a proposal to limit road transport to only 50 miles in the case of passenger traffic and to 250 miles only in the case of good traffic.

Shri Asoka Mehta: That, according to me, would not be very wise because we are not able to provide enough facilities of transport for passengers. In the last 5 years, I think, the actual increase has been 25 per cent. The provision was only 15 per cent. The potential increase will be much greater. It is rising at the rate of 6½ per cent or so—I mean passenger traffic. When there is a sharp increase and people want to go very much and 40 per cent. the passenger traffic has already been taken over by road transport, I wonder whether it would be very wise to interfere with it.

The real problem is that of goods transport, of its rational and continuous movements. The general transport policy seems to be that the goods must be kept moving. Passenger amenities and other facilities are very important. But, in the overall interests of economic development that will have to take a back seat. That is the present policy. If you think the policy has to be revised again, it is a major decision which the House should take. But we cannot keep on meddling at the Railway Ministry for what we had not asked them to attempt.

Two suggestions have been made; or rather two questions have been

raised by the Neogy Committee. What should be the licensing policy and what should be the taxation policy? As far as the taxation policy is concerned, I think, we must introduce flexibility. Taxation provides an instrument for directing and diverting traffic in certain directions. What should go by road and how it should go by road and all that. The whole regulation system will develop only to the extent we have a much more flexible instrument of regulation and direction.

Today there is hardly any instrument. I am surprised to find that our Inter-State Transport Commissioner has hardly any work to do because all inter-State problems of road transport are being handled by the Zonal Councils. We know that the Zonal Councils consist of very distinguished leaders of our country. But the Zonal Councils meet so infrequently; they are already overburdened. I do not know what they will be able to do about coordinating inter-State road transport.

In the United States, for instance, the Inter-State Commerce Commission plays an important part in ensuring the co-ordination that exists there. Here, on the analogy of that, we had this Inter-State Transport Commissioner; and the Inter-State Transport Commissioner, as most of the Commissioners that we have created, seems to have become thoroughly ineffective. His ineffectiveness must be removed. In order to remove that, both the licensing policy and the taxation policy have to be thoroughly revised and gone into. On this question I feel I have given my views and I hope on this occasion or on some other occasion we shall give our views so that the Neogy Committee or Government may be able to reach a decision in the light of the informed opinion of this House is able to provide.

I have only two small points to make before I conclude. My penulti-

mate point is about this coal business. This is rather a curious version of what comes first, the hen or the egg—this problem between the two Ministries, this dispute between the Ministry of Coal and the Railway Ministry. The Coal Ministry says that the Railway Ministry has not carried all the coal that has been mined. The Railway Ministry says that it has not got just the wagons to do it. It has not got the wagons to do it. Why? Because it has not got the steel for it. This is a kind of vicious circles that has been created. Perhaps, the Railway Ministry has a case. I have looked into that. When I find the...

Mr. Speaker: I understood from the Minister that the targets of the Plan have already been reached but by the time the targets are reached, the demand is increasing. Therefore....

Shri Asoka Mehta: That may be so. But there is something more than this. If we look at the figures it is very interesting. From 1956-57 to 1960-61, year by year, the actual expenditure on rolling-stock—of course, rolling-stock includes wagons and everything—has been decreasing. In 1956-57 it was Rs. 93.75 crores. In 1957-58 it was Rs. 84.88 crores in 1958-59, it was Rs. 75.10 crores and in 1959-60 it was Rs. 57.09 crores.

Yesterday, you will remember that our Planning Minister Nandaji formulated a kind of law that in the first year of the Plan the expenditure is less than pro-rata and it keeps on rising in subsequent years. I think that it was the reply he gave to Shri Nath Pai. But that Nanda Law has been working in the reverse direction as far as the Railways are concerned because there has been a steady fall in the utilisation, there has been a fall pro-rata in the utilisation of the resources that have been made available.

Mr. Speaker: But I think it is the other way. The wagons are being produced and rolled on but then the demand for wagons goes down.

Shri Asoka Mehta: Sure; the wagons have been produced. But my whole contention is that while the provision for rolling-stock in 1956-57 was Rs. 93.65 crores, the actual expenditure was Rs. 93.75 crores and in 1959-60, the provision was only Rs. 59.41 crores and the actual expenditure was only Rs. 57.09 crores. They have argued that it is because they could not get steel. But this is a matter in which, I believe, the responsibility, perhaps, lies on both shoulders; but much more it lies on the Government as a whole.

My point is slightly different. I find by studying what little I have been able to study this problem of coal, we are not sure of where our coal mines are going to be, what quality of coal is going to come out. If you go through this report—as I am sure you have done—of the N.C.D.C. they say that they were expecting that they would get this particular quality of coal from a particular mine but, unfortunately, the coal that has come out is of an entirely different kind. All that has an effect on your transport arrangements. That is a technical subject. Can there not be any way of finding out—as we do as far as oil is concerned, some drilling is done to ascertain and how much of it can be obtained—in the matter of coal what amount of coal you are going to get and what the quality of the coal is going to be? Before we lay out our plans and prepare ourselves, can we not do this? For we suddenly discover that the quality of coal is not useful for the purpose for which it was intended or expected to be used and there are all kinds of difficulties. That is why while this controversy between the two Ministries has been interesting to a point, I have some deeper concern. I would like the hon. Minister and Government to go into this matter.

My last point is this. It is absolutely necessary that we have a high level transport co-ordination committee. That is one of the conclusions to

which this white paper of UK has come to. It is impossible to hand over all the means of transport to the Railways; it is inconceivable to think of any kind of transport arrangement in which the Railways do not play a very big part. What is needed is a transport co-ordination committee. Unless these various means of transport are brought together and unless they give up functioning as competitive units, mutually antipathetic and unless they are willing to bring about much closer understanding, we shall not be able to meet this problem. The Neogy Committee has asked: will it be necessary for us to move towards integration of transport? I feel that co-ordination will have to be in the direction of a certain extent of integration. It is not necessary to squeeze out private enterprise in goods transport. Private enterprise can be utilised or integrated in the various goods and road transport corporations that may be set up and in which the Railways, the State Governments and the private operators can come in. A series of corporations will have to be set up. But we are not clear about our own direction as far as the transport co-ordination is concerned. That is why the first is ruled out; under no circumstances can we have free commerce in transport because we cannot afford it. We have been oscillating between regulation and integration. I do not think any one of us would favour complete integration because that also would be something which would be unsuited to the genius of our country. It is in between these: sometimes regulation without direction and sometimes with direction. My contention is that only a transport co-ordination committee at the highest level will be able not merely to provide direction in terms of policies but directions in terms of implementation because this is a matter which cannot be left vague. Our whole ability to implement the big Plans of economic development can founder on this rock of transport. I hope and trust that it will not be a rock on which we will founder but a rock on which we shall

build the fabric of our abiding prosperity.

Mr. Speaker: Shri Guha. I have called four hon. Members, one after another, from the Opposition; I have not yet called any hon. Member from the Congress Benches.

Shri A. C. Guha (Barasat): Sir, the preceding Members who have spoken from the Opposition have also complimented the Railway Administration on their performance during this year and during the entire Second Plan period. So, I need not say much on that point.

The Railway Administration has done fairly well in fulfilling the obligations put on it by our developing economy. A saving of Rs. 40 crores has been effected in our foreign exchange expenditure by getting stores, equipment, etc. scheduled to be imported, from local manufacture. It is a big step and we are glad that they have been advancing towards self-sufficiency. They have also entered the export trade by offering global tenders about the supply of coaches to Pakistan and Argentina. In the matter of the supply of engines, we expect they will be able to compete in the foreign markets.

I suggest that the attention given to the research section is not quite adequate. Greater and bigger allotment should be made for research: in fact research is the basis on which they can proceed to manufacture intricate equipment and there should be adequate encouragement for research.

On several occasions it has come out in the House that there has been difference between two Ministries of the Government of India Railways and the Steel, Mines and Fuel. The carrying of coal is of vital importance for the development of our industrial economy and there have been some lapses in this regard. We do not know who is to blame more. Surely we know that there has been some

shortfall in the production of coal but even then the Railways should give greater attention to this problem of carrying coal for industry and for its own uses. Some adjustment between the two Ministries should be affected.

In spite of the achievements, the replacements of engines and coaches have not been done properly. There are still backlogs in the replacement programmes of the railways which should be done early. Some of our rolling stock are overworked and need respite. Maintenance and repairs are also not being properly done in time. We should see that the engines, coaches and wagons run their proper life. Shri Frank Anthony has made a serious allegation that the engines which were to last 30—40 years cannot be expected to continue for more than 10-12 years under the present conditions. I do not know whether there is any basis for this allegation. My feeling is that this assessment may not be quite correct but I think we have not given proper attention for the maintenance of our engines. They are costly things and their replacements also will take sometime. So, they should be given proper attention.

The Financial position of the Railways is not very elastic. Year after year the net surplus is going down practically in 1959-60 it was Rs. 20 crores and in the present year, Rs. 14 crores. In the coming year, it would be Rs. 8.6 crores.

13.29 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Another disquieting feature is that the operating expenses are also going up. While the net surplus has gone down this year, the operating expenses have gone up by one per cent, i.e., 81.1 per cent of the total receipts. This is rather on the high-side for any concern, for any commercial concern. The question may be raised whether Indian railways is a commercial concern or a public utility.

[Shri A. C. Guha]

lity concern. Surely, it has a public utility function. There is no question about that. But it should run also on a commercial basis to the extent that at least it must pay its own way. Its own development and maintenance should be financed by its own earnings. There should not be any confusion about the dividend to be given to the central revenues. That is not actually any extra money given to the tax-payers or the general revenues of the Government. It is just more or less to cover the interest charges, that the Central Government will have to pay on account of the money invested for the Indian railways. There might be a slight margin after covering the interest charges. So, the Indian railways should look to the commercial aspect also, even though it must have a public utility aspect before its mind.

The operating expenses should be brought down. This is particularly an important point as regards the passenger traffic. Passenger traffic has been increasing rapidly. It was expected that passenger traffic during the second Plan period would increase by only 15 per cent, but it has increased by 25 per cent. But in passenger traffic the Indian railways have been losing. So, any increase in passenger traffic is not adding to the profits. It may be said that it is adding to the total loss of the railways. The expense ratio of the Indian railways on passenger traffic is 101.9 per cent of the receipts. That means it is nearabout two per cent more than we get from the passengers. The railways should see that the passenger traffic should leave some margin. At least it should not incur any loss. This two per cent should be reduced so that passenger traffic may yield some margin, or, it may run without incurring any loss at the end of the year. So, I would suggest that the Railway Ministry should see how they can make passenger traffic somewhat paying or slightly more paying. At most, the

expenditure on passenger traffic should not be more than 99 per cent of the total receipts.

As regards goods, there is a fairly good margin, though I will not say that it is a very good margin. Our expenditure as regards goods traffic is 87.5 per cent of the receipts. So, there is some margin left, but still, I should say that for a commercial concern, it is a narrow margin. A commercial concern, in the turnover of a year should get a profit of at least 20 per cent as the margin, so that it can pay its own way in the matter of maintenance, depreciation, expansion and the payment of interest on capital investments.

The capital at charge between the two Plan periods has increased by about ninety per cent. But the gross earnings have increased only by 75 per cent. In any commercial or industrial concern, if the capital has increased by 100 per cent, the turnover or the gross earnings of the concern must increase by at least 110 per cent, but in this case, whereas the capital at charge has increased by 90 per cent, the gross earnings have increased only by 75 per cent. So, there should be some attempt to see that the operating expenses are reduced.

In this respect, economy can be effected only in the use of stores and also in the pay bill of staff. I cannot say that the per capita pay of the staff can be reduced at present. But I think there is scope for reduction in the number of the staff. From a little over nine lakhs in 1954-55, the number of staff has gone to more than 11 lakhs in 1960-61. So, the increase of about 17 per cent during these five or six years is not justified by the increase in the volume of traffic. There should be some scope for effecting economy as regards the administrative expenditure as also on the fuel and other stores, etc.,

In this respect, I should say that one factor affecting economy is the prevailing corruption in the administration. In most cases, claims and their grounds are made in collusion with the staff and even ticketless travelling, I think, is done mostly in collusion with the staff. I do not say that the entire staff is responsible, but a certain number—I think there is quite a good number or proportion of them—is in collusion with bosses of groups and they help in these corrupt practices. This means loss of revenue for the railway administration. If these things can be tightened up, I think the revenue of the Indian railways can increase by a certain amount.

Moreover, there should be a serious attempt to prevent diversion of goods traffic from the railways to road transport. We cannot totally prohibit goods traffic by road transport, but to a certain extent, we can do it. I think that after a certain length above, say, 200 or 300 or even 500 miles, there should be a prohibition that road transport should not carry the goods. That can be done. I also think that after a certain length, road transport in respect of goods should be nationalised. The smaller people may be given a chance to operate through road transport in the matter of goods for short distances. I do not like to suggest anything about passenger transport. Passenger transport by roads does not cover very great distance. It is just 30 to 40 miles. It is not much more than that. But most of the goods traffic from one end of India to the other end is carried by road transport and there should be some regulation or control over that. I think the Railway Ministry should consider or the Government should consider whether inter-State road transport of goods can be nationalised or at least prohibited after a certain length. Long haulage should not be allowed to private transport. What is the condition of the private road transport services? The workers are not paid properly; the goods are not often properly kept; and they do not observe the traffic rules on

the roads. They often obstruct other traffic and create trouble for normal road traffic. So, there should be some control over goods traffic by road transport.

Coming back to the financial position, I think the railway authorities quite know the position of the three funds the Depreciation Reserve Fund; the Revenue Reserve Fund and the Development Fund. The Depreciation Reserve Fund, started at the beginning of this Plan, with Rs. 103 crores and I think it now stands only at about Rs. 12 crores or Rs. 14 crores. It has almost been exhausted during these years. I do not think that the allotment made by the recent Railway Convention Committee would also be quite adequate for meeting replacements, repair charges of the railway rolling stock and other items. I think the Depreciation Reserve Fund should be properly maintained, and for a commercial house having about Rs. 2,000 crores of investment, I think the Depreciation Reserve Fund should be kept at least on the basis of ten per cent of the capital at charge. But now every year it is going down and is almost completely exhausted. There is no amortisation fund. I do not know whether that has also been considered by the Government. Otherwise, I do not know how the Government is planning to repay the loans. Will they carry the loans all through? Certain loans have to be repaid. The loans taken from the International Bank or some international organisation ought to be repaid. And without a proper amortisation fund, I do not know how they intend to repay the loans. That means they will again have to borrow from the general revenues, or from the market or from somebody else. The shifting of the burden of railway development and repairs and maintenance to the general revenues by borrowing from the general revenues means shifting the burden from the railway users to the general tax-payers, a vast majority of whom may not have any occasion to use the railways throughout the year. Why should they be asked to

[Shri A. C. Guha]

pay for the benefits of the railway users? This is a bad policy that the railways should go on taking loans from the general revenue. It means a greater commitment to pay dividend to the general revenue. So, as far as possible, the railways should try to maintain and develop their establishment with their own resources. Therefore, all these funds should be properly maintained.

Already reference has been made to the zonal railways. I do not know what was the justification for bifurcating the North-eastern Railway, thus increasing the burden of loss year after year. What is exactly the strategic portion of that railway? That should be properly stated; the loss from that also should be stated. The other portion of the Railway should be run on a commercial basis. If there is going to be continued and increasing loss year after year, there is probably a case for serious examination of the whole system of creating zones here and there without proper commercial justification.

I have stated that the railways should make their finances more solvent. One way for that is by effecting economy. The other way is by revision of rates of passenger fares and freight. I think the hon. Railway Minister has been charged in the other House that he has made out a clear case for revision of passenger fares and freight rates, but simply because of the election year, he has not done it. I think he should have taken a lesson from the hon. Finance Minister. There should have been some indication even in the first year of the third Plan as to what has to be done and what will be considered inevitable during the Plan.

Mr. Deputy-Speaker: Lesson could only be taken by one who followed.

Shri A. C. Guha: Nowadays the name of Prof. Galbraith is repeatedly heard in this House. In 1956-57 he

made a report on the development of India, in which there was a chapter on the railways. He suggested that railway travel should be made more difficult and more costly to discourage unnecessary travel. He suggested that there should be some difference between necessary and unnecessary travel, and preferential treatment should be given for necessary travel; unnecessary travel should be made more difficult. I think on account of the 25 per cent increase in passenger travel, there may be some justification on the part of Government to make a propaganda that unnecessary travel should be avoided.

Before concluding, I should say something about Calcutta. Calcutta traffic is impossible for anybody to control. The circular railway is the only thing that can be done to remedy it. I think the Railway Ministry should seriously consider when they can start the circular railway round about Calcutta. The Sealdah station requires complete renovation. Little adjustment this way or that way would not meet the requirements of the Sealdah Station, which has the biggest passenger traffic in the country. A number of railway buildings should be demolished and the railway platform should be completely reconstructed.

After the Farraka barrage, there should be a railway line over the barrage so that the traffic from Calcutta to North Bengal may be undisturbed and uninterrupted.

Shri C. K. Bhattacharya (West Dinajpur): Sir, this is perhaps the last railway budget we are speaking upon, at least so far as the present Lok Sabha is concerned. So, I go back to the proposals that I placed before the Railway Minister in the first speech I made on the railway budget when I came to this Parliament. In doing that, I draw his attention to the fact that that modest request has not yet been complied with, though it has

been repeated a number of times during the course of the budget speeches year to year.

Shri Narasimhan (Krishnagiri): Modest request never succeeds.

Shri C. K. Bhattacharya: Yes; the request has to be pitched high so that it may succeed modestly. In any case, the Railway Minister is known to be very kind and very amiable too; he is a very lovable person.

Shri S. M. Banerjee: What about the Deputy Ministers?

Shri Braj Raj Singh: Why these adjectives?

An Hon. Member: He is not here to listen to that. (*Interruptions*)

Shri C. K. Bhattacharya: So far as my request is concerned, it looks something like this. It is like what is stated in the *Vaishnava* poem:

“पियास लागिया जलद सेविनु बजर
पड़िया गेल”

“I called for clouds to soothe my thirst, but they gave me thunder;”

In fact, that is a mere request for a railway line in North Bengal, which has been deprived of the railway connection it had with Calcutta and other parts of Bengal and India due to the partition of India. It should have been taken up first and complied with first. In any case, I draw the attention of the hon. Railway Minister, but it was not done.

In response to our request, repeated surveys were made and the surveys proved that the line, if constructed, would be paying. It would not be a line requiring to be run with a loss or as a social necessity in spite of the loss. Alignments have also been made. But unfortunately the alignments have been changed lately and the new Malda-Siliguri line that is

being constructed by-passes the area. The original alignment was it would run through the district of West Dinajpur to Siliguri. But it by-passes the district, so that my feelings are like this that the cup is being dashed to the ground while it is being brought to my lips. I had brought this to the notice of the Planning Commission and the Planning Commission itself took note of it. I submitted a note to them wherein I stated the whole position. I raised it before the Parliamentary Committee 'B' on the third Plan draft. After I pointed out the requirements of this district to the Planning Commission I submitted this written note, which reads:

“This note is related to the report in the “Statesman” (Calcutta edition) of 14.10.1960, on the broadgauge line now under construction from Khajuriaghat (Malda) to Siliguri, a cutting of which I handed over to you in the afternoon sitting of the Committee 'B' on Draft Third Five Year Plan on the 12th instant” (that is, 12th November) “The report is illustrated by a plan showing both the original and the new alignments of this line.”

The *Statesman* published a report showing both the alignments, the original alignment that was there and the alignment to which it has been diverted. I sent a cutting of it to the Planning Commission.

“This note is meant to elucidate that plan and also to serve as a supplement to what I stated at the above meeting of the Committee urging for the extension of this line upto Raiganj, the headquarters of the West Dinajpur district.

It should be pointed out here that the partition of the country deprived both Bengal of its railway connection and had a disastrous effect on West Dinajpur, Malda, Jalpaiguri and Assam and practically these tracts for all material purposes were cut off from everywhere. The authorities

[Shri C. K. Bhattacharya]

were alive to the situation and as a preliminary increase contemplating to construct the broad-gauge line with two arms, one from Eklakhi to Balurghat hily and another. From Eklakhi to Raiganj. In the explanatory memorandum of the last railway budget it was stated that "Tildanga Farrakka, Khejuriaghat Malda project is primarily meant to open up West Dinajpur District."

As the plan contained in the report to the Statesman referred to above shows the original alignment of this line on the basis of which surveys were completed was Khejuriaghat, old Malda, Eklakhi, Raiganj, Aluabari and Siliguri.

This alignment was hailed by people of all these places as it would partially open up West Dinajpur district, Raiganj and Malda being connected and the distance between Calcutta and North Bengal being considerably shortened and as it would enable our railways to cope better with the stupendous pressure of goods traffic, specially tea and jute from Assam, Jalpaiguri and Darjeeling, for which we are largely at the mercy of Pakistan at present.

The alteration of the original alignment leaving out Raiganj altogether has led to the adoption of a more circuitous route which will not be able to shorten the distance as originally expected."

In fact, the alteration of the alignment not only increases the distance, it also increases the time required to reach Siliguri from Calcutta.

"I would request you and the Planning Commission to consider the special difficulties of these

places due to the loss of their previous railway facilities consequent on the partition of the country and to stick to the original alignment as mentioned in para graph 3 and, if that is not at present possible or feasible, in the alternative at least to extend an arm of the broadgauge line from Eklakhi to Raiganj a distance of about 30 miles, which will not involve much cost and which will be very profitable from the point of view of revenue."

In fact, I have consulted some of the railway engineers and they told me that these 30 miles arm may be extended if the Planning or the Ministry agrees to give a grant of something like a little more than one crore of rupees. I received a reply from the Member (Industry) Planning Commission that my note has been forwarded to the Railway Board. But, up till now, I received no communication though this request has been repeated every year. Members from North Bengal, Darjeeling and Assam have submitted repeated petitions to the Ministry that this part of the line should be taken up in the interest of North Bengal, Darjeeling and Assam. Though I am speaking on behalf of North Bengal, members from Assam and Darjeeling are with us in asking the Railway Ministry to have this part of the line constructed. We receive repeated replies that it will be considered later but up till now it has not been included in the Third Plan and I do not know whether it is going to be accommodated in any way by any extra grant or extra facility provided to us.

As I stated now, if the link from the new alignment to the headquarters of the district is provided, it will not only help the area for which I am speaking here but will also serve the interests of North Bengal and the business community of Calcutta in particular and other areas in general by providing greater

facilities for tea and jute being brought from Assam and providing greater facilities for goods from Calcutta being taken over to North Bengal and Assam. During the previous discussion our then Food Minister, Shri Jain, was told that in order to reach food from Calcutta to North Bengal they had to move things via Mughal Sarai, because Calcutta is not directly connected with North Bengal. It takes a long time during which the people in these areas suffer for want of supply. Whereas there is food in Calcutta, people in North Bengal are in need of food but supplies could not be given to them because of this particular difficulty of there not being this railway connection which was there but which is now cut off. The Food Minister at that time admitted to me that if this line was there a lot of difficulties in supplying food to North Bengal would have been removed, and so he was himself interested in having this line.

As this is the last budget that I am speaking upon, I again draw the attention of the Ministry to this particular requirement and I request them again to approach the Planning Commission for this small mercy of a crore of rupees to remove the grievances of a large tract of area, including the districts of North Bengal, Darjeeling and Assam, and to provide the people of Calcutta with an easy and quick connection to North Bengal as well as Assam, avoiding Pakistan, and serve also the interests of the business community for having their goods easily transferred from North Bengal and Assam to Calcutta.

श्री राम कृष्ण मुत्ता (मन्त्रसंग्रह) :
जनाब स्टिडी स्पीकर साहब, मीजूदा साल के बजट को देखने से पता चलता है कि १९६०-६१ में ट्रीफिक रिपोर्ट में जो ग्रामदनी हुई है, वह कम हुई है। यह ग्रामदनी बजट एस्टीमेट के मुताबिक ४६४ करोड़ ५०

लाख होनी चाहिये थी लेकिन रिवाइज्ड एस्टीमेट के मुताबिक वह ४५८ करोड़ ही हुई है। इस का मतलब यह हुआ कि जो ग्रामदनी का प्रदाया था उस से काफी कम ग्रामदनी हो रही है। डिटेल्स को देखने से पता चलता है कि यह कमी गुड्स ट्रीफिक में कमी के कारण हुई है। गुड्स ट्रीफिक की ग्रामदनी का प्रदाया ३०५ करोड़ था जबकि आशा है कि वह २८९ करोड़ ५९ लाख ही होगी। इस बास्ते में चाहता हूँ कि गुड्स ट्रीफिक से होने वाली ग्रामदनी को हम बढ़ायें। मैं समझता हूँ कि अगर हम कोशिश करें और प्लानिंग के मुताबिक काम करें, तो हमारी ग्रामदनी बढ़ सकती है।

जहाँ तक थर्ड क्लास पैसेजर्स का सम्बन्ध है और उन से होने वाली ग्रामदनी का सम्बन्ध है, प्रदाये से ज्यादा ग्रामदनी हुई है। मैं अपील करता हूँ कि हमें कोशिश करनी चाहिये कि हम ज्यादा से ज्यादा एग्जिनेटिव थर्ड क्लास पैसेजर्स को दें। इस के लिये जो रकम रिजर्व की गई है, वह कम है, ज्यादा नहीं है। यह हम प्वाइंट आफ व्यू से भी जरूरी है कि थर्ड क्लास पैसेजर्स को अगर और ज्यादा एग्जिनेटिव दी गई तो हमारी ग्रामदनी और भी ज्यादा बढ़ सकती है।

14 hrs.

इस के अलावा मैं ग्राम का और माननीय मंत्री जी का ध्यान ट्राउंस की पब्लिक एकाउंट्स कमेटी की ३३वीं रिपोर्ट की तरफ दिखाना चाहता हूँ क्योंकि मैं समझता हूँ कि यह रिपोर्ट बहुत ग्रहम है। उस के शुरू में ही देखने से पता चलता है कि अगर हमारा इन्स्ट्राम ठीक होता, एक्स्पेंडिचर पर कंट्रोल होता और ज्यादा दृष्टिकारी से काम लिया जाता, कामबल प्वाइंट आफ व्यू को ध्यान में रखा जाता, तो हमारी ग्रामदनी बहुत ज्यादा बढ़ सकती थी और बहुत सा एक्स्पेंडिचर ऐसा वा जोकि बचाव किया जा

[श्री राम कृष्ण गुप्त]

सकता था। मिसाल के तौर पर इंट्रोडक्शन में ही कहा गया है :

"The Railways, as a Commercial Department under Government, should be run in a business-like manner and successive committees on Public Accounts had in the past drawn attention to delays, procedural and otherwise, in the recovery of dues, in drawing up of contracts and in their execution, some of which had resulted in avoidable expenditure."

मेरा कहने का मतलब यह है कि अगर इस तमाम रिपोर्ट को गौर से देखा जाय तो यह बात बिल्कुल साफ जाहिर हो जाती है कि मामूली मामूली गलतियों के कारण हमारा कितना ज्यादा नुकसान हुआ है। इस को रोकने का सब से ज्यादा जरूरत है। इस के अन्दर आप को यह भी नजर आयेगा कि इस चीज का इन्तजाम पर और डिस्पेंडन पर कितना असर पड़ा है। पैरा ५५ से ६० में यह साफ तौर पर कहा गया है

"Paras 55-60 of the Report disclose cases of frauds and misappropriation of funds by the Railway staff. The Committee have urged the need for tightening up the internal checks and supervision to minimise the occurrence of such cases."

इस को देखने से पता चलता है कि बहुत या इतना रेलवे स्टाफ को दिया गया जोकि अभी तक उन से वापस नहीं लिया गया। इस के अलावा इस किस्म के भी बहुत से केसेज हैं जिन के अन्दर कंटेक्टर्स को नाजायब रियायतें दी गईं। बहुत पर काम पूरा नहीं किया गया फिर भी उन के खिलाफ कोई ऐक्शन नहीं लिया गया।

मैं ने यह तमाम बातें इसलिये कहीं कि हमारा जो रेलवे का महकमा है वह बहुत

अहम महकमा है और हमारे एकानमिक सिस्टम की बुनियाद है। इसलिये अगर हम इन बातों की तरफ ध्यान नहीं देंगे तो हमारा काफी नुकसान हो सकता है और जरूरी है कि जो एक्स्पेंडिचर अवायड किया जा सके उसे करने की कोशिश की जाय ताकि और भी ज्यादा काम हो सके और डेवलपमेंट के लिये और न्यू लाइन्स के लिये ज्यादा से ज्यादा खर्चा किया जा सके।

मैं इस बात की तरफ भी आप का और मंत्री जी का ध्यान दिलाना चाहता हूँ कि मंत्री जी ने अपनी स्पीच में इस बात का जिक्र किया है कि मेकैड फाइव इम्पर प्लैन के अन्दर जो हमारा ८०० मील लम्बी नई रेल लाइनें बनाने का टारगेट था वह पूरा हो जायेगा और जितना फंड अलॉट किया गया था वह तकरीबन तमाम का तमाम खर्च हो जायेगा। यह बड़ी अच्छी बात है और मुझे आशा है कि उस के तजुबों के बिना पर थर्ड फाइव इम्पर प्लैन में और भी ज्यादा रकम दी जायेगी ताकि ज्यादा से ज्यादा नई लाइनें बन सकें। इस के लिये माननीय मंत्री जी ने अपने भाषण के सफा १४ पर जिक्र भी किया है। उस में से एक बात मैं बहुत अहम समझता हूँ और हाउस के सामने रखना चाहता हूँ। उस स्पीच में यह कहा गया है :

"The provision for new lines is being reviewed in consultation with the Planning Commission. I am hopeful that it will be found possible to make a further allocation of funds, to meet the demands for new lines to be constructed on grounds of political, social and economic development in certain areas, more particularly in the South."

मैं ने यह बात इसलिये कही कि जो पोलिटिकल सफज आया है, उस का मतलब मेरी समझ में नहीं आया। अगर कोई काइन्

पोलिटिकल ग्राउंड्स पर बनाई जायेगी तो उम्मी इलाके में नई लाइन बन सकती है, उम्मी इलाके को ज्यादा प्रिफरेंस दिया जा सकता है जहाँ के लोगों के हाथ में पोलिटिकल पावर है : जैसा मैं ने शुरू में कहा, हमारा सब मे बड़ा मोटिव यह होना चाहिये कि कामर्सल प्वाइंट आफ व्यू, इलाके का ग्रैंडर डवलपमेंट होना और जो दूसरी बातें हैं उन को मटे नजर रखा जाय। इसलिये नई लाइन्स जो बनाई जायें वह इन्हीं कंसिडरेशन्स को मोखने हुए बनाई जायें। इस के लिये पार्लियामेंट ने कुछ तजवीजों भी भेजी थीं। उन में तकरीबन १७ लाइन्स का जिक्र किया गया है। पर थर्ड फाइव इम्प्रूव्मन्ट की जो इम्पट ग्राउंट लाइन पेश की गई थी उन को देखने से पता चलता है कि उन में से एक लाइन को भी नहीं लिया जा रहा है। मेरी अपील है कि उन में से कम से कम एक लाइन को जरूर लिया जाय, और उस को लेने के लिये भी हमारा सब से पहला कंसिडरेशन यह होना चाहिय कि कौन सा इलाका ज्यादा से ज्यादा बेकवर्ड और ग्रैंडर डेवेलोप्ड है और कहां इस की ज्यादा से ज्यादा जरूरत है। मैं ने इसलिय यह बात कही कि कहीं ऐसा न हो कि पोलिटिकल कंसिडरेशन्स का लिहाज रखते हुए इस इलाके को इनोअर कर दिया जाय।

इस के बाद जो तजवीज मैं हाउस के रखना चाहता हूँ वह यह है, और इस का मैं तीन, चार दफा जिक्र कर चुका हूँ क्योंकि मैं समझता हूँ कि यह बहुत जरूरी है, कि जो जोन बने हुए हैं, इस तमाम जोनल सिस्टम को रिबाइज करने की जरूरत है। जब बी० बी० गूंड सी० आई० रेलवे को दो हिस्सों में बट के वेस्टर्न जोन बनाया गया तो बी० बी० एंड सी० आई० का एक हिस्सा नार्दन जोन में डाला गया। मैं समझता हूँ कि दोनों हिस्सों के ग्रन्डर, क्लास तीर पर मीटर गेज सिस्टम पर, फिनिशेडो बड़ नई। मेरी

तजवीज है कि इन दोनों जोन्स के मीटर गेज सिस्टम को मिला कर एक नया जोन तमाम मीटर गेज सिस्टम के लिये बनाया जाय। इस को इस प्वाइंट आफ व्यू से भी देखा जाय कि यह जदो जोन ऐसे है जिन का हेड आफिस बम्बई में है। अगर इस स्कीम को मंजूर कर लिया जाय और इन दोनों जोन्स को रिबाइज कर के एक नया मीटर गेज जोन बनाया जाय तो उस से एफिशिएंसी बहुत बढ़ जायेगी। इस नय जोन का हेड आफिस ग्रहमबाबाद या मजमेर में अच्छी तरह से किया जा सकता है।

जो तीसरी तजवीज मैं हाउस के सामने रखना चाहता हूँ वह यह है कि नार्दन जोन में जो मीटर गेज सेक्शन है उस पर एक स्ट है फाजिल्का और कोट कपूरा। आप इस बात को जानते हैं कि भटिंडा से दो वैरेलेज लाइन्स ब्राड गेज और मीटर गेज की कोट कपूरा तक जाती हैं। मीटर गेज यहाँ से अलग हो जाता है और फाजिल्का को चला जाता है। मैं समझता हूँ कि यहाँ पर दोनों सिस्टम्स की कोई जरूरत नहीं और ब्राड गेज के एक ही सिस्टम से काम चल सकता है। अगर हम फाजिल्का से कोट कपूरा तक मीटर गेज सेक्शन को ब्राड गेज में चेंज कर दें तो बाकी के हिस्से की लाइन की कोई जरूरत नहीं। इस के लिये मेरी तजवीज है कि इस बात पर विचार किया जाय और इस सिस्ते को ब्राड गेज में चेंज किया जाय ताकि जो बाकी का डबल सिस्टम बना हुआ है उस पर जो खर्च होता है वह कम हो जाय और उस से ज्यादा फायदा लोगों को पहुंच सके।

जहाँ तक थर्ड क्लास प्रिमेटीव का बचाल है, वह बहुत महम है। इस के लिये मैं सिर्फ दो या तीन तजवीजें हाउस के सामने रखना चाहता हूँ। सब से पहली तजवीज मेरी यह है कि इस के लिये बजट में जो

[श्री रामकृष्ण गुप्त]

रकम रक्की गई है वह बहुत थोड़ी है। मैं चाहता हूँ कि थर्ड क्लास पैसेन्जर्स को ज्यादा से ज्यादा भ्रमेनेटीज प्रोवाइड की जायें और इस के लिये फंड्स को इन्क्रीज करने की ज्यादा जरूरत है, खास तौर पर थर्ड क्लास बेटिंग हाल्स में पानी का इन्तजाम करने की बहुत ज्यादा जरूरत है।

रिबाड़ी मीटर गेज सेक्शन का एक बड़ा भारी जंक्शन है। वहां से दो जोन्स का सिस्टम शुरू होता है, वर्स्टन जोन और नार्थन जोन। गरमी के मौसम में इस वजह से बड़ी तकलीफ होती है मगर अभी तक पीने के पानी का कोई खास अछछा इन्तिजाम नहीं हुआ है। इसलिए मेरी अपील है कि इस तरफ ज्यादा से ज्यादा ध्यान दिया जाय और पानी का मुनासिब इन्तिजाम किया जाय।

इस के बाद मैं आखिर में यह भी कहना चाहता हूँ, जैसाकि मैं ने पहले भी जिक्र किया था और इस के लिये मैं ने एक सवाल भी पुट अप किया था, कि पंजाब सरकार ने जिन नई लाइनों की तजवीज की है उन में एक लाइन यह भी है, गढ़ी हरसरूप से फरुखनगर तक। इसे भिवानी या दादरी तक एक्सटेंड कर दिया जाय। मेरी अपील है कि इस तरफ पूरा ध्यान दिया जाय। जैसाकि मैं ने पहले भी कहा, पंजाब के अन्दर बहुत सारा एसा एरिया है जो बंदर डबलपड है। वहां पर मीन्स आफ कम्युनिकेशन की, खास तौर पर रेलवे लाइन की, बहुत ज्यादा कमी है। इन बंदर डबलपड एरियाज में लाइन बनने से वहां के लोगों को सफर करने की सहुलियत पैदा हो जायगी। इस के साथ साथ यह भी होगा कि पंजाब का जो हिन्दी स्पीकिंग एरिया है जिस के बंदर बड़े बड़े शहर हैं हिसार, सिरसा, भिवानी और दादरी, वे सब तकरी-

बन ३० मील दिल्ली से ज्यादा नजदीक हो जायेंगे और उनका फासला कम हो जायगा। इसलिये मेरी अपील है कि इस तरफ जरूर विचार किया जाय और इस लाइन को थर्ड फाइव इयर प्लान के प्रोग्राम में शामिल किया जाय ताकि उस बैकवर्ड एरिया के लोगों को भी इस किस्म की सहुलियतें मिलें।

Shri Ganapathy (Tiruchendur): To begin with, I would like to inform my hon. friend Shri Asoka Mehta that he is not quite fair in saying that the lines on the Southern Railway are unremunerative. From the Explanatory Memorandum it will be seen that the revenues of the Southern Railway in 1955-56 were Rs. 47 and odd crores, and the revenues go up to Rs. 68 and odd crores in the present budget year. Probably he does not know that there are other Railways which are a losing concern. But there are so many considerations, political, social, economic, etc. And in his over-enthusiasm he has not probably looked into this aspect.

While pleading for new lines in the South I would like to say that there is one line from Cape Comorin to Tirunelveli. It is nearly 59 miles, all the surveys have been made, and the cost will come out to Rs. 2½ crores. It is a remunerative line. So there will be no difficulty about that line. According to my hon. friend, if a line is remunerative it can be given preference. The Kerala Government, to my knowledge, has given first priority for the Trivandrum-Cape Comorin line, and the Madras Government has given it second priority. There are other lines which have been recommended by the Madras State. For instance, there is the Bangalore-Salem line. Of course, it is not a new line; it is a dismantled line which has to be restored. There is another line, namely, Manamadurai to Virudhunagar. These are the three lines. The Madras Government has given second priority to the Cape

Comorin-Tirunelveli line, the first priority being for the restoration of the dismantled Bangalore-Salem line.

From the Budget speech we understand that there is in the Southern Railway an annual revenue loss of Rs. 2 crores on account of the transport of coal from the north to the south. That is, the rail-cum-sea route costs Rs. 2 crores for the Railways, and that accounts for the loss. What can we do for this? The Railways should be a little more careful with regard to this matter. The bottlenecks can be removed if they have coal dumps in three or four centres, namely, Madras, Madurai, Coimbatore and Bangalore. If they do this, the bottleneck will be removed and more wagons will be available for other commodities, and important commodities like cement and other industrial products can be transported. Then they can supply coal at cheaper cost to the Railways as well as to the public. Therefore, they must examine this and come forward with the proposal to open coal dumps at these places instead of taking coal to Calcutta, then to Madras and then supplying it to the various other areas.

Coming to the Explanatory Memorandum, with regard to the electrification of the Madras-Villupuram section, in the previous year's budget no time-limit had been given. But it is very welcome to know that in this year's budget they have put a limiting period: that is, in 1962-63 they will complete it. It is an encouraging statement, and with the assurance given by the hon. Minister I hope that this work will be speeded up and completed within the time-limit mentioned in the statement.

With regard to track renewal, in 1960-61 a sum of Rs. 29.5 crores had been allotted. But this year a sum of Rs. 41.22 crores has been allotted. A considerably big amount has been allotted this year which is a welcome feature. Out of this amount a sum of Rs. 18.15 crores will be used for works in progress and a sum of Rs. 23.07 crores for new works. Last year also

we pleaded for the inclusion of the Tiruchendur-Tirunelveli line for track renewal.

There is another line, namely, Karaikudi to Tiruvarur. (Interruption). If the hon. the Deputy Minister wants, he can include Arantangi also. These were lines which had been constructed by the District Board and the Railways have purchased them. They have not been in good order and are in a very weak condition. Unless track renewal is done so far as the Tiruchendur-Tirunelveli line is concerned they will be losing heavily, because there is a parallel road transport. Every year a large number of passengers go to the big festival at Tiruchendur.

With regard to passenger amenities, last year they had not allotted much funds so far as the Southern Railway is concerned. In 1960-61 they had allotted only Rs. 21.99 lakhs and this year, that is in 1961-62, they have allotted Rs. 45.99 lakhs. This is a considerable amount which has been allotted. They have felt the needs for improvement on the Southern Railway such as improvement of retiring rooms coverage of platforms and other things.

Particularly, I again want to mention about Tiruchendur in this connection. It is a big festival centre. Every week-end, month-end and every year a number of people come there from the whole of Madras State and from other States also, especially from Kerala State. They find great difficulty at Tiruchendur in the absence of a covered and raised platform. Another place on the way is Arumuganeri. It is a growing industrial centre. There is the Dharangadhara Chemical Factory as also the salt factory. It is therefore important that they must provide a covered and raised platform there. Then there is Nazareth which is a textile centre. There are also so many other important institutions there. So here also they must provide a covered and

[Shri Ganapathy]

raised platform. At Karaikudi platform covering works are going on. It is not enough. They must be speeded up, and more facilities must be given at these places. Rameswaram is another place where there is no covering provided. I would also request the hon. Minister to have a catering section opened there, because it is an important festival centre. Pamban is another important station. There are a number of other stations which have to be electrified. Electricity is available even in the nearby villages and other towns, but they have not provided electricity at the railway station. They must pay more attention to see that stations which are very near electrified places are provided with electricity as early as possible.

With regard to punctuality, we know, they are trying to run the trains punctually. Also it is interesting to know they are reducing the running time. This is an encouraging feature and we have to congratulate the Railway Administration for this. But, there is one difficulty. Whenever we come to Delhi from Madras, we come in time to Agra and Mathura. But, when we come to Tuglakabad, it sometimes takes two hours or 2½ hours to reach Delhi. How does this happen? The Railway Ministry must look into it why such a long time is taken when such long distances are covered in such a quick time.

I think every one will appreciate the introduction of the three-tier coaches. It is a novel improvement. Last time, when I came here, I travelled with my family of four or five members in a three-tier coach. It was very comfortable. Only some more water facilities should be provided. I think it is time that the second class is abolished in our Railway. For the present these must be only two classes. As far as possible, these should be replaced immediately. There is so much of comfort in them and people enjoy the three-tier coaches.

I wish to say something about the Zonal Consultative Committee. There are several Zonal Committees and there is the National Consultative Committee. The hon. Minister feels proud of having such committees. In the Zonal Committees, whenever we Members of Parliament go, we put forward some suggestions. For example, we put up a suggestion unanimously with regard to the stoppage of the Express train at Kadambar. All the Members were unanimous in asking for this stoppage. Previously there was a stoppage. We said that it must be restored. But, they said that the local committee does not approve it. Why should we have a Zonal Parliamentarians committee? It is an appellate committee. They must think of this. The hon. Minister must exercise his discretion in granting such things, especially when we all people jointly put up our demand.

In this connection, I would like to say this. There is one Express train between Tinnevely and Tiruchendur. It takes 2½ hours to cover a distance of 31 miles. An ordinary train takes 4 hours and 20 minutes. In running an Express train, to satisfy themselves, they have cut off a majority of the stations. What is the use of having an Express train for this short distance? They must run an ordinary train and cover all the stations and as soon as possible replace all tracks.

Another difficulty that we feel is this. More and more people are coming from Madras to Delhi. More and more people are demanding an additional train from Madras to Delhi. This must be looked into. This demand is from every section of the people who come from the south. They feel that the train service is not adequate.

There were conductor guards in the ex-Southern Railway some years ago. They have been taken away. Why they have been taken away, we do not know. Passengers are experiencing a

lot of difficulties in the absence of conductor guards. They must be appointed. This will not cost much. I want to make a submission about firemen. The Pay Commission, instead of granting additional emoluments, have cut off certain of their emoluments. Their pay scales must be revised. Because of their qualifications, they have been disqualified from getting certain emoluments. If they are found suitable and if they have experience, they must be given adequate emoluments and there should be no cut

What is more disappointing is that the Review of Accidents in Indian Railways 1959-60 reveals that the Railways met with accidents, serious too, incurring heavy damages, especially on account of failure of staff. Failure of staff is responsible for 56 per cent. of the accidents. That is, there have been 107 accidents of collision, 975 of derailment and 19 by fire and other things. It cannot be a proud performance of the Railway staff in allowing, by their failure, these accidents to occur. More stringent measures must be taken. If proper care is taken by the Railway Ministry and the Railway staff, such accidents will not occur. I feel that if the historical facts of such accidents are brought out, they will be a guiding principle and would prevent such accidents

With regard to ticketless travel, they want our co-operation. Unless they take effective measures, how can they expect co-operation? By effective control on ticketless travel, they have got Rs. 1 crore and 43 lakhs in 1958-59 and Rs. 1 crore and 80 lakhs in 1959-60. It will be still more effective if they appoint more staff. The expenditure on staff will not be much. They will check ticketless travel. Not only that. They can get more income and they could add more lines in the south.

Mr. Deputy-Speaker: We may now listen to Shri Kasi Ram in Telugu.

Shri Banga (Tenali): May I know when Shri Mohammed Imam will be

called? He has not even had his lunch at all.

Mr. Deputy-Speaker: I am sorry. After him, I would call Shri Mohammed Imam, Shri Kasi Ram. This is his maiden speech. He would be making it in Telugu. Its translation has been filed on record in English.

श्री बी० काशी राम (नलगाँव) :
उपाध्यक्ष महोदय, आज यह पहला मौका मुझे जो आप ने लोक सभा में बोलने का दिया है उस के लिये मैं आप का शुक्रगुजार हूँ। अब मैं तेलगू भाषा में अपनी स्पीच दूंगा ..

उपाध्यक्ष महोदय : माननीय सदस्य अपनी मादरी जवान में बही बोलें जिस का कि तर्जुमा उन्होंने ने अंग्रेजी में दिया है।

श्री बी० काशी राम : जी हाँ ऐसा ही होगा।

***I have gone through the Railway Budget presented by the Hon. Minister with punctilious care. It is indeed gratifying to note that it is both comprehensive and exhaustive. I am almost completely in agreement with the various points beautifully dealt with therein. I am also immensely pleased to note the various kinds of substantial improvements made in the Railway working in general, and our very favourable comparative position with other Railways of the world in particular. The wonderful progress made in the Second Five Year Plan and the confidence with which we can successfully complete it, is both pleasing and inspiring. Our preparation in respect of the Third Five Year Plan is also commendable. Even from the public point of view, I am almost certain that they are bound to be happy, due to the fact that there has not been any increase in passenger fare. The completion of certain new lines and the survey work already taken in respect of some more lines are also going to be matters of great pride and satisfaction

[Shri V. Kashi Ram]

to our people. In this connection, it is my passionate desire that due encouragement should be given for manufacture of every item of Railway material in India only, so that the object of complete-self-sufficiency may be attained as quickly as possible. The talent to invent and design deserves great encouragement so that we may have our due and recognised place in the comity of nations.

As I belong to the Nalgonda District of Andhra Pradesh, I have to make a very important and very urgent suggestion and request for due consideration and early action. It is the absolute need to construct and open a branch line from Bhongir (a railway station, which is between Secunderabad and Bezwada section of the Central Railway) to Machrela, which is on the other side of Nagarjuna-sagar Dam and belongs to the Southern Railway via our Nalgonda (Distt.) proper and our side of Nagarjuna-sagar Dam. The estimated mileage is about 88. I am fully conscious and thoroughly aware that our Government is already over-burdened with a number of gigantic schemes, yet, I feel that this suggestion and request instead of being under-estimated or over-looked, should be given the due consideration it richly deserves due to the following very convincing reasons:—

(a) The construction of Nagarjuna-sagar is one of our greatest national undertakings, involving an expenditure amounting to several crores of rupees, has been confidently undertaken for the future prosperity of our people. Therefore, it is but necessary that we should have a rail head to that very important site from our side also.

(b) This will enable the people of Nalgonda District to improve substantially their economic prosperity through greater and cheaper facilities

of transport of commodities of different kinds, such as, pulses, rice, cotton, honey, fire-wood, country teak, beedi leaves, hides, jute, manure, building and flooring stone and some other natural resources, which are largely available in this area.

- (c) This will give impetus to capitalists to bravely come forward and to consider proposals for rapid industrialisation of the area, due to availability of man-power and other natural resources, which also means full scope for further economic growth and prosperity.
- (d) The amount that will have to be invested as capital expenditure, by the Railway authorities on this scheme may be anything, but they are sure to make good their investment very early and to reap huge profits within a short time.
- (e) This suggestion and request is both a grievance and craving of the people from a long time.
- (f) Mineral wealth such as diamonds, iron and mica, and limestone are available in plenty in this particular region.
- (g) Production of such an important item as cement is also there.
- (h) The population of the area is estimated at 8 lakhs. If funds are not available for the entire proposal, as an alternative, it is also proposed that a branch line from Bhongir upto the site of Nagarjuna-sagar via Nalgonda proper may at least be considered leaving further expansion to a convenient later date. The estimated mileage in this case is about 80.

I have thus provided sufficient justification for due consideration of my

proposals and I shall be indeed grateful to you if an early action is taken on them.

Shri Mohammed Imam (Chitaldrug): The Railway Minister, in his speech, claims that there is improvement in the transport performance, and that there is greater efficiency. It is true, according to the speech, that more wagons are being loaded, there is greater transshipment between the metre gauge and broad gauge. In spite of this, the transport problem has not been solved. There is the system of wagon chasing, crack specials are being run, but the speed of the goods trains still practically remains the same.

The improvements claimed by the Minister, I must say, are not commensurate with, or do not correspond to, the enormous amount we have spent during the two Plans. On a close study of the achievements, I am constrained to remark that the planning has been defective to a considerable extent, there have been miscalculations, targets have been set but they have not been reached. It was contemplated when the Plan was formulated, to provide for a peak traffic of 161 million tons, and with this object the other provisions in respect of rolling stock etc., were made, but the Minister now comes with the confession that there is going to be a shortage of more than 9 million tons, which means to say that the problems of goods transport still remains the same. He has given some reasons for the shortfall, but the main reasons are, I must say, that the railway administration has not been able to achieve or reach the targets in other directions.

For example, for the procurement of rolling stock, a sum of Rs. 418 crores was provided to procure locomotives, wagons and coaches. As against this, I think only about Rs. 383 crores are going to be spent during the entire Plan, and there will be a shortfall of Rs. 35 crores. The Plan provided for procuring 111,750 wagons, but there will be a shortfall of at least 15,000 wagons. This is one reason for not

achieving the target. Then again, the Plan provided for 2,161 locomotives, and in this also there is a shortage of 150, though we have got our own Chittaranjan works as also TELCO works. There is a shortfall in passenger coaches also to the extent of 3,000. When there is so much of shortfall in other directions, it is no wonder that we are not able to reach the target of 161 million tons.

This shortfall has created much inconvenience. The demand for wagons is much more, and the supply is unable to cope with it. I understand that every day there is a shortfall of 1,500 wagons, because we are short of 20,000 wagons in the metre gauge section and much more in the broad gauge section. So, this has created a good deal of difficulty.

Some Members referred to the difficulty experienced in the south, particularly in the transport of coal and other essential commodities that are needed there. For want of wagons, coal has to be sent by boat. Now, I can say there is acute shortage of coal and coke in South India, and there is much clamour to increase and improve the wagon facility, which is not being done.

The other shortfall in the Plan I might refer to is in respect of the doubling of railway lines and other matters, for which Rs. 186 crores were provided. What is the achievement? It was proposed to double 1,600 miles of railway lines. As against this, the Minister admitted they were in a position to double only 800 miles. Why this high target was set, and why they have achieved only half of it, is a matter to be explained. I think materials were available, the rails were available. I think there is some failure, gross failure, on the part of the Railway Board to get the materials in time, and push through this work.

Again, I may refer to electrification of railways. Though it is mainly confined to a certain area, I must point out that the Plan contemplated the

[Shri Mohammed Imam]

electrification of 1,400 miles, and what is the achievement during these four or five years? The Minister has said in his speech that only two or three lines have been completed, and he has given a long list of 13 works which have to be undertaken and completed. My conjecture is that so far, against the target of 1,400 miles, only about 150 miles of electrification has been completed. I speak subject to correction. If I am wrong, the Minister may correct me. They propose to complete another 400 miles before the end of the period. When they have been able to complete electrification of only 80 or 100 miles in the course of four years, I cannot understand how they can complete 400 miles in the next six months. Anyhow, there is failure and miscalculation. They provided for electrification of 1,400 miles. Against that, they will be able to carry out only 400 or 500 miles, if the present incomplete works are completed. So, I submit there has been a great miscalculation. The Plan has not been properly conceived. The targets have not been achieved, though we have spent enormous money. In the course of the first Plan, we spent Rs. 480 crores. In the course of the Second Plan, we have spent Rs. 1,100 crores. In all, more than Rs. 1,500 crores. And this is the achievement. For this money, I say, the achievement is not enough. It requires much more vigilance and much more work on the part of the railway administration.

There is only one thing on which I can congratulate the Minister. That is with regard to the development of new railway lines. Eight hundred miles of new lines were provided, and, according to his speech, they have been completed.

Shrimati Parvathi Krishnan: They are being completed.

Shri Mohammed Imam: This is no doubt a happy spectacle. I am sure the Minister is charitable and generous, but I am only anxious that before he is generous, he must be just. He must be just to the various parts of the

country. It is true we have the happy spectacle of seeing new railway lines being constructed, but all these lines are to the north of the Vindhyas. But we have the unhappy spectacle of indifference and negligence to the south of the Vindhyas, because all these lines are taken up north of the Vindhyas. I may point out that India has 30,000 miles of railway lines, of which nearly 24,000 miles are found and are operating to the north of the Vindhyas, mostly broad gauge. These 21,000 miles comprise of the North-Eastern Railway, the South-Eastern Railway, the Eastern Railway, the Northern Railway, the Western Railway and part of the Central Railway. To the south of India, we have got about 9,000 miles of railway lines, though it is practically half of the country, consisting of the Southern Railway, and a little portion of the Central Railway.

Now, what about construction of new lines? During the First Plan, 339 miles of new lines were added, and they were all given to the Eastern Railway, the Northern Railway and the South-Eastern Railway, and none came to the south. During the Second Plan, Rs. 1120 crores were spent on the whole Plan, and an enormous amount on new lines, but all these lines were again given to the same zones.

At page 111, in Appendix C of the Publication *Indian Railways, 1959-60*, we find the list of new lines that were taken up. There are 34 new lines mentioned there, but they are all concentrated in the Northern Railway, the Central Railway, the Eastern Railway, the North-Eastern Railway, the North-East Frontier Railway, and the South-Eastern Railway, that is, the same railway zones.

There are new surveys also to be taken up in the Next Plan. We find them mentioned at page 112 of the same publication. You will find that all these new surveys that have been accepted have also again gone to the Central Railway, the Eastern railway, the Northern Railway, the North-East Frontier Railway and the Western

Railway. Now, the Third Plan is coming. We hoped that at least during the Third Plan, the Minister would be very considerate, and we shall be able to get some new lines, but his speech has given us an impression that we are again doomed to disappointment. He has stated in his speech that he has already taken preliminary action in respect of new railway lines for the Third Plan, to the extent of 590 miles. He has already taken preliminary action to construct new railway lines for 200 miles in the coal area. Again, he has also started construction of three lines, namely Bimlagarh-Kiriburu, Sambalpur-Titlagarh and Bailadilla-Kottavalasa, the last one being really for the Third Plan; that is, 300 miles have been taken on hand in advance. So, whatever provision has to be made in the Third Plan has already been taken, and action has been taken much in advance of the Third Five Year Plan being accepted. So, there seems to be little or no hope for us. The hon. Minister comes forward with the consolation that if the Planning Commission agrees, and if further allocations are made, or if chances are favourable, or on social, political and economic grounds, it is necessary, he is pleased to consider. What a great favour that he is going to bestow on that part of the country! He has been treating us as if we are not citizens of India. What does he mean by social and political grounds? Does he mean to say that the people living in those areas are socially backward? Again, what does he mean by political grounds? Does he mean that only if there is political pressure, he is going to give us a new railway line? For example, Bihar may put political pressure on the Minister or on the Member. Is that the condition?

Shrimati Parvathi Krishnan (Coimbatore): The south will put the political pressure on the Deputy Minister.

Shri Narasimhan: He will only go under; we may not get the railway line.

Shri Mohammed Inam: What were the reasons that induced the Railway Minister to select so many lines? He has given two reasons, namely indus-

try and ore. I am sure, in the south, there are a good many industries. As for ore areas, I think in the south, we have got extensive areas of very high grade ores, namely ores of iron and manganese. I may point out that such areas are there in the States of Madras, Mysore and roundabout. The Mysore State is full of iron ore. It is now being exported through Bombay or through Visakhapatnam. Many countries in Europe, almost all countries, including Czechoslovakia, Rumania, and other countries are prepared to place orders and purchase any quantity of ores from this area provided proper railway facilities and other transport facilities are given.

I think they will have to link up Karwar and Hospet which is only a distance of 80 miles, with Hubli, and also Hassan and Mangalore, which is a distance of 120 miles; they will also have to link up Rayadrug which is in Andhra Pradesh with Chitaldrug, which is a distance of only about 50 miles; they will have to link up also Kottur with Harihar, which is a distance of 80 miles. These link-ups involve only about 300 miles. And they will give uninterrupted communication and give the much-needed facility for the Western Coast. But we have been urging this for the last three or four years, and nothing has been done so far.

I can say it with some feeling that when the Mysore Railways were under the Mysore Government, I was in charge of those railways for four years. I had laid down definite schemes there. We had many such schemes. For instance, there was the Sattamangalam-Chamarajnagar Road line, and we thought that it was almost an accomplished fact. Survey were done, but owing to some objection raised by the company, we could not undertake it. We extended the railway line from Birur-Talgoppa to Bhatkal, which is a distance of only 80 miles. We had also laid down a loop line from Chikrajur to Chitaldrug, and also from Bellary to Rayadrug, with provision to interlink both.

[Shri Mohammed Imam]

But, when the integration took place, I know it as a matter of fact, that the Central Government took over the Mysore Railways with all their obligations and commitments. They promised that they would honour all those things. The Mysore Government at that time said that they had got these schemes in hand, and these must be taken over by the Central Government, or otherwise they would do those things themselves. They had ample railway funds with them. The promise was given by the representative of the Planning Commission, and integration was made. This was done in the year 1948 or 1949. Now, twelve years have passed, but during these twelve years, not an inch of line has been added. It is not only disappointing, but it is a humiliation, adding insult to injury, and I must say that the Central Government have committed a breach of faith with the Mysore Government, because they took over all their obligations, and they said that they would honour all those obligations and liabilities and they took over all the assets, etc. but still they have neglected them. That is the position regarding these railway lines.

I must submit that not only regarding construction of new railway lines, but in other aspects also, the south has been neglected. But I must mention one thing here, namely that if the Minister wants to be just, if he wants to be equitable, if he wants to treat the whole of India as one, if he wants to be impartial, he must make substantial allotment for this purpose in the Third Five Year Plan. During the First Five Year Plan and the Second Five Year Plan, more than Rs. 300 to 400 crores have been spent only in the north. They have had their innings. Now, should they not take up, in all equity and in all justice, all the important railway lines that have to be taken up, in the south? But, the hon. Minister comes forward and gives us a very depressing impression that all the provisions made in the Third Plan have already been earmarked for the construction of

new railway lines. I want to know one thing in this connection. Who is the authority that selects the new railway lines? Is it the Parliament or the Railway Board or the Planning Commission? We find that even before the Third Plan has been placed before Parliament and approved by them, selections have been made, and commitments have been made. This is highly irregular. On what authority and what basis did the Minister take this preliminary action and commence construction of the lines contemplated to be taken up only after the Third Plan was approved?

Shri Ranga: Is that so?

Shri Mohammed Imam: Yes. It has commence construction of the lines has already been taken in respect of new works.

I must submit that for judicious distribution and other things, the three important organisations, the Railway Board, the Planning Commission and the Ministers should be representative of the various regions of the country. I do not in any decry it, but I submit the Planning Commission should include representatives from the south so that we may give them an idea of the conditions prevailing in the south.

Similarly, though the Railway Board may contain eminent persons, they are not aware of the real conditions in the south. I know it is on the recommendation of the Railway Board that the Minister acts. The Railway Board, especially the permanent members, should include members who have seen the South, who have worked in the South or the South Indian Railways and who know the aspirations and conditions of the South. For a long time now, I think very few representatives—practically no representatives—from the South are included in the Railway Board.

Another thing I submit is this. When Members of the Railway Board are

selected, care must be taken to see that they work there at least for four or five years. I see from a series of reports that very frequently changes are made just before retirement, members are appointed or some retired officials are appointed. I think that does not ensure continuity of work and policy.

Regarding the question of the conversion of metre gauge to broad gauge, I am afraid the railways are losing a lot by not taking the necessary steps to convert metre gauge into broad gauge. For every 100 miles of railway running on metre gauge, we have to spend Rs. 101 whereas for 100 miles of broad gauge, the railways have to spend only Rs. 70, Rs. 80 or Rs. 90. Also one train load of broad gauge can carry the goods of four train loads of metre gauge. Again, there is the transshipment difficulty. At every break-up of the gauge, goods have to be transhipped from broad gauge to metre gauge and vice versa. This is not only costly but also results in delay. So it is in the interest of the country that they have a regular policy of converting metre gauge into broad gauge. But this policy is not being followed.

I know there was a proposal—I think it was almost sanctioned by the Minister—that the line from Kolhapur to Poona should be converted into broad gauge and extended upto Bangalore. But it has now been entirely given up. They are not thinking of it. This is a thing which is very unsatisfactory. On the other hand, I submit that electrification is not very necessary. Electrification should take place only in areas where there is no coal, only to make up for the shortage of coal. What is the use of introducing electrification in areas where there is plenty of coal available. It is only converting coal energy into electrical energy involving extra cost. Electrification may be done in areas which are far removed from the coal areas so that we can save on transport of coal.

Shrimati Parvathi Krishnan: The Deputy Minister agrees with it.

An Hon. Member: Which one?

Mr. Deputy-Speaker: Instead of 20 minutes, he has taken 25 minutes.

Shri Mohammed Imam: I will take only two minutes more to refer to some local problems.

As regards timings and stopping of trains, the authorities are proceeding indiscriminately. I will mention the names of some stations in my constituency—Hostadurga, Holalkare, Mayakonda, Kodaganuru and Gubbi. Ever since the railways were born, the Express train, which was called passenger train 203, and the mail train, used to stop at these stations because they are important stations. They were enjoying this privilege and facility for a long time. Suddenly, last year they have cut off these facilities. These trains do not stop there now, and alternate trains are not introduced to take the passengers. It has caused anxiety and considerable inconvenience. I wrote to the General Manager. He simply says that there are no long-distance passengers. Are we catering only for long-distance passengers? Are not the needs of short-distance passengers to be catered to? Those are important taluq headquarters having intimate relations with commercial places. Now we are denied these facilities. This is adding insult to injury. Not only are we not given more trains and convenience, but we are being put to greater inconvenience, as things stand at present.

As regards an over-bridge at Davangeri, they have been asking for it for a long time. It is a very important commercial place in the State of Mysore. But the demand is not heeded.

I submit there is a lot to be done. Even though we may have spent thousands of crores of rupees—by the

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end of the Third Plan, we would have spent nearly Rs. 3,000 crores, we on our side feel that we are neglected. We have not profited in any way; we have not benefited in any way.

Mr. Deputy-Speaker: If the hon. Member is not listening to the bell, he is not likely to be listened to by the Railway Minister.

Shri Mohammed Imam: I have concluded.

Shrimati Parvathi Krishnan: I would like to begin by expressing my appreciation of the progress registered by the Railways. By that, I do not mean a general overall progress, but certainly I do admit that in some spheres of activity quite commendable progress has been registered. For instance, particularly encouraging is the progress that has been made with regard to the indigenous manufacture of various materials required by the railways and the target of self-sufficiency that the hon. Minister has put before us in his speech.

After saying this, I would like now to come to the point of operational efficiency, because there seems to be a streak of complacency in the Minister's speech with regard to that. Year after year, we have seen how although the speech follows a very set pattern, we always have some particulars got highlighted by the Ministry trying to make out that something very great has been achieved or to draw our attention away from what may be the real difficulties that is facing our railways before they can reach that peak of efficiency which the people desire and which the Railways maintain they are trying to achieve. Last year, we were held out the promise of export of locomotives and we were told that having achieved our targets of production, we could not look forward to going into the field of export. Previous to that, we were given an excuse by the railways that because of road transport competition, the railways had a

lot of difficulty to face. In this way, we find year after year the Railway Minister, very ably aided and abetted of course by his very able Deputy Ministers, being a pastmaster at side-tracking the railway budget discussion on to any one point or another. This year we have before us a picture given to us by the Railway Minister as though everything is smooth sailing, everything in the garden is absolutely lovely and even the Delhi Flower Show pales into insignificance when compared to what the railways have achieved during the past year.

15 hrs.

One of the indexes of operational efficiency is the speed of the goods train. When we look through the various figures that have been supplied to us we find that the speed has not appreciably increased. If that is so, then, how can this claim of operational efficiency be maintained by the Railways? In the broad gauge, for instance, the figures show that in 1959-60, we have started improving no doubt in comparison with 1958-59; but even then we have not yet reached the target that was achieved in 1951. How then can we claim that operational efficiency has been achieved if in the speed of the goods train we have not even reached the 1951 figure and are not able to move goods as fast as are required by the various sectors of our national economy?

In the metre gauge also we find exactly the same picture. The speed of the goods train in 1959-60 was 8.49 miles whereas in 1951 it was 9.33 miles. This is a very pertinent question which, I hope, the Minister will deal with in his reply. But, when I say deal with, I do not expect him to repeat what he has said in his opening speech, to give us figures, very cleverly, of the tonnage that has been moved overlooking completely this question of speed.

Why is it that we are not able to catch up with the earlier speed?

What is the good of saying that we have done this with regard to the production of locomotives or we have done that with regard to the improvement of our rolling-stock and so on? On this question of the speed of the movement of goods trains there is singular silence. We have to look through the figures in order to pose this question. I hope he will be able to give us some answer to this particular problem.

Of course we have had a type of answer given in the past to this question. The usual tendency is to compare it with Canada or Japan or the United States of America, and, of course, with the U.S.S.R., particularly if the question comes from this side of the House. But that does not help at all. Because to my mind it is not a question of whether in Canada it moves faster or slower or in Japan it moves faster or slower. Here, in India, when we are talking in terms of the Plan, when all the figures are being judged in the framework of that and when the Railways in the framework of the Plan, we have to see this in relation to the demand that exists, and the overall transport requirements. And, in that relation, if he could give us an overall picture compare to the other countries, then there would be some meaning. But only comparing the speed with those of the goods trains in other countries—as it has been done in the past—has not, at any moment, carried conviction. Certainly, it is not an answer to the problem that is there in the minds of the people. Therefore, I would request him to deal with this question.

We find that here in our country there are some people—of course, Shri Asoka Mehta is not here and I can safely refer to the problems of the South—who refer to the south.

An Hon. Member: He is here.

Shrimati Parvathi Krishnan: I will help him to overcome his allergy to the south. But, as far as the vari-

ous enterprise in the south are concerned, it is a very common saying there that it takes a far shorter time for goods to reach Madras from New York than from Madras to Salem. This is, indeed, a very sad commentary on the operational efficiency of the Railway that they cannot even move goods in time from Madras to Salem, the home town of our hon. Deputy Minister, a present South has given to the Railway Ministry. It is really a sad commentary and I hope that we will see further improvement in the coming year.

Shri Narasimhan: But he gets moved quickly to that place.

Shrimati Parvathi Krishnan: But I do not put him in the category of goods.

I would like to draw the attention of the Ministry to the fact that we view the whole question of operational efficiency, the whole question of the performance of railways in relation to the overall requirements of our developing economy.

The question of dieselisation has been referred to in the other House. Also only this morning we had a question which was answered by hon. Deputy Minister as regards the introduction of diesel engines. Here, again, I was rather taken aback to see that the emphasis was on the introduction of these diesel engines, as far as I could make out, on those lines that are feeding our steel plants and our industries in the north. Considering the difficulties that we have been facing with regard to the movement of coal and of moving coal down to the south and the operational expenses the Southern Railway incurs as a result of the expenses of moving coal there and also considering the difficulties that have been faced by industries in the south as a result of coal shortage, I am surprised that even at this stage consideration is not being paid to have a more rational approach to see that coal supplies are dealt with more rationally. Where it is difficult to transport coal, you do not have

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the perspective of introducing dieselisation there first which will release more coal for the railways in the north and for the industries in the north. Secondly, with regard to the question of this constant bickering between the various Ministries whether it is really coal that is short or the wagons that are short is really mostly unseemly. This game of battledore and shuttlecock between the Ministries should not go beyond a point of amusement. This is something that has to be taken more seriously. When this question of coal shortage was posed in the other House, the hon. Minister replied, 'No'. Wagons are all there; they are available and there is nothing wrong with the Railways. You better look elsewhere to see why the coal shortage is there.' But, immediately after that, here we find a news item in today's papers. We find a new entrant in this game and that new entrant is the U.P. Government because the U.P. Government seems to take sides with the Ministry of Steel and Mines and they lay the blame fair and square on the Ministry of Railways.

We have to look at the problem with regard to the Plan. It is not a question of whether it is this Ministry or that Ministry which is in the wrong. It is not as if one wants to apportion the blame or anything like that. When the whole country is going all out in the Plan effort to see that our steel projects come up, to see that the various other industrial projects come up, we would like to know why it is that two Ministries in the Government of India are not in a position to come together and solve this proposition. It would have been a very welcome feature if only—we do not mind who gets the prize for it but we will give it to both—they come forward and take us into confidence and say where the real bottleneck lies, where the real difficulty lies and would set it right.

Shri Asoka Mehta tried in his very subtle and more "economic" way to

side with the Railway Ministry. In fact, I almost felt that there was no need for the Railway Minister to make any reply and he may just leave it to Shri Asoka Mehta. (Interruption). We were told it was defective coal and so on. But it is not only this question of defective coal. We are told that coal is just not being moved. The various industries that have been referred to by the U.P. Government have not received the quota of coal that was allocated to them. They are not complaining about the quality of coal.

Therefore, let us have a real picture as to why this coal shortage is there, why the railways are not able to move coal as fast as the industries have asked for. We are told that coal is lying there ready mined at the pit-heads. Then where are the wagons lying?

The other question is whether there is any rational working out of the movement of coal, whether coal from Singareni is being moved to places nearby or whether coal from Bihar is being diverted to those places where it is easier for the Railways to move them and to overcome the bottlenecks that are there in the Railway themselves and also with regard to the wagon shortage. Then there is also the question of shunting and the amount of time taken up with regard to the formation of goods-trains and their movement. While the hon. Minister has made reference in his speech to the various questions that are there in hand, we are not being told what is being done about this, about the manner in which shunting is being done and the manner in which goods train are being formed and marshalling is done and so on.

That links up immediately with the whole question of the Central Research and Designs Organisation. Year after year, there is a section in the speech that is devoted to this. References are made that such an organisation is there and that certain research work is going on. We are not

told from time to time distinctly as to what exactly is being done and what action the Railways are taking on the recommendations that are made by this department.

15.12 hrs.

[SHRI MULCHAND DUBE in the Chair]

They are doing commendable work but the House would like to know how much is really coming out from that department and how much the Railways are benefited by it. If the whole question of the formation and movement of trains and automatic coupling could be taken up seriously, it would increase operational efficiency with regard to speedy movement of goods trains, particularly.

While we have been told of the various financial targets of the Second Plan that have been achieved, we are not quite clear as to whether the physical targets have been completely achieved. In the southern sector we find that the doubling programme of the Vijayawada-Gudur section does not seem to have been in keeping with the planned target. We would like to know why this shortfall is there.

It is welcome to know that the question of having heavier rails is being taken up seriously. But what is the perspective that is being held out? The hon. Minister says that experiments are being carried out. But we do not know how far this is being taken up seriously or whether it is introduced on more lines in our country. I feel that this is also very important in connection with operational efficiency.

To come to the question of the railway lines in the south and particularly the lines that have been talked of in the Third Plan, Shri Asoka Mehta speaking as an economist—I am one of those few people who had recognised the fact that he is an economist—seemed to think like this: when the Southern Railway is not remunerative and people are going more and more by road,

why should you give more lines to the south? It is not merely a question whether the railways are work-economically or not. You may examine the finances of the railways and the manner in which the railways themselves are operated. As far as the passenger traffic goes, the trains in the south are far more crowded than trains anywhere else because we have got very few trains. The demand is far greater than the supply. The Deputy Minister, Shri Shahnawaz Khan may not negatively but his colleague would agree with me that the south-west broadgauge section particularly is one of the most overcrowded sections in our country and there had been repeated demands for running more trains there.

Take this question. You have got a large number of trains running from Delhi to Bombay. I think it is something like four or five mail and express trains. Similarly, you have got a number of trains from Calcutta to Delhi. But if you take the Madras-Delhi, Madras-Calcutta and Madras-Bombay routes, you will find that the mail and express trains are relatively far fewer and yet these trains are extremely overcrowded because there are a large number of people from the south who work in the north, who have their families in the north. For instance, all those from Madras side, from Andhra, Bangalore, Kerala, Mangalore, South Kanara who have to go towards Bengal, Bihar and to the steel plants that are there have got just one line from Madras and just one train from Madras to Howrah. If you travel by this train, you would realise how overcrowded it is. Therefore, today in the south, if you find that people are travelling by express buses from Madras to Salem or Coimbatore or Madurai, it is not because they prefer to travel by bus but because the accommodation in the train is so limited that they are forced to go by bus and the State Governments find that in order to answer the transport needs of their people these routes are to be opened out. Therefore, it

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is no argument to say that when there are so many roads and so many buses, they do not need more trains.

It is a most ordinary extraordinary argument and that brings me to the point: the question of integrated transport policy. It is a policy which we have been asking for for a large number of years. The Government of India should have an integrated transport policy for the assessment of the overall transport requirements of our country and judge where exactly the new rail links will have to come, where the national highways will have to come and where exactly the inland water transport will have to be developed. Shri Asoka Mehta referred to this but the point I want to make is different. This integrated transport policy is necessary for the overall Plan. It is not that I say that because you have sufficient number of roads or trains in one place the development of that place should be stopped and started at another place. When you have got your overall plan, look to it and see where exactly you need your new rail links.

When an hon. Member from Madras was speaking, he talked of the Bangalore-Salem line. The importance of it is not just in saying that the South has been neglected; far from it. There is industrial development. Do not forget that two important projects are coming up there; Neyveli on the one hand and the low shaft furnace in Salem on the other and also the development of the aluminium industry in Salem. These areas should be served by transport in view of these developments and a railway line is extremely important. Therefore, I am rather disappointed or dismayed that when year after year this point is being put out before the Government, this particular line which is so important for the economy of the south and the country as a whole—not only of the Madras State—has not been referred to in his speech.

It is also for this reason that we emphasise the necessity of speedily electrifying the section from Madras to Villupuram and also the Madras-Arkonam line. That is where we have the bottleneck in the south; passenger and goods trains are held up and there is slow movement. When I said that it takes long for the goods to move from Madras to Salem, one of the reasons is that it is an overcrowded and an overworked track, and in this particular section we find that we have other bottlenecks. I would appeal to the hon. Minister and to the Railway Board that they should take into consideration these bottlenecks that exist throughout the southern belt and in the country as a whole and see to it that this question of electrification and the remodelling of the marshalling yards is taken up very quickly.

Secondly, in the south, we find in many of the places where industries are developing, that scant attention is paid today to the various goods sheds being remodelled and enlarged. Take, for instance, Tirupur, which is of late becoming a big industrial centre, where the hosiery industry is developing very fast and where the textile industry is also growing. We find there that the goods sheds and the accommodation in the goods sheds are not enough and that has been repeatedly represented to the Railway Ministry, but it seems that the appeal has fallen on deaf ears.

Since you have sounded the bell, I would refer very briefly to two points, with regard to the railway workers. Firstly, this question of decasualisation may be referred to. Year after year, this point is brought to the attention of the Ministry, and year after year we find that the figure does not come down but the casual labourers seem to increase in numbers. I would appeal to the Minister to take this up very seriously.

There is also the question of recognition of unions in the southern railway which was referred also in the

other House. With regard to that particular union, the Railway Ministry seems to be following an ostrich-like policy: although that union, which was recognised, lost its registration on because of its failure to keep proper accounts, of its failure to fulfil the requirements of the Trade Unions Act. We find our Deputy Minister—who of course we know is always very well-meaning and is very often also misled—goes there and gives them moral support to continue in existence, and says, "Do not worry, my boys, we will see that everything is set right." It is true he says the same to us, Members of Parliament, when we make representations to him. He is extremely reasonable no doubt with us, but this reasonableness should not stretch beyond the bounds of propriety. It is not really proper for a Minister to go and address a union which has lost its registration, which has shown that it is incapable of even fulfilling the ordinary requirements that are prescribed for a union and to give them this kind of patronage. I would request the Railway Ministry once and for all to settle this question—if they are unable in any other way to settle it—at least by a secret ballot and find out which is the union that has the confidence of the workers in the Southern Railway. I assure them that without a doubt they will find that it is the Dakshina Railway Employees' Union which is the union that today commands the confidence of the vast majority of the workers in the Southern Railway. This has been proved time and again, and today, if you want the railways to deliver the goods to the people, then, you want the railway workers to cooperate in that task of delivering the goods; that can be done by gaining the confidence of the workers and by showing the workers that they are also respected by authority and not just treated in a very cavalier manner.

Shri Shamaswar Khan: The workers of the Southern Railway delivered the goods even during the strike.

Mr. Chairman: Shri Yajnik.

Shri Yajnik (Ahmedabad): Mr. Chairman, Sir, I should have been very happy to congratulate the Railway Minister if he was speaking as the president of a capitalist corporation or board and if I was a member of that capitalist Railway Board. But likely for us, this Government has adopted the socialist pattern of society as its goal, and the Railway Minister is speaking as a Member of the Government and giving us an account of the performance of the railways in the past years and a perspective of what is to be done in the coming year.

Now, I am astonished to see that the Railway Minister has dismissed the entire episode of the general railway strike in a sentence here or there. Not that I want to prolong any controversy over its merits, but I think it was his bounden duty to go into the causes that caused the strike after the proved good behaviour of workers over a whole decade. He should have probed into the reasons and showed how he wanted to avoid the causes of discontent that are lurking in the hearts of a million and more railway workers. I am not surprised at the discontent that, I may tell the House, is seething even today in the hearts and minds of the railway workers.

The third class passenger traffic earning increase from Rs. 110 crores to an estimated Rs. 128 crores in 1961-62. The earnings from goods traffic which stood at Rs. 260 crores in 1959-60, are estimated to bring in Rs. 316 crores during 1961-62. The total of these two earnings and also of the first class passengers is scheduled to increase from Rs. 422 crores to Rs. 499 crores, giving at least an increase of Rs. 40 crores between the revised estimate of 1960-61 and the budgeted estimate for 1961-62. You want the railway workers and the administrative staff to bring all this increased revenue. The revenue increased by Rs. 75 crores between 1959-60 and 1961-62, and what are

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the railway workers getting for it? The railway workers, we are told, by the Railway Minister, will get *per capita* an increase from Rs. 1,660 per annum to Rs. 1,880 per annum. That is the annual amount *per capita* and that covers the fourth class employee who gets less than Rs. 100 a month and the top class Railway Board members who get more than Rs. 3,000 or perhaps Rs. 3,500 or perhaps even Rs. 4,000 a month.

The Railway Minister also told us that the wholesale price index had risen by nearly 30 per cent during the last few years. It is known all over the country that the retail price index has increased even more—more than 50 per cent. In these conditions, what is the total amount that is sought to be spent by the railways on the administrative and operative staff? They get Rs. 99 crores in 1959-60, which came to Rs. 114 crores in the estimated expenditure of 1960-61 and which remains stationary at Rs. 114 crores during 1961-62. While you are expecting an increase of income to the extent of Rs. 40 crores, you do not give a cent more in this year to the railway employees. This Government has passed a lot of labour legislation. When there is a dispute between a union of workers and the employers, conciliation and adjudication boards and other machinery is set up to resolve the differences. But in a matter of the railway employees' dues, there is no regular machinery set up at all. When the discontent rises gradually and explodes in the form of a general strike, then come down all kinds of punitive measures, ordinances, etc. and legislation is threatened. The recognition of unions is withdrawn, but we are not told definitely the kind of machinery that is sought to be set up in order to resolve these differences.

I may say in passing that nearly 4,000 railway employees have either been suspended or dismissed due

to their participation or non-participation in the general strike; maybe they were just absent because they could not reach the railway premises, and they have been penalised. We have been definitely told time and again that there will be no vendetta, no revengeful attitude and nobody will be dismissed or punished except for violence, arson, gross misbehaviour and sabotage. Sabotage and violence have not been proved. Gross misbehaviour has been alleged, but what is the definition of gross misbehaviour? 4,000 railway employees have been penalised and the Railway Ministry may know that the masses, the people by and large, sympathise with these railway workers and the discontent that is sizzling in their minds.....

Shri Narasimhan: Did they sympathise with the strike? Is it what he claims?

Shri Yajnik: Yes; I claim that the vast majority of the people sympathise with the railway workers.

Shri Narasimhan: Not at all.

Shri Yajnik: That is a difference of opinion. I claim that this strike continued for three good days and it made history in the country. It did not merely cover the railway employees; it also covered the income-tax department, the P. & T. and Central Government employees and they made a good show of their ability and their organising capacity.

Shri Narasimhan: Question.

Shri Yajnik: This vindictive attitude is doing harm to the railway administration and to the country as a whole. It is also affecting the operational efficiency of the railways. I would request the Ministry to set the matter right and not merely keep their heads in the clouds. Do not leave this matter merely to the zonal or divisional heads. It is a national question and a national question must be settled from the Centre.

Applications and petitions have been coming to the centre and no reply is being given. I have also been hearing from some aggrieved people. They have been writing for months without any reply. The Government think that they are strong and mighty and they can ride roughshod over the hearts and feelings of thousands of workers. I would request that all the legacy of that strike should now be resolved and it should be made possible for all the people, except those who are proved to be guilty of any sabotage or crimes and convicted, to join the ranks of the railway employees.

My point is not merely the reinstatement of the railway employees. My point is, give them a better deal. If even an ordinary textile mill continues to make profits and earns greater money, then the labour legislation and even the mills give bonuses to the workmen. Here you are making Rs. 75 crores in two years and all that you give is the Pay Commission's award! If you want to increase the operational efficiency of your workers—they are the biggest wealth of the country, the human material—the moral and mental power in them can be most fully utilised for the good of the railways and for the country if proper incentives were given.

If this Government really stands for socialism, it must look upon the railway workers as its buttress, as the foundation of the whole structure. The Railway Minister dwells at length in this speech on all kinds of developments—workshops, lines, engines, etc.—which are envisaged in the third Plan, but I looked in vain through the whole speech and except for a few crores of rupees that are spent on providing amenities to the railway workers, I do not find much. I would plead with the Minister to look at the railway workers to whom he has given compliments at the end of his speech, to look at their conditions. Their conditions are becoming increasingly more difficult in

this period of rising prices. Even today prices have risen, on account of the new budget. I would plead with the Minister to see if he can raise their salaries and give them more casual leave, to give them better conditions of life and other amenities when they are needed.

The most aggrieved person in the country today is the third class passenger, who used to give Rs. 110 crores in 1959-60 and who is scheduled to give Rs. 128 crores in 1961-62. He goes on continuously giving more money, while the income from first class passengers is comparatively stationary. The third class passenger is the most aggrieved person, who gives the biggest revenue to the railways except goods traffic. The third class passenger is the Cinderella of the railway system. If I travel by the first class today with parliamentary pass, I have a guilty conscience when I see the third class coaches packed like sardines with human beings. It is a matter of shame and sorrow. Who is to look after them? The railway conductors are there in important trains. But who is to look after the third-class passengers? There is nobody at all. Why should conductors not be provided, especially for the benefit of the third-class passengers, the passengers who give the largest amount of revenue to the railways? Who is there to look after the cleaning of their toilets? Who is there to look after the provision of water in the toilet rooms? What about the cleanliness of the whole compartment and the cleanliness of the toilet room? When there is overcrowding and when some burly fellow is standing at the entrance and marking at other passengers who is there to help the poor third class passengers? No body is provided by the railway administration. The guard does not look after them. The conductors look after the first class and just go about and the devil get the upper hand.

An Hon. Member: They look after the Ministers.

Shri Yajnik: Yes, they look after the Ministers. It is an absolutely chaotic and anarchic condition that

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the third-class passengers are passing through days and nights because there is hardly any standing room.

Then, as far as I can see, the metre-gauge railways are even more crowded. It is an excruciating experience even to see these people crowded like cattle, and worse than cattle, in these third-class compartments, and yet we do not see anything being done for them, though some trains are added. But our Railway Ministry is proud to take orders from Pakistan for providing more coaches, though more coaches are required in this country and more trains are required in this country. This is a question of questions and the Railway Ministry must deal with it more efficiently and quickly. I see in the newspapers reports of masses getting very nervous and very angry about it and they are threatening to practise *satyagraha* against this Government if matters are not set right within time. With these words I would again appeal to the Railway Ministry to take this question of the third-class passengers as one of the first questions of the agenda and deal with it expediency and sympathy.

Shri Basappa (Tiptur): Mr. Chairman, it is very significant that these strong speeches and strong criticisms of the railway administration are coming towards the end of the discussion. The previous speakers, Shri Anthony and Shri Asoka Mehta, who are known for their strong criticisms all these years, were more sober.

Shri Ram Sewak Yadav (Barabanki): They have been purchased.

Shri Harish Chandra Mathur (Pali): Do not say that.

Shri Basappa: I hold a different view altogether, particularly from the strong sentiments expressed by my hon. friend, coming from my part of the country and the leader of the Swatantra party. Shri Imam

15.44 hrs.

[MR. SPEAKER in the Chair]

He has used very strong words. For the benefit of the Railway Minister, who was not here, I may say that he has used strong expressions. I do not agree with those sentiments. Still, the need for the railway line for that part of the country cannot be ignored. I do not know what made my friend to use words like these—we are very much disappointed; we are put to a humiliating position. He has also told us that there is a breach of faith and the railways are very very unjust. These are very significant words for the Railway Minister. Though these words need not be expressed, still the need for certain things is clear and the Railway Minister will certainly take note of them and do justice to all parts of the country.

The previous speakers have complimented the Railway Minister for the efficient working of the railways. Of course, the needs of the country are very great; but that is a different matter. How far we have been able to cope with the needs of the country is also a different matter. Whether they have worked hard whether they have tried to bore more useful is the matter for discussion here. From that point of view, the railways have played a significant part. We all know that in the transport of this country they must play a very important part.

In the first Plan, from a figure of 94 million tons we have jumped up to 115 million tons and again in the Second Plan we have gone to 154 million tons. In the Third Plan we have a target of 235 million tons or so. This is a great improvement. Of course, one should not be complacent about this. Better achievement is very very necessary.

Sir, this morning you were pleased to inform the House that you will give ample opportunity to discuss the question of rail link between East and West Pakistan. I have got that question

before me here. It has caused great anxiety among the people of this country. We have been very very generous all these years. Our good gesture has been taken in a bad sense, as our weakness or as our policy of appeasement. So, it must be made known clearly what our position is. A rail link between east and west Pakistan is not an ordinary thing. Here we are reminded of the corridor they were demanding. So, we should be very very careful about what they want. Our Railway Minister is very efficient and he will, we have no doubt, take all the necessary precautions before he gives a decision. We are sure that he will consult the various State Governments like Punjab, Bihar, Bengal and Assam. I do not want to say much at this stage because now everything is in a fluid stage.

Another important thing which is worrying this House and about which you also mentioned in this House is the coal crisis. Here we have contradictory figures. Sometime back Shri Asoka Mehta said there is under production of coal and, therefore, the railways are able to make up this. But, on the other hand, we have been hearing there is complaint of over-production on the part of the Railway Ministry by saying they never anticipated this much production. So, what exactly is the position? How far are the railways able to lift the coal which is in short supply? Now kerozene oil is also taxed. Coal and kerozene oil play an important part in the domestic budget. What exactly is the position of coal?

I feel in this matter that our planning, so far as wagons are concerned, is not correct. I do not know where we have gone wrong and what mistake we have committed but I could say that we have not fulfilled our target. These are things which the Railway Minister should go into in greater detail, find out the exact position and correct it, if necessary. These are the bigger issues.

Coming to the little part of my own country, the Hassan-Mangalore line has been pressed many times by hon. Members and it has been promised in this very House by the hon. Minister quite often. Still, at what distance of time we are going to have it, we do not know.

Only the day before yesterday our Governor made a speech before a local assembly. He said that the Centre was going to take up the question of having Mangalore as an all-weather port and as a consequence of that our railway will certainly be taken up. This is a great hope. But I want to know this here from the hon. Railway Minister who is the proper man to say these things. Of course the Governor is equally important.

An Hon. Member: More important.

Shri Basappa: But our hon. Railway Minister plays such a notable part in this affair. If that is not conceded, we will be put to great difficulty and we will not be able to show our faces to people in that part of the country. . . (Interruption).

There are certain other things also. You know, Sir, from Bangalore to Poona there is a metre gauge line. To go about on that line is very difficult. So many years have passed but still it has not been converted into broad gauge. The track is not all right. A number of times there has been derailment of wagons. These things should be attended to more carefully. You have asked us to discuss these minor matters outside the House and I have been discussing these with them, but still nothing has happened. When I go to my constituency it is very difficult to answer people there.

Then a facility which had been given for all these 30-40 years has been taken away. They say that because there are long-distance passengers they cannot stop the train. For the last about 40 years the trains had been stopping there. A small mercy like that should be shown.

Mr. Speaker: Are hon. Members of Parliament not there on the zonal and regional committees?

Shri Basappa: We are pressing for it, but the reason given is that because long-distance passengers are there they cannot stop the trains there. Then at Gubbi the train stops only for two or three minutes and first-class tickets are not issued. They ask you to take the ticket at the next station. Because of this they cannot show figures of first-class passengers from Gubbi which is a taluk headquarters and is enjoying all the privileges. (I cannot go and show my face to the people there. . . . (Interruption). I request the hon. Minister to show a little mercy. I have written to the hon. Deputy Minister also. It is a small thing.

Shri Ram Sewak Yadav: Why only you, the Government cannot show its face.)

Shri Vajpayee (Balrampur): (Something must be done for him to save his face.)

Mr. Speaker: The hon. Minister should be a little more indulgent to hon. Members.

The Minister of Railway (Shri Jagjivan Ram): In that case there will be no express trains in the country.

Shri Basappa: That sometimes can be interpreted in any way. It is not known correctly whether first-class passengers travelled from that place to another place or not. Therefore, these things should be taken care of.

Other hon. friends have talked about planning. Our hon. Minister also knows that in the past nearly 34,000 miles of railway lines had been there. During the last ten years we have added very little to that. I along with others plead that there should be greater allocation for putting up more railway lines. After all what is our achievement of the last ten or twelve years? Only about 1,000 miles have

been added at the rate of about 100 miles a year, whereas in the past they had put up 30,000 or 40,000 miles. So there should be a greater perspective in planning. The proper way should be of looking 15-20 years ahead. Planning is very very necessary.

The hon. Minister will excuse me when I say that one sentence in his speech need not have been there. It gives us a wrong impression. He had said:

"I am hopeful that it will be found possible to make a further allocation of funds, to meet the demands for new lines to be constructed on grounds of political, social and economic development in certain areas, more particularly in the South."

This gives the impression as if only political reasons sometimes count very much. It ought not to be there. It gives that impression though it is not meant so. I hope he will say that that is not meant.

Shri Jagjivan Ram: I will again draw the attention of the hon. Member to that. He should try to understand English. What is said is 'political development' and not 'political reasons'.

Shri Basappa: I stand corrected. The shortfalls in traffic are noticeable. At first it was to have been 168 million tons. It was reduced to 162 million tons. Even that could not be achieved. Therefore it has been reduced to 154 million tons. There is a shortfall and he has given sufficient reasons for it. But still such things need not take place.

There are two or three points more. There is a lack of co-ordination. There is the question, namely, how to send our goods through the sea route particularly when it was not remunerating to have a railway line. That causes us an anxiety. Sometimes the roads run parallel to the railway line. It is

true, but when you do not stop your trains at certain stations naturally people will take to roads. Therefore care should be taken to see that there is proper co-ordination and that a definite policy is laid down in all these matters.

Another thing which causes a little anxiety is the fact that the working expenses are mounting up. Care should be taken to see that the working expenses are kept under control. This time the net surplus is only Rs. 8 crores or so and if the working expenses are reduced, it can be increased.

Then we are spending thousands of crores of rupees on railways. It should, no doubt, be a utility concern, but still the commercial aspect should not be forgotten. You should see that a proper return is given by the railway.

So far as certain technical and research aspects of the railways are concerned, we are spending very little money on that, whereas we are told that in foreign countries large amounts are set apart for doing research as to how trains could be run more efficiently. It is doubtful that the amount we have set apart is commensurate with the research that we want to undertake.

In this connection I may say that the big important railways in Japan, America or Europe will have to be studied a little more carefully. Even if our hon. Railway Minister pays one visit to those countries he will be able to see their technique. Here a large number of people, 10 or 11 lakhs, are working. There a smaller number of people are working, but still there is greater efficiency there. We should see how that can be achieved. If the hon. Minister cannot go himself, he can at least send his deputy to see these things.

Finally, I agree with my hon. friends that younger people who can spend

more time in the railway administration, that is, in the Railway Board, should be put in there so that they will have some time to see and do certain things instead of having old people who will retire very quickly.

Shri Birendra Bahadur Singhji (Raipur): Mr. Speaker, Sir, taking the overall picture of the speech that was delivered by the hon. Railway Minister and from the budget papers presented to the House, I shall be failing in my duty if I do not express my felicitations to the hon. Railway Minister and to the members of the Railway Board for making a really good progress in the last couple of years. I must say that so far as indigenous production in places like Chittaranjan, Bangalore and Perambur is concerned and the number of lines that have been put up is concerned, it is really a credit to the railways. It is also to the good that the hon. Railway Minister has refrained from adding any new taxes on the common man's burden by increasing fares and freights. But how long will this last is another matter because going through the figures I feel that the working expenses are likely to go up. Also, there is no clear picture of the Third Plan. So we do not know what these expenses will come to. However, that is another thing and I hope the hon. Railway Minister will kindly see to it that the working expenses and the maintenance charges are kept properly, otherwise they are very likely to go up and then again we will have to fall upon the Development Fund. There are one or two things which I wanted to suggest regarding the maintenance etc. I see the number of carriages that are coming out are nice ones, either third class or upper class carriages. But somehow or other I find—I do not say that the officers at the top level are responsible for this, but those who are looking after the carriages and other things are—most of the carriages—are not being maintained properly. For instance, take the Pathankot Express as also the Dehra Dun-Bombay Express.

[Shri Birendra Bahadur Singhji]

I have travelled in these trains. The carriages are sometimes so rickety and even the wheels make noise, and the seats are very uncomfortable. I am only pointing out this because if these are not maintained properly it will add up to the expenses. So there must be some arrangement that while we are making progress, these carriages, if they are bad they should be condemned, or if they are workable they should be properly looked after. Because, if one carriage is not working properly what happens is that the train has to be stopped; sometimes the passenger has to pull the chain, and then we simply waste time.

16 hrs.

There is another thing regarding operation. The other day I was travelling from Dehra Dun to Saharanpur. By bus the upper class fare is Rs. 2.33 nP and the lower class fare Re. 1.81 nP, while the third class fare from Delhi to Saharanpur is Rs. 3.22nP by express train and Rs. 2.70 nP by passenger train. If you travel by bus from Dehra Dun to Saharanpur it takes 3½ hours, whereas if you travel by train—and mind you, it is an express train, Dehra Dun-Bombay Express—it takes full six hours. While the passengers have to pay even more, they do not get even the facilities of express trains. So my suggestion is, if we really mean that they are express or mail trains, let them be run like that. They should not be run like passenger trains. If they are passenger trains, then it is all right. But when we say that it is an express or mail train, then it should run like that. The same thing applies to the Grand Trunk Express also. As regards the operational matter, most of the time is wasted in the stoppage of the trains. In many places they stop for fifteen to twenty minutes. I do not think there is any necessity for doing so, except where it is an important station where certainly it can stop for fifteen minutes or a little more. But for an ordinary station, five or three minutes is more

than sufficient, I think. Because, after all, when there are trains following it, the train should not be detained. For instance, in respect of the train which I am mentioning, namely the Dehra Dun Express, immediately after it leaves Dehra Dun, there is another passenger train going to Lhaksar. Whenever there are these things, time should not be wasted in detaining a train for more than fifteen to twenty minutes. For instance, take the Grand Trunk Express. Wherever it has to stop, whether it is Agra or any other place, the stoppage is for twentyfive minutes, sometimes for half an hour. I think on this can be reduced. Everyone is keen on reaching his home earlier, and if we can reduce the stoppage to ten or fifteen minutes it will improve the operation of the trains also.

Then coming to the question of catering, I do not know why the dining cars should be removed from long-distance trains like the Grand Trunk Express. Is it because they have to attach a special bogie from Bhopal? That the dining car does not operate from Bina to Delhi? Again, while going from Delhi the train leaves at 6-45 in the evening and there is no possibility of having good meals even at Mathura, and it reaches there at 9-30. And I have noticed most of the time the bearers walking by the foot-board when the train is running. I asked the bearers "why do you do this sort of thing, because it is very dangerous" and they say "we have got to meet the requests of all the passengers". They say that if they do not move like that while the train is running—which is very very dangerous and also against the law—they will not be able to fulfil their job and the passengers' wishes. So we could stop all these things if we provide a dining car right from Delhi up to Madras.

Similarly, so far as the food is concerned in the Grand Trunk Express, I must say that it is bad after Nagpur towards Delhi. In all the South Indian

stations, it is thousand times better than the food that we get in the Northern Indian stations. I do not know why. I am particularly fond of South Indian food, but apart from that I must say that the food in the North Indian stations is not very good at all. (*An Hon. Member:* It is a question of taste). I hope the Railway Ministry will consider the question of improvement of the quality of the food served.

Similarly there is no dining car also in the train going from Howrah to Amritsar. There used to be always a dining car. That also is a very long distance train, and I request the hon. Minister to consider this matter.

Now I come to one very important thing. I really congratulate the Ministry for opening the Khandwa-Hingoli line. It is a very fine job and I really feel proud that it is one good job which we have accomplished. I would certainly also like the Ministry to do something to join South India with North India by railway through an express train by the metre gauge, because that will also relieve the traffic. We have only one train from the south to Delhi. If we provide another metre gauge express train right from Delhi to Bangalore, that will be very good. I think there was this proposal, it has been going on, namely to connect Bangalore with Satyamangalam and Coimbatore. Then we could have a through train coming right from the south and going up to Delhi and then going to Assam and other places. I would request the Ministry to take up this matter as one of the highest priority, because it will solve not only the raw material problems but also the problem of food. It will also help the persons going from Delhi to the south because there will be two trains, the Grand Trunk Express and this one on the metre gauge. It is also important from the point of view of military.

There is another important point with regard to priority, and that is that priority should be given to from the point of view of strategy also. Because, we have got all this trouble going on

in the border side. I mean there is no train running right through to Agartala. That is very important. At present, whenever the people have to go by train, there is a lot of difficulty. They have first to go by train up to Calcutta and then by air or go via Assam. There is a request from the Agartala people for train connection. From Dharamnagar to Kalkalighat is a distance of seventeen miles. There is a bus service there. But when the passengers come there, they have to ferry across and all the time is wasted in loading and unloading. And their further request is that there should be a through train as far as Agartala. This will be important not only for helping the people there but, as I said, also from the strategic and military points of view.

Coming to another matter, the complaint book is generally kept with the station master in his office. When the train stops at the station for ten to twenty minutes, by the time the passenger crosses over and goes and puts in his complaint he is apt to miss the train. So I suggest that these complaint books should be either on the platform or a duplicate copy of it may be with the guard or the conductor. When passengers have difficulties they do not know where to move and where to complain. Sometimes it does happen also that when you ask the station master for the complaint book, most of them put on a dry face and say either that they have not got it or they give a hundred and one other excuses. So let it be on the platform in which case it will be easily available to the passengers, and a duplicate copy of it may also be kept with the guard or the conductor. And if there is any complaint which a passenger has to lodge he can go to the conductor and lodge it.

Lastly—I will not take much time—I do not know whether I shall be here next year or not, but I personally make this request to the hon. Minister. There is a station called Dongargarh on the South-Eastern Railway. Every

[Shri Birendra Bahadur Singhji]

time there is a fear that the loco shed will be removed to some other place.

Shri Jagjivan Ram: That has been given to you.

Shri Birendra Bahadur Singhji: Thank you. I will not speak any more on that point.

One point more, and that is about the railway protection force. It is a very fine institution and is doing a lot of good work. But somehow or other there does not seem to be any relationship between the railway protection force and the local police force. Either the local police force must be feeling that the railway protection force has taken their powers of law and order in their hands or *vice versa*. There must be some inter-relation or better understanding between the two, because I always see the local police force and the railway protection force looking at each other as if they were enemies. I would only bring this matter to the notice of the Railway Minister.

Dr. M. S. Aney (Nagpur): Does either of them do any work or do they simply look at each other?

Shri Birendra Bahadur Singhji: I would like to say one thing more. During the tourist season, there are lots of passengers, especially tourists from Delhi to Agra. There is only one train, namely the 6 Up Punjab Mall which takes them. Otherwise, they have to go by plane. Sometimes, there is no plane connection to come back. There must be some special train as we have from Bombay to Poona. It may be called the Taj Express or some other Express. It will be very advantageous to the tourists during the tourist season to take them from Delhi to Agra and return immediately. It would also add to the Railway earnings. This is one suggestion that I have to make.

Mr. Speaker: Shri Narasimhan. I will call Shri Naushir Bharucha next.

Shri Naushir Bharucha (East Khadesh): If you will call me tomorrow, I would be obliged.

Mr. Speaker: All right; I will call Shri S. M. Banerjee.

Some hon. Members rose—

Mr. Speaker: Hon. Members must wait. I won't give any promise.

Shri Narasimhan: Mr. Speaker, there are three or four exhilarating matters mentioned by the Railway Minister in the course of his speech and also two or three matters causing some concern. I will begin with the exhilarating ones and I would like the House to share the same with me.

The most phenomenal achievement is that of the increase of the capital at charge to the extent of Rs. 1559 crores, from Rs. 969 crores in this Plan period. This is due to the expansion that has taken place. Indirectly, it also depicts the developmental activity that has taken place in the country. It is gratifying, indeed, that while the country, in general, is developing economically, the Railway is not lagging behind. It is playing its own part so that its own obligations under the Plans could be discharged.

Another exhilarating achievement is the completion of the Khandwa-Hingoli line. The Minister has mentioned this also in his speech. This adds a long metre gauge system from the north to the south. This was missed for a long time. It was in 1952, I think, that the idea was taken up. It took such a long time to actually complete this. Now the railway line is completed. It is but very natural, as my colleague Shri Birendra Bahadur Singhji was saying, to allow a train to go along this route, bringing another link between the north and the south.

Shri Hoda: Hyderabad to Delhi.

Mr. Speaker: What is the northernmost point from the south by the metre gauge?

Shri Narasimhan: Up to Punjab via Khandwa, Hingoli, Guntakkal and Pakala.

Shri S. V. Ramaswamy: One can go up direct to Dwarka in the West and Tinsukia in the East from Tuticorin or Trivendrum.

Shri Heda: From Hyderabad to Delhi, by the metre gauge, it is nearer than by broad gauge.

Shri Narasimhan: For this service to be more effective, certain bottle-necks have to be removed and certain missing links have also to be established. That would consolidate the entire metre gauge system. I will refer to that later.

Another thrilling announcement by the Railway Minister is that the Railway Ministry has realised that the south has been somewhat neglected and therefore special mention had to be made and a special promise had to be made for examining the feasibility of having some more lines. This announcement also is of great satisfaction. But, there is a 'but' for it. During all these two Plan periods, two important States, Mysore and Madras have been totally neglected. The capital at charge has increased by several hundred crores. Eight hundred miles of railway line have been added to the system. But, in all these years, there was no activity in the south. Apart from that, some lines had been removed in my district. As I have been often telling, one hundred miles of line have been removed and they are not being restored. That is the position in the south.

Shri Asoka Mehta was taking a very mighty stand. He was saying that we must have an integrated transport approach and so on. In this big country of diverse languages, distances, needs, and ways of life, this kind of an integrated administrative outlook will result in political dis-

integration of the country if the proper needs of the various distant parts are not looked into. Just as in the human body, we have to look to the needs of every part, in the body politic, we have to see to the needs of every part. If you think that the head is the most important and go on feeding it, the head will grow big and the leg will not be able to shoulder the burden of the head.

Mr. Speaker: The Railway is the body politic.

Shri Narasimhan: The same thing applies to the Railways. Actually Mr. Mehta was regretting that in the south, they are losing. They are losing in the North-eastern Railway. The loss seems to be Rs. 11 crores. In the North-east Frontier Railway also, the loss is Rs. 10 crores. It is much more than in the Southern Railway. We cannot ignore the needs of the North Eastern Railway or the North-eastern Frontier Railway. The Railway Minister said, "political development". Superficially speaking, it may be objectionable and it may not be very convincing. Political development is a very wide term. It may include defence; it may include strategy. It may include inter-state relations and inter-border relations. They go together. We have to consider the needs not purely from the economic or profit-making point of view. The defence needs are there. There is Kashmir. Kashmir has a peculiar relationship with us. We have recognised that. Constitutionally it has been recognised. The people of Kashmir want some railway. The people of Jammu want some railway. These things have got to be considered. Considerations other than purely profit-making have to be looked into. I suppose the Railway Minister meant that when he used the term, "political development". We need not object to that. I am only surprised that Shri Asoka Mehta should take this stand in these days when we want democratic decentralisation, when we want each part to look after itself.

[Shri Narasimhan]

Shri Mohammed Imam, who spoke previously, made a convincing speech as to the necessity of attending to the needs of the South. He said how when the Mysore State was running its own Railways, it had certain programmes and how the programmes were being executed one by one. Actually, when they handed over the Railway on integration, they gave a good sum of Rs. 8 crores. Now, when they want some railway lines, from a central approach, from the approach which probably Shri Asoka Mehta will fully approve of, notwithstanding the realisation of the Centre to have a revised outlook in the matter, they will be ignored. Therefore, I am really very happy, over the announcement of the Railway Minister that if further funds are made available, he would look into the needs of the South. It is very welcome.

Shri Mohammed Imam: But there is a big 'if'.

Shri Narasimhan: An hon. friend also pointed out that the so-called loss of Rs. 2 crores on the Southern Railway was due to the fact that they had to get their coal through the sea route, which is now proving to be a costlier route. If really an all-India outlook is to be taken on the major problems of the country, there should be a pooled, national price for coal. When such problems come up, we do not have the necessary courage or guts to deal with them. If we had really that kind of approach, coal will be available all over the country at the same cost, and the industrial development of the country will be uniform. Places which are near the coal belt will not have an extra advantage. Distant parts like Saurashtra and Madras will not unduly suffer. That will not be quoted as a reason for not starting industries there. Instead of adopting that approach, simply to say this costs more or that costs more is not really working out the cost accounting of the railways.

The fact that there has been a shortfall in wagons is a serious drawback, and whoever was in charge of the Plan at the railway level did not really concentrate on how to implement the Plan. That is my impression. No doubt we are liable to make mistakes, but still it is a mistake.

There is the Perambur Coach Factory. Nothing prevented its working from the very beginning, from the moment it was fit to work, and had reached its installed capacity, three shifts, but these things were not thought of at an early stage. The second shift has come considerably later. I would like to know whether really it was not possible to start the second shift much earlier. If these things had been properly planned, I think we would have had more production of wagons.

Shri Jagjivan Ram: Perambur does not produce wagons.

Shri Narasimhan: I am referring to coaches.

In respect of wagons also, if similar steps had been taken, we should have been able to solve the problem. Wherever it was possible to double, we should have doubled. There is a tendency to start more centres, while the full capacity of the existing ones is not fully utilised. It is a general weakness of the Government of India.

For example, there is an Institute of Mental Health in Bangalore. There are similar institutions in other places also. There, they want to close it down, and have only one and somewhere else! In other cases, they are starting more units whether they are working to full capacity or not.

Shri Jagjivan Ram: They should spend more on mental hospitals?

Shri Narasimhan: Does not matter.

So, the approaches are contrary-wise on the part of the Government

of India. Good institutions are closed, and unnecessarily integrated and made into one. Some other institutions are dispersed and more units started, while a single unit could be further developed with advantage.

I am very glad to note that the Brahmaputra Bridge will be completed in 1962. When it is completed, it will be a proud achievement for the engineers of the railway, and all those taking part in the work.

It is very disconcerting to note, as the Railway Minister has stated, that the cost per employee is increasing. It is also causing considerable concern to see the various problems arising out of fuel. I am very glad to note from what the Minister has said that certain researches are going on with furnace oil and fuel for making the operation more effective. I wish the research success. I would like to know, through some literature, where and how this research is being carried on, and who is conducting it.

It is wrong to say, as Shri Asoka Mehta was trying to make out, that passenger traffic is shifting to the buses in the South. It is not so. It is because the railways have failed, the passengers are going to the buses. It is the inability of the railways to carry the passengers that is the main reason. There are now buses running from Madras to Salem, a distance of 200 miles, and from Madras to Krishnagiri, a distance of 160 miles. They are all working very well. The real reason is that the railways are not able to cope with the traffic. There can be a through railway train between Madras and Salem on the metre gauge from Egmore. In view of the fact that the lignite area in Neyveli is developing, that there is a link between Salem and Neyveli, that there is a large mineral wealth in the area, it is necessary to run trains from Madras to Salem, either way, reaching both the extremities during normal hours. Now, the only train available is from Madras via broad gauge, which reaches Salem some-

time at 2 or 4 A.M. Even the train starts somewhere about midnight or 1 p.m. It will be quite practicable to run trains from Madras (Egmore) to Salem Town on the metre gauge. Trains should leave and reach at earthly hours instead of at unearthly hours as now. This has been mentioned quite often. It will be useful for passenger traffic, and the railways will also gain by that. That is my impression.

While considering all these questions, particularly the demands of the South, and Madras in particular, for railway development, I hope the Railway Minister will remember that big industrial operations are on the move there, and that a perspective outlook is called for. It is no use trying to do things later. When the lignite work is going on and several crores are being spent, unless the railways also, more or less simultaneously, start their development work there, there will be bottlenecks later, and we will be in eternal trouble, as is said in the Hindi proverb:

रामेश्वरम गथा तो भी गरीबचर ने
नहीं छोड़ा।

Shri S. M. Banerjee: I join my hon. friends in congratulating the hon. Minister on the overall improvement in the working of the railways.

The first point which I wish to bring to the notice of this House and to the hon. Minister is the terrible coal shortage,—coal and soft coke for domestic use, in the State from which I come.

My attention was drawn to the news item which appeared in *Indian Nation* dated February 27, which secured banner headlines in this respected paper of Bihar, thus: Lack of Adequate Transport Facilities for coal: Over 8 lakh tons stockpiled in Bihar and Madhya Pradesh: Public Sector apprehends fall in production. Then it says:

"Over 8,00,000 tons of coal representing 40,000 wagon loads, are

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accumulated in the public sector collieries in Bihar and Madhya Pradesh for lack of adequate transport facilities.

Authorities of the National Coal Development Corporation, in charge of coal production in the public sector, expressed fear that if the transport bottleneck was not overcome soon, this stockpile would double itself by the end of March requiring considerable slashing of coal production in the public sector at the beginning of the Third Five Year Plan."

It further says:

"A party of journalists was taken last week by the N.C.D.C. to its coalfields in Bihar in the wake of the current controversy between the Railways and the Fuel Ministry on the coal shortage faced by industry.

The party saw huge dumps of coal at railway sidings awaiting clearance to their destinations in the North. The stocks were intended partly for consumption by the railways and partly for cement, textile and other industries.

The Managing Director of the Corporation, Mr. R. C. Dutt told the party at Bhurkunda that the Corporation at present did not propose to curtail production. But if the wagon shortage persisted after April 1, they would necessarily have to slash production."

This serious statement which has appeared in the newspapers has caught my imagination, because I am facing a terrific coal shortage in my own State. In today's paper, as has been very ably quoted already by my hon. friend Shrimati Parvathi Krishnan, we find the following news item:

"COAL SHORTAGE HITS UP INDUSTRIES

Inability of railways to increase deliveries several industrial concerns in U.P. are facing the prospects of closure following the inability of the railways to increase coal deliveries to the State.

The industries affected already include sugar, textile, paper, glass, distilleries and engineering firms. U.P.'s road construction and building programme will be affected even more seriously because there now seems no hope of securing more brick-burning coal for kilns before the monsoon. U.P.'s last hopes of securing more coal failed when a meeting of senior railway and coal distribution officials, convened by the Chief Minister yesterday, was unable to help. Mr. Gupta expressed disappointment that the officials had not been able to give even an extra ounce of coal to U.P."

This is a very serious state of affairs in my State, and I have seen myself that in place like Kanpur, Lucknow etc. even soft cock intended for domestic consumption is not available for distribution. The district supply officers at the various places made frantic efforts to contact the Coal-Controller and probably the Railway Ministry but to no purpose. Now, it has reached a situation where it is impossible to avoid riots only because coal and soft coke are not available for domestic consumption, and it will be difficult to avoid closure of the various industrial units. The news item further goes on to say:

"RAILWAY OFFICIAL'S STATEMENT

Lucknow, February, 28: As a Press Conference, Mr. Harbans Singh, General Manager, North-Eastern Railway, denied that industries had not received their quota of coal. But he admitted that there had not been a sufficient supply of brick-kiln-coal."

So, a particular statement which has been made by the Chief Minister of U.P. has been contradicted by the General Manager who was present at the same meeting. I do not know whom to believe, and whom not to. But a serious situation exists in U.P. That is a matter which the Railway Minister must consider in all seriousness. I am not going to find fault as to which Ministry is in the wrong, but it is for both the concerned Ministers to sit together, and take the Chief Minister of U.P. into confidence and devise some measures by which this particular problem can be solved.

Only some time back, there was a time in U.P. when foodgrains were selling at very high prices and were not available for consumption of ordinary people; at that time, there was coal in my State. But, now, when foodgrains are available, there is no coal, and no soft coke for cooking purposes. So, it is really a problem which confronts every citizen of my State.

My next point is about the victimisation cases. I am sorry to use the word 'victimisation'. It may be harassment or something like that arising out of the general strike in 1960. I am thankful to the Minister and his Deputies and to the Members of the Railway Board for treating many cases with the utmost sympathy and leniency. It was the desire of this House as also the desire of Government, including the Prime Minister and the Home Minister that the strikers should be treated leniently, and it was not in the mind of anybody including those in Government, that they should be treated harshly.

I should like to quote what Shri G. B. Pant said in the Lok Sabha in regard to this matter. In reply to Unstarred Question No. 2243 on the 6th September, 1960 in the Lok Sabha, he stated thus:

"Departmental proceedings should be taken against those who are suspected to have indulged

in sabotage, intimidation or gross misbehaviour....".

I may add for the information of the House that at that time, that is, in the month of September, the term 'gross misbehaviour' had not been properly defined. Earlier, the Home Ministry issued instructions on the 21st July, 1960—this was before September—to the following effect:

"No precise definition of gross misbehaviour, which will be one of the tests of selecting strikers who will be subjected to charge-sheets can be given. Lying on railway tracks, burning of effigies, shouting of abusive slogans, disorderly or defiant conduct and picketing of a coercive kind are some examples of what would be covered by 'gross misbehaviour'".

Mr. Speaker: What is his remedy? Whipping?

Shri S. M. Banerjee: This is about what constitutes gross misbehaviour.

Mr. Speaker: What is his remedy? Just pay a fine of Re. 1 and get away?

Shri S. M. Banerjee: I am coming to that. They have themselves changed the definition. They have not accepted my definition. Meetings were held at various levels and a decision was taken. I am reading from an extract available to me which was issued by the Railway Board. I am told a letter was issued on 7th February 1961 stating what does not constitute gross misbehaviour. I quote:

"WHAT DOES NOT CONSTITUTE GROSS MISBEHAVIOUR

(Clarifications issued by the Railway Board)

"The various charges mentioned in the statements have been gone into by the Board. In this connection, the following clarification is given:

1. Absence from duty without authority during the strike

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period: For this charge, no departmental action is intended to be taken.

2. Organising and leading processions: This need not be interpreted as falling within the purview of gross misbehaviour.
3. Addressing a meeting: This will not come within the purview of gross misbehaviour in the present context.
4. Instigating staff to join strike: In cases where the picketing and instigation have not been of a coercive type, disciplinary action need not be taken.
5. Using of slogans: Only abusive slogans need be taken notice of for the purpose of taking disciplinary action.
6. Issue and circulation of leaflets: This need not be a charge for taking disciplinary action unless the leaflets contain highly objectionable matter."

I am extremely grateful to the Railway Minister and the Railway Board for clarifying this definition of gross misbehaviour, which was rather cloudy and various interpretations were given by various people. According to this definition, I am sure about 502 or 510 employees—I speak subject to correction—could be taken in. If there is a case of sabotage or violence against any employee, I suggest that either a Committee of this House should be appointed or a Judicial Committee should be constituted so as to give adequate opportunity to the employees to prove before the Committee whether their conduct was good or bad. There are still about 510 cases in all the railways, Central, Eastern, Northern, North-Eastern, Southern, South-Eastern and the Integral Coach Factory. I do not say that the Railway Minister or his Deputies are treating these cases on the basis of past prejudices, but

unfortunately, as human nature reacts sometimes, certain officials, I am sorry to say, taking advantage of the past prejudices want to smash the Unions and victimise those active trade union workers. I request the hon. Minister to kindly consider these cases.

There is another point which I would like the hon. Minister to consider in all seriousness. Last year or even six months earlier, questions were raised in this House regarding cast iron sleepers. My attention was drawn to various firms in Calcutta who are supposed to supply cast iron sleepers to the various railways. I am told that some firms supplied cast iron sleepers which are under-weight and which have been detected very recently. I want to know whether these cases have been referred to the SPE. If not, I think some day we shall be in serious difficulty, because I am told by the technical people that only 5 per cent. tolerance is allowed in the case of cast iron sleepers and, if it is more or less than that, it is actually not up to specifications. I wish this should be properly inquired into to see what is wrong in this.

Then, my last point is the restoration of the recognition of the All India Railwaymen's Federation. I say with confidence that this Federation represents the majority of the workers. The hon. Minister of Railways did his best to unite both the Federations but he failed. Now, after the strike, 7 or 8 months have passed without recognition. Without recognition how can they possibly function?

During the strike period the Prime Minister made speeches and said that proper discussions should be held within the four corners of the Pay Commission Report. There are various recommendations of the Pay Commission which have affected the workers adversely—if not all, at least some of them—and it is high time that some forum is established

through which the workers could ventilate their grievances, properly and firmly. I, therefore request that, till proper instructions issue from the Home Ministry for the restoration of recognition or till something is brought up in this House, the recognition of the Federation should be restored provisionally so that the workers can have a proper forum.

At present the negotiating machinery is not working. No meetings have taken place. Only Members of Parliament tire our elbows and tire the Railway Minister's patience by writing letters. I am not interested in writing so many letters as others are used to do. But I have to do it because, unfortunately, there exists no forum for negotiations. I would request the hon. Minister to see that something is done.

Half a minute and I will finish. I will congratulate the hon. Minister for giving another station to Kanpur in the name of the late lamented Pandit Ganesh Shankar Vidyarthi who laid his life for the sake of communal harmony. I would request him to inaugurate that station on a day which is the birthday of the late Ganesh Shankar Vidyarthi so that the people of Kanpur and every passenger that gets into the train or comes out of the train would come to know that Kanpur had produced a man of that stature.

शुभी मन्दिरेन पहेल (मानन्द) : माननीय अध्यक्ष महोदय, रेलवे मंत्रालय ने काम तो प्रशंसा किया है, परन्तु इस से संतोष मान कर आराम से बैठ जाने का समय नहीं है।

हम को एक बात की समझ नहीं आती है, आप कहते हो कि हमारे पास बैंगन ज्यादा हैं, हम बाहर भी बेज सकते हैं। दूसरी तरफ से हमारे यहाँ गुजरात में तो कोयला न मिलने के कारण छोटे मोटे कारखाने बन्द हो रहे हैं, और स्टील और कोयला मंत्रालय वाले कहते हैं कि हम को बैंगन नहीं मिलते। आप के दोनों

के बीच में किस प्रकार का सहकार है वाकिस प्रकार की ज्वाइंट रेसपासिबिलिटी है यह हम को समझ नहीं आती। पर हमें अनुभव हो रहा है कि आप दोनों के बीच में कुछ भी हो, लेकिन कोयले की कमी के कारण कारखाने बन्द नहीं होने चाहिये। गुजरात में ऐसा अनुभव हो रहा है और हर रोज में गुजरात के घरदारों में यह चीज पड़ रही है हूँ, और हमारे उद्योग मंत्री ने तार किया है, और इधर लिखा है कि कोयले के बारे में कुछ करना चाहिये। यह मैं ने आज भी पढ़ा है।

मात्र दिल्ली के स्टेशन पर खाना बन्द हो, काच में रखा जाय या प्लास्टिक में रखा जाय, इतना बस नहीं है, पर हर स्टेशन पर खाना खुला न बेचा जाय और म्यूज-पेपर के टुकड़े में तो कहीं भी न दिया जाय यह खास देखने की जरूरत है।

आप अपने यहाँ रेलवे की बोगीज बनाने लगे, बैंगन बनाने लगे, इंजिन बनाने लगे, बहुत प्रशंसी बात है, परन्तु उन के कारखाने से निकलने के बख्त उन का पूरा इन्स्पेक्शन होने की बहुत जरूरत है क्योंकि उन में काफी कमी रह जाती है। बार बार हमारे इंजिन क्यों घटक जाते हैं, क्यों जगाव हो जाते हैं और इस के कारण ट्रेन बीच में रुक जाती है और देरी से आती है। रेलवे ट्रेन में जो डब्बे होते हैं उन के बारी दरवाजे प्रशंसी तरह बन्द नहीं होते। अभी बोझे दिन पहले एक बारी हमारे एक भाई की बंगुली पर इस तरह पड़ी कि उस की बंगुली की हड्डी के ६ टुकड़ हो गये ऐसा ईश्वर हुआ, और अभी एक महीना हो गया अभी तक वह ठीक नहीं हुआ। इस का कारण तो यह है कि आप की डब्बों की बारियां ठीक से बन्द नहीं होतीं। और पूरी बन्द नहीं होती इसलिये नीचे से धून भी आती है।

मेरा बराबर अनुभव रहा है कि महिलाओं के डब्बों में जो बटकनियां होती हैं वे ठीक से बन्द नहीं होती और अब हम किसी रेलवे कर्मचारी से कहते हैं तो वह कहता है कि

[सुश्री मणिबेन पटेल]

अगले स्टेशन पर करेंगे, अगले स्टेशन पर करेंगे। इस चीज को देखने की जरूरत है। जब गाड़ी रेलवे टर्मिनस पर हो और यार्ड से स्टेशन पर आय तब डब्बों को देखना चाहिये, खास तौर से महिलाओं के डब्बों को, खास तौर से रात के सफर के डब्बे को ठीक से देखने की जरूरत है कि उस की बारियाँ और दरवाजे ठीक से बन्द होते हैं।

मीटरगेज की ट्रेनों में काफी भीड़ होती है। अहमदाबाद और मँसाना के बीच में इतनी भीड़ रहती है कि मैं समझती हूँ कि एक ट्रेन सुबह और एक ट्रेन शाम को बढ़ाने की जरूरत है जिस से कि जो मजदूर लोग अहमदाबाद में कारखानों में काम करते हैं उन को आने जाने के लिये सुभीता हो जाय। आजकल तो अगर आप शाम को और सुबह को देखो तो आप को खुद को दुःख होगा कि किस तरह से भीड़ जाती है।

डिलक्स ट्रेन एक और बढ़ाने की जरूरत है। आप कब तक यह कहते रहोगे कि हमारे पास और गाड़ी नहीं है। कब और गाड़ियाँ बनेंगी और कब ट्रेन बढ़ेगी। जब यह ट्रेन जनता को इतनी पसन्द है तो इस को जल्द बनाने की कोशिश करनी चाहिये।

स्टेशनों पर भिक्षा मांगने वाले बहुत होते हैं और उन में रोगी भी होते हैं और कुत्ते भी स्टेशनों पर होते हैं। ये कई स्टेशनों पर दिखते हैं। मथुरा पर तो उन की कोई हद ही नहीं है। पर मैं ने कभी किसी रेलवे कर्मचारी को या पुलिस को उन को हटाते नहीं देखा। क्या उन का यह कर्तव्य नहीं है कि कुत्तोंको और भीख मांगने वालों को ट्रेन के पास न आने दें, स्टेशन के बाहर निकाल दें ? तो यह भी ध्यान देने की जरूरत है।

प्राइवेट सेक्टर में कारखाने बढ़ रहे हैं और पब्लिक सेक्टर में भी बढ़ रहे हैं। तो

तीसरी पंचवर्षीय योजना में हम उन के लिये चाहिये जो कच्चा माल दे सकेंगे और उन कारखानों में से जो पैदा होगा वह सब माल उठा सकेंगे इस का प्रबन्ध किया है, इस के बारे में सोचने की जरूरत है। खाली पब्लिक सेक्टर के लिये आप प्रबन्ध करो और स्टील के कारखानों को पूरा कोयला पहुंचाओ और उन का बना हुआ स्टील उठा सको इतना ही काफी नहीं है। अभी पब्लिक और प्राइवेट सेक्टर दोनों में जो उत्पादन होता है उस से हमारे देश की सम्पत्ति बढ़ती है, इसलिये दोनों के लिये रेलवे को पूरा प्रबन्ध करना चाहिये।

आप कहते हो कि हम को पूरा पैसा नहीं मिलता, तो यह हमारा काम नहीं है, आप की ज्वाइंट रेसर्पासिबिलिटी है। प्लानिंग कमिशन और कबिनेट कोई अलग अलग चीज नहीं हैं। इसलिये आप को उस के बारे में उन का पूरा सहयोग मिलना चाहिये, नहीं तो जो आज बाटिलनेक है, तीसरे पंचवर्षीय योजना शुरू होने के बाद इस में और भी मुसीबत बढ़ जायगी।

रतलाम और बड़ौदा के बीच में जो दिल्ली—बम्बई जनता एक्सप्रेस चलती है वह करीब करीब लोकल पैसिजर सी हो जाती है। मैं समझती हूँ कि आप ने जो एक ट्रेन कम की है वह बढ़ाई जाय और इस का स्टापेज कम किया जाय तो कम से कम दो घंटे का टाइम बचाया जा सकता है और ऐसा करना काफी जरूरी है।

सौराष्ट्र की ट्रेनों के बारे में दुःख के साक कहना पड़ता है कि वे बार बार रुक जाती हैं। उन के इंजिन खराब हो जाते हैं। मैं समझती हूँ कि उन की एफीशेंसी बढ़ानी चाहिये और उन की स्पीड भी बढ़नी चाहिये। जब राजाओं का समय था तो ये ट्रेनें अच्छी चलती थीं और अब जब कि इंटीग्रेशन हुआ है तो ट्रेनों का व्यवहार और भी खराब हो गया है। यह अच्छा नहीं है।

आप कहते हैं कि हमारे पास वॉगन काफी हैं। पर हम बराबर देखते हैं कि छोटे मोटे स्टेशनों पर वॉगन न मिल सकने के कारण अनाज और सामान पड़ा रहता है। बारिश के दिनों में भी सामान बाहर पड़ा रहता है। बड़े स्टेशनों पर तो छप्पर रहते हैं और ताले भी रहते हैं, पर छोटे स्टेशनों पर सामान पानी पड़ने से खराब हो जाता है। इसलिये जहाँ पर आवश्यक कोआरडिनेशन न हो या इस की व्यवस्था न हो वहाँ पर इस की ठीक व्यवस्था करने की जरूरत है।

आप के रेलवे कर्मचारियों की संख्या तो बढ़ती जाती है। स्टेशनों पर पहले से स्टेशन मास्टर, टी० टी० ई० या कंडक्टर में ज्यादा देखती हूँ पर थर्ड क्लास के पैसिजर्स की देखभाल अभी भी संतोषजनक नहीं है यह मुझे कहना है। देखने में यह भाया है कि रेलवे प्रशासन द्वारा फर्स्ट क्लास के यात्रियों के सुख सुविधा आदि के बारे में तो ठीक प्रकार से देखा जाता है और उनकी देखभाल होती है परन्तु थर्ड क्लास के यात्रियों और महिला यात्रियों की ओर रेलवे प्रशासन ध्यान नहीं देती। अब अगर कोई सज्जन भ्रमण या महिला की किसी रेलवे वाले से कोई जानपहचान होती है तो उसका खयाल रक्खा जाता है और उसको सुख सुविधा पहुँचाने का इंतजाम कर दिया जाता है लेकिन यह पर्याप्त नहीं है क्यों कि यह तो किन्हीं विशेष व्यक्तियों के लिये ही सीमित होता है और यह संतोषजनक नहीं कहा जा सकता। इसमें परिचित और अपरिचित का सवाल ही नहीं भाना चाहिये और समान रूप से सारे थर्ड क्लास के यात्रियों और महिलाओं को पूरी सुख सुविधा देनी चाहिये और उनका खयाल रखना चाहिये। आज इस ओर रेलवे प्रशासन के द्वारा जो उपेक्षावर्ती जा रही है, मैं आशा करती हूँ कि मंत्री महोदय इस के बारे में तोषु कर उचित कदम उठावेंगे।

थर्ड क्लास के डिब्बों में यह तो ठीक है कि पंखे और बिजली आदि लगाई हुई है लेकिन मेरी शिकायत यह है कि पंखे और बत्ती ठीक से काम नहीं देते हैं। जिस तरह से फर्स्ट क्लास में स्टेशन में भ्राने पर देखा जाता है कि नल, बत्ती और पंखे आदि ठीक से काम कर रहे हैं भ्रमण नहीं उसी प्रकार से थर्ड क्लास में भी स्टेशन भ्राने पर इन चीजों की देखभाल कर ली जाया करे कि नल बत्ती और पंखे आदि ठीक से चलते हैं कि नहीं और जरूरत के अनुसार उनकी मरम्मत करवा दी जाय।

एक बात और भी है। रेलवे के मजदूर आदि लोग यार्ड में जाकर पहले से रेलवे कम्पार्टमेंट्स में सीट रोक लेते हैं और यात्रियों से उन सीट्स पर बिठाने के बास्ते २, २, ४, ४ और ५, ५ रुपये ले लेते हैं। इस के बारे में भी देखने की जरूरत है। यार्ड में इस तरीके से पहले से लाइसेंसधुवा मजदूर लोग कैसे जगह रोक सकते हैं और ऐसा करके यात्रियों से जो रुपया लेते हैं वह विल्कुल अनुचित है और इसके बारे में काफी तहकीकात करने की जरूरत है। स्टेशन पर गाड़ी घाती है तो उसमें मजदूर अपना कपड़ा लगा देते हैं और चूकि यात्रियों को लम्बा सफर करना होता है इस लिये उन्हें मजदूर होकर उन मजदूरों को पैसा देना होता है। इस लिये मेरी आप से बिनती है कि यह चीज नहीं होनी चाहिये। मजदूर लोग जो यार्ड में जाकर पहले से गाड़ी में जगह रोक लेते हैं और पैसा ऐंजो हैं यह अनुचित चीज बन्द होनी चाहिये।

इस के अलावा अभी भी यह मजदूर अर्थात् कुली लोग पैसेजर्स को बहुत तंग करते हैं। जैसे आप ने कहा हुआ है कि एक मन के हूडलोड के बास्ते कुली को २५ नये पैसे देना चाहिये लेकिन यह आम बात है कि उनको २५ नये पैसे से संतोष नहीं होता है और वह पैसेजर पैसेजर के हिसाब से जैसी उसकी मुसीबत और जरूरत हो पैसा देना कर १, १ रुपया तक

[सुश्री मणिबेन पटेल]

भी मांगते हैं और अगर बहिन हो, अकेली सफर कर रही हो और रात का समय हो तो और भी तंग करते हैं। मैं चाहती हूँ कि आप इस तरह की हिदायत दें ताकि आपके रेलवे के कर्मचारी जब स्टेशन पर गाड़ी धाये तो यह देखें कि यह मजदूर लोग यात्रियों को तंग न करें और सामान के लिहाज से जितना उचित पैसा बनता हो उससे अधिक न मांगें और यात्रियों को परेशान न करें।

एक बात और भी है। आप के इंजन यह जो स्टीम निकालते हैं वह रेलवे लाइन के पास पब्लिक संस्थाओं के नजदीक यह स्टीम न निकालें और सीटी न बजायें तो अच्छी बात होगी। इस ओर ध्यान दिया जाये कि क्या यह मुमकिन नहीं हो सकता कि पब्लिक संस्था पर स्टीम न निकाल कर और सीटी न बजाकर जो कि शायद जानबूझ कर आज किया जाता है, प्राधा फालांग प्रागे बढ़ कर क्या यह स्टीम नहीं निकाली जा सकती है और सीटी नहीं बजाई जा सकती है? मैं चाहती हूँ कि इस ओर आप ध्यान दीजिये और अगर ऐसा करना संभव हो सके जैसा कि मैंने सुझाव दिया है तो बेहतर होगा।

रेलवे कर्मचारियों में खाली ऊपर वालों को मौसम के कपड़े बर्दी मिले और आज जो छोटे छोटे मोटे कर्मचारियों को समय पर उनकी बर्दी नहीं मिलती है और साल चला जाता है और गरम कपड़ा उनको नहीं मिलता है और सूती कपड़े नहीं मिलता है, ठीक चीज नहीं है। प्राखिर देखना चाहिये कि ऐसी गड़बड़ी क्यों होती है और कौन इसके लिये जिम्मेदार है। जब आपने इंतजाम किया है और आपका कानून है कि उनको बर्दी मिलनी चाहिये तो वह उनको टाइम से क्यों नहीं मिलती है। अपने देश में कपड़ा वहीं बनता है ऐसी बात तो है नहीं। आप यह भी नहीं कह सकते कि कपड़े की तंगी है और वह हमको मिलता नहीं है और इस कारण उनको बर्दी नहीं दी जा सकती। मैं चाहती

हूँ कि छोटे रेलवे के कर्मचारियों को और महिला कर्मचारियों को भी समय से जाड़े गर्मी की बर्दी मिलनी चाहिये और इसके हेतु उचित कदम उठाया जाय।

यद्यपि आप कहते हैं कि आप ने बारबार इस की सूचना दी है कि महिलाओं के डिब्बे रेलगाड़ी के बीच में रहें, मेरा अनुभव अभी भी यह है कि ऐसा आमतौर पर होता नहीं है और महिलाओं के डिब्बे बराबर बीच में नहीं आते हैं। किसी ट्रेन में महिला का डिब्बा पीछे होता है तो किसी में प्रागे। मैं चाहती हूँ कि मंत्री महोदय इस को देखें और इस के बारे में कई दिनों तक कुछ समय तक निरन्तर पूछताछ करते रहें और हिसाब मांगते रहें कि किस किस ट्रेन में अभी भी बीच में महिला का डिब्बा नहीं होता है तो ठीक होगा और फिर वे उन तमाम रेलगाड़ियों में महिलाओं के डिब्बे बीच में करवा सकते हैं।

एक चिन्ता की बात यह है कि हम सुनते हैं कि आप अभी पाकिस्तान से धू ट्रेन्स चलाने के लिये बातचीत कर रहे हैं और उसके बारे में आप कुछ निगो एंजंस चला रहे हैं। अब हमें चिन्ता है और जनता को चिन्ता है कि इस में लाभ होना तो दूर इन्हें से खाली हमारे लोगों को और बिशेष कर प्रवासियों को जान और माल का ही जोखिम नहीं है परन्तु मुझे यह शंका है कि उन के द्वारा हमारे अच्छे वैंगन्स, अच्छे इंजन और बीगीज रख ली जायेंगी और जब उन के बारे में शंका होमा, और आप की उन से लिखा पढ़ी चलेगी तो वे हम को उन के जो रोटेन बैगन्स और रोटेन बीगीज होंगी, और रोटेन इंजन होंगे वह हमारे हवासे कर बिये जायेंगे। इसलिये इसके पहले कि आप यह धू ट्रेन्स का सम्प्रतीता प्रमल में लायें पूरी सावधानी इस के बाले में लेनी बड़ी प्रावश्यक है तर्क इस तरह की मड़बड़ तो न हो। यह खाली मेरी प्रपन्धि ही चिन्ता नहीं है करन प्राप्त जववा की ऐसी शंका और चिन्ता है और इसलिये मैं

आप का इस धीरे ध्यान आकृष्ट करना चाहती हूँ ।

आखिरी बात मुझे यह कहनी है कि अभी पिछली मर्तबा जो सारे देश में हड़ताल हुई थी उस में जिन लोगों ने भाग लिया था यह तो सही है कि किसी बैर भाव और बदले की भावना से उन के साथ न पेश आया जाय लेकिन इतना मैं जरूर कहूंगी कि आप को अनुशासन कायम रखना चाहिये और इस नाते जिनका दोष हो उन को माकूल दंड मिलना ही चाहिये अन्यथा अनुशासन कायम नहीं रह सकेगा । सास कर जो रिंगलीडस हैं उन के बारे में प्रशासन को ढिलाई नहीं करनी चाहिये और उन को सजा मिलनी ही चाहिये । जिन्होंने अनुशासन भंग किया है उन के खिलाफ जो आवश्यक कदम अर्थात् डिस्प्लनरी ऐक्शन लिया जाना चाहिये वे लेना ही चाहिये ताकि भविष्य में अनुशासन भंग करने की हिम्मत न पड़े । यह जो समय मुझे दिया गया उस के लिये धन्यवाद ।

श्रीमती कुष्मा महता : (जम्मू तथा काश्मीर) : अध्यक्ष महोदय, मैं माननीय रेलवे मंत्री तथा रेलवे बोर्ड को उन सफलताओं के लिये जो कि उन को रेलवे के प्रशासन में और रेलवे के काम में मिली हैं, बधाई देती हूँ

अध्यक्ष महोदय : माननीय सदस्या कल को अपना भाषण जारी रखें ।

16.58 hrs.

HALF AN HOUR DISCUSSION RE. ADIVASIS

Mr. Speaker: The House will now take up Half an Hour discussion. Shri Prakash Vir Shastri.

श्री प्रकाशवीर शास्त्री (गुरुगाँव) : अध्यक्ष महोदय, भारतीय संविधान का निर्माण

करते समय जहाँ देश के ३४ करोड़ अन्य नागरिकों की सुविधा के सम्बन्ध में कुछ व्यवस्थायें की गई थीं वहाँ भारत के उन २ करोड़ व्यक्तियों के सम्बन्ध में भी जो आदिवासी क्षेत्रों में और विशेष कर जंगली और पहाड़ी क्षेत्रों में रहते हैं हमारे संविधान में धारा ३३८, ३३९ और ३४० के द्वारा राष्ट्रपति जी को यह अधिकार दिया गया था कि वह उन के सामाजिक, शैक्षणिक और आर्थिक स्तर को ऊंचा उठाने के सम्बन्ध में कुछ विचार करें ।

भारतीय संविधान में राष्ट्रपति जी को यह अधिकार भी दिया गया था कि दस वर्षों के अन्दर किसी इस प्रकार की कमीशन की नियुक्तियाँ करें कि जिस कमीशन के द्वारा इन आदिवासियों की आर्थिक स्थिति के सम्बन्ध में विशेष रूप से जानकारी ली जा सके । भारतीय संविधान के लागू होने के कुछ समय के पश्चात् जून, सन १९५२ में अनुसूचित जातियों का एक सम्मेलन यहाँ दिल्ली के अन्दर हुआ था । इस सम्मेलन में महामान्य राष्ट्रपति जी और प्रधान मंत्री जी आदि सभी महत्वपूर्ण व्यक्ति सम्मिलित हुए । प्रधान मंत्री जी ने इस सम्मेलन में अपना बतलव्य देते हुए जहाँ और बहुत सी बातें कहीं विशेष रूप से एक बात उन्होंने ने यह कही थी :—

“वास्तव में, मुझे इस में सन्देह नहीं कि यदि साधारण तरीकों पर चला गया तो बाहरी अबाह्यनीय व्यक्ति आदिवासी क्षेत्रों पर अपना अधिकार कर लेंगे । वे जंगलों को अपने अधिकार में ले लेंगे और आदिवासियों के जीवन में हस्तक्षेप करना प्रारम्भ कर देंगे । हमें उन के क्षेत्रों में इतनी सुरक्षा की व्यवस्था तो अवश्य ही करनी चाहिये कि कोई भी बाहरी व्यक्ति उन की भूमि अथवा जंगलों पर अपना अधिकार न कर सके और बिना उन की मर्जी और सझावना के उन के जीवन अथवा मामलों में किसी भी प्रकार का हस्तक्षेप न कर सके ।”

जहाँ प्रधान मंत्री जी ने इस सम्बन्ध में अपनी यह सम्पत्ति दी थी वहीं राष्ट्रपति जी