

Mr. Chairman: All those questions are under his consideration.

Shri E. K. Nayanar (Palghat): I have also given notice of it.

Mr. Chairman: All the notices are with him. (Interruption).

14.30 hrs.

**RAILWAY BUDGET—GENERAL
DISCUSSION—Contd.**

Mr. Chairman: The House will now take up general discussion of the Railway Budget.

Shri Rajaram (Salem): Mr. Chairman, I thank you for giving me an opportunity to participate in the general discussion on the railway budget. The railway budget was presented to the House on the 22nd of this month. On the 21st of this month a big accident took place in my part of the country, near Kuppam. Nearly 69 people have died because of this accident. There is a joke about the railways that even though they do not contribute anything else to the nation, they contribute in solving the population problem by killing people in accidents. That joke has become a reality now. Though we were coming across so many accidents in this part of the country, so far as the southern side was concerned there were no major accidents until this accident at Kuppam. I hope that the Railway Ministry will come forward to do justice to the people who have been affected by that accident.

In this budget the rates have been increased on a number of items. If the railway policy for the Third Plan period is reviewed it will be found that there is hardly any year in which increase in passenger fares or freight rates has not been effected. For instance, in 1960-61, the last year of the Second Plan, there was a surcharge of 5 paise per rupee on freight rates on coal and other items. This was followed by what was called a

marginal adjustment in freight rates in the year 1961-62. Then, in the year 1961-62, again the basic rates chargeable for goods traffic were increased by 50 paise per ton and passenger fares were increased by 10 to 15 per cent. Then, in the year 1963-64 a surcharge of 10 per cent on parcels was levied. In the year 1964-65 a surcharge of 2 per cent on freight rates was levied. In the year 1965-66 there were increased passenger fares and freight rates over 25 items. In the year 1966-67 there was no increase in passenger fares or freight rates because it was an election year. In the present railway budget the rates have been increased on so many items. For instance, in South India they were selling a railway guide for 30 paise. Now the price has been raised to 50 paise. The price of platform tickets has been raised by 50 per cent, the cost of reservation of tickets by 100 per cent and the cost of third class tickets by 12½ per cent.

For your information, we, the DMK party, are running a Government at the State level. In the olden days, members of the opposition used to give comparison with foreign countries. Now I want to give a comparison between the State and the Centre. In our State, the DMK ruling party has got a Transport Minister called Karunanidhi. We affectionately called him as Kalaignar Karunanidhi. He has reduced the bus fares by 1 paise per one mile. He has announced it only last month. After this reduction was announced, he has gained more profit from bus transport. Of course, because of the Morarji budget it may be raised sooner or later, but that is an entirely different matter. When on one side the non-Congress Ministries, non-Congress Governments, are trying to bring down the price level, are trying to bring down the ticket rates to do justice to the common people, the down-trodden, on the other side, the railways, both in the Third Plan period and now in the Fourth Plan are increasing the rates in such a way that when there is

[Shri Rajaram] already inflation they are creating another inflation. This increase in fares and freights is bound to act on the price spiral which will do great harm to the ordinary, common people in the country.

In his speech the Minister has said:

"The minimum fare of 10 paise for distances up to 5 kms. is being raised to 15 paise. This increase would be fully justified on the ground that such very short distance travel is most unremunerative for the railways; even the printing and issue of ticket costs about 3.74 paise."

Here I have got a doubt. I thought, the Railway Board people were very intelligent and shrewd. I do not know why they are spending 3.74 paise for a single ticket. So many State Governments are running buses. Then, you might have seen cinemas where the tickets are printed on ordinary paper. It costs not even half paise or quarter paise. Why do you not print such tickets and issue them at railway stations? You cannot say that you are getting to sell tickets for thousands of rupees at small stations in villages. Why are you spending so much money over these tickets? Is it not possible for you to economise on these things? But you wanted to increase the fares. The authorities in the Railway Ministry are not coming forward with economies in the Railway Ministry at all. Please do not think that the poor people will come forward and pay the money. If you increase the fares, ticketless travel will also increase. Already you have lost Rs. 9 crores. Now, people have no money. Of course, black-market people have money. They travel in first class. We have got our passes and we also travel in first class. But we must think about the common man in the country. We must give some facilities to the common man.

Shri D. C. Sharma (Gurdaspur): The black-market people travel by air and not by railways.

Shri Rajaram: All right, I accept your correction.

Then, you have said:—

"In the case of Third Class Mail and Express fares, the increase will be 12-12 per cent. for distances upto 1,500 kms., which will give an increase of Rs. 4.20 at that distance, and a flat addition of Rs. 4.20 to fares for distances beyond so that the maximum increase will be Rs. 4.20."

This four twenty is not good; four twenty is something bad. So, please change that. I hope, this Ministry is not being called by that name.

Then, there are a number of defects in the Railway Department. When we travel from Madras to Delhi or from Delhi to Madras, we come across so many bottlenecks in the railway arrangements. Often, the dining car goes sick; the third class air-conditioned car goes sick. Passengers face very great hardship at the Delhi railway station itself. When we go and approach the Station Superintendent to attach some extra bogeys, we find that no dining car bogeys are available at the Delhi Station; or, if we go and approach the Station Superintendent of the Madras Station, we find there is no dining car available and the train runs all the way without a dining car. The passengers travel without getting good food on the way. That must be looked into.

Then, after dieselisation has been introduced on the Southern Railway in the train from Delhi to Madras there is no electrification and we suffer because of that. At night we have to use candlesticks to take meals.

If that was the case of a first-class passenger, you can think of the third-class passenger. Now summer is there and there is no water facility in the third-class compartment. This was stated by all Members from all sides. Third-class passengers are suffering a lot because water is not at all available at the platforms, nor is it available in the tanks of the railway bogey. That must be looked into. The facilities of the Third Class passengers must be looked into by the Railway Department.

The defects can be rectified at the starting stations. There are stations like Delhi, Madras, Hyderabad, Bombay, Calcutta and so on. These are starting stations. Why not the Railway Department come forward to leave some extra bogies at the starting stations to adjust the train to move in a comfortable way for the benefit of the passengers? That must be looked into by the Railway Department.

I now come to the Salem-Bangalore line which is situated in my constituency. According to the Railway Ministry, they are going to open the Salem-Dharmapuri railway line in the month of June. Of course, that is perfectly in order. But I do not know what is the bottleneck in the case of the Salem-Bangalore line. Somehow, the work was not done properly according to the time-schedule. Some bottleneck is there. I do not know which side is at fault, either the engineering side or the revenue side or it is the fault of the contractors. They have not done their work according to the time-schedule. The Ministry must come forward to fulfil that task within the time limit. If we do not connect Bangalore quickly, we will have to face a loss. Dharmapuri is only 42 miles away. This Salem-Dharmapuri line may not run economically. Then, you should not raise a hue and cry that this line is not working profitably.

Then, from Salem to Madras, there are a number of trains. One train is the Blue Mountain Express which

starts at 10-10 P.M. at Salem and reaches Madras early morning and the same train leaves Madras at 8 P.M. and reaches Salem at 4 A.M. in the morning. A number of passengers are facing hardship in getting sleeping accommodation from Salem junction. My request is that the Railway authorities should provide a 3-tier coach. You have already raised the reservation charges and you will earn more money—don't think I am accepting your proposal—if you introduce a 3-tier coach, that will be a very good facility for the passengers from Salem so that they can sleep and have a comfortable journey in the night upto Madras.

We have been requesting the Railway Ministry for the past so many years for a circular railway in Madras. That is a long-felt need of Madras State. Madras State has been upgraded to 'A' Class. It has been suggested by so many Members of this House that Calcutta is in need of a circular railway. So, also Madras is in need of a circular railway. That is not a big affair. We have got one railway line to Tambaram, another to Arkonam and a third to the port side. These railways can be connected in between and we can create a very fine circular railway at a minimum cost. This can be considered by the Railway Ministry.

Then, I want to make a request to the Railway Ministry about the Tinnevely-Kanyakumari-Trivandrum line. If you have that line, you can see on one side the moon-rise and on the other side the sun-set. It is a very beautiful scene. You can have thousands and thousands of tourists there and they will have an enjoyable sight. That is a long-felt demand. The survey is over. Everything is ready. The only thing is that money must come from your pocket, that is, from the Railway Ministry.

Shri Nambiar (Tiruchirappalli): Why don't you come to Kanyakumari to lay a foundation-stone for that line?

The Minister of Railways (Shri C. M. Ponnappa): There are enough foundations at Kanyakumari.....

Shri Rajaram: Myself and Mr. Nambiar will invite the hon. Minister to lay the foundation-stone there.

The other lines are Dharmapuri to Jalarpet via Krishnagiri, Ongole to Hyderabad and Hassan to Mangalore.

As far as electrification is concerned, our request is that Madras-Arkonam line must be electrified sooner or later because the town is thickly populated and a number of people are coming down to the Madras City for work and employment. So, this is very necessary and I want the Railway Ministry to give due consideration to this request for electrification.

As far as dieselisation is concerned, Brindavan Express is the only train which has been connected with a diesel engine; in the south, this is the only train which has been connected with a diesel engine. My request is that the Cochin Express which is running a long way must also be connected with a diesel engine. Likewise if the connection is given to the Blue Mountains Express also, it will cater to the needs of the public.

Now I want to say a few words about overbridges.

Mr. Chairman: He may conclude now.

Shri Rajaram: I am concluding.

We want an overbridge in Mayuram Junction and also an overbridge for pedestrians in Salem Junction. Salem Junction divides two villages—Suramangalam and the old Suramangalam—and people often cross the railway line and the officials fine these people. So, there is a need for a pedestrian railway crossing bridge and I would request the Railway Minister to give due consideration for that.

श्री विश्वनाथ राव (देवरिया): मद्रास प्रतिमहोदय, इस समय मदन में देम के सब से

बड़े उद्योग के बजट के संबंध में विचार ही रहा है। इस उद्योग में लगभग 12 लाख कर्मचारी हैं, लगभग 1 करोड़ नागरिक रोज इस से लाभ उठाते हैं और इस के द्वारा कई करोड़ की सम्पत्ति का मातायात होता है। ऐसे बड़े उद्योग की सफलता तथा उन्नति इस बात पर निर्भर करती है कि सारे देम की प्राथमिक व्यवस्था में कितना विकास हुआ है अथवा कितनी उन्नति हुई है। तीसरी योजना के पहले एक दो सालों में हमारी प्राथमिक व्यवस्था में जो उन्नति हुई उस के मुकाबले में योजना के प्राथमिकी एक दो सालों में हमारी प्राथमिक व्यवस्था में कुछ कमी आई। इस का घसर देलबेज पर भी पड़ा और उस की धाय में कमी हुई।

उम के प्रतिरिक्शन रेलवेज के लिए प्राथमिक चीजों के मूल्यों में वृद्धि के कारण भी रेलवेज की प्राथमिक उन्नति में बाधा पड़ी। प्राकड़ों को देखने में मान्य होता है कि रेलवेज की प्राथमिक व्यवस्था और उम की धाय में जो कमी हुई है, वह एक दो साल का घवनति के कारण नहीं हुई है, बल्कि रेलवेज से संबंधित प्राथमिक चीजों के मूल्यों में वृद्धि के कारण हुई है। जहां लोहे और इस्पात का संबंध है, पहली योजना के पहले साल में, अर्थात् 1950-51 में जहां उस की कीमत 100 रुपये थी, वहाँ 1965-66 में उस की कीमत 225 रु० हो गई। मतलब यह कि 125 प्रतिशत इस्पात और लोहे के मूल्य में वृद्धि हुई है, उसी तरह से रेलवे कर्मचारियों के वेतन के संबंध में 84 प्रतिशत की वृद्धि हुई है। कोयला जो उनके लिए मुख्य साधन है, उस में लगभग 81 प्रतिशत की मूल्य में वृद्धि हुई है। इन सब की वृद्धि में रखते हुए यातायात और सम्पत्ति के साधनों को बढ़ावा देने के लिये किराओं और माल के भाड़ों में जो वृद्धि हुई है, वह केवल 48.7 प्रतिशत की हुई है। प्रायः इस समय के माननीय सदस्य—इस तरह के और थिरोडी वलों के—माननीय राधाराम जी की बकलार कहा करते हैं कि रेलवे कर्मचारियों के लिये

ज्यादा खर्च होना चाहिये। इन कर्मचारियों धीरे-धीरे कोयले तथा लोहे में वृद्धि के कारण जो खर्च बढ़ा है, उस के मुकाबले में हमारी जो धारा हुई है, वह कहीं कम हुई है। दो-तीन साल पहले, 1962-63 में एक रेलवे कर्मचारी के लिये 1953 ६० खर्च होता था, लेकिन 1965-66 में 2328 २० खर्च होने लगा। लोहा धीरे-धीरे के मूल्य में इन पिछले सालों के मुकाबले में 20 प्रतिशत की वृद्धि हुई है। कोयले के मूल्य के संबंध में 32 प्रतिशत वृद्धि हुई है। इस प्रकार जो खर्च बढ़ा है, वह रेलवे की कार्यक्षमता में दोष धारण के कारण नहीं, बल्कि मारी दुनिया में जो चीजों का भाव बढ़ा है, उस के कारण भी हमारी धारा में कमी हुई है। इस से हमारा बजट धारण के लिये कुछ इलाज नहीं करना है— यानी कोई नई योजना नहीं है, कोई नई रेलवे लाइन नहीं है, सुविधाओं की नई बातें नहीं हैं। इस समय तो 38 करोड़ रुपये की कमी हुई रही है, उस कमी को पूरा करने के लिये कहीं न कहीं से देश में पैसा धारण चाहिये, वह पैसा धारण का कहां से— यात्रियों से धारण या मान भाड़े में वृद्धि के द्वारा धारण।

यह सही है कि कुछ मामलों से यह सरकार, जो इस समय सत्ताकब्ध है, प्रायः नजदीक के यात्रियों के भाड़े में किसी प्रकार की वृद्धि नहीं करती थी, लेकिन इस साल उस कमी को पूरा करने के लिये किगारा बढ़ा है, धापी जो माननीय सदस्य बोले हैं, उन्होंने खास तौर पर उसकी तरफ इशारा किया है। लेकिन बीसा मैंने पहले कहा वह वृद्धि बीजों के मूल्यों में वृद्धि के कारण है धीरे-धीरे वह भी जितनी मूल्यों में वृद्धि हुई है, उतनी नहीं है। रेलवे कर्मचारियों के खर्च में जितनी वृद्धि हुई है, उतनी नहीं है, उस के कहीं ज्यादा है। इस संबंध में यह भी कहा जा सकता है कि हमारी जो नई योजनाएं हैं क्या वह कभी उन के कारण भी है?

यहां पर एग्जीक्यूटिव के बारे में चर्चा हुई। प्रायः जानते हैं कि एग्जीक्यूटिव के संबंध में जो रिपोर्ट आई है, उसमें यह स्पष्ट हो जाता है कि पिछले कई सालों के मुकाबले में 1965-66 में यह वे कम रेलवे एग्जीक्यूटिव हुए हैं। यदि पहली योजना के काम से भी इस का मुकाबला करें तो हम देखेंगे कि 1965-66 में यह वे कम एग्जीक्यूटिव हुए हैं। इस तरह में हम में सुधार तो हुआ है, लेकिन यह सही है कि हमारा जो मान या संपत्ति बाहर धारण-जानी थी, उस में उतनी नेकी नहीं है, जितनी रेलवे के मुकाबले में रोड ट्रैफिक में हुई है प्रायः इसमें एक प्रकार से रेलवे के साथ कम्पैरिजन (प्रतिद्विधा) बढ़ रही है। इस में सुधार हो सकता है। बहुत जगहों पर मान का मुकाम होता है या मान देर से पहुंचता है, इस कारण मान के मानिक धरने मान को रोट में ले जाने की कोशिश करते हैं। यही कारण है कि आम जनता का हजाना यातायात अथवा मान से जाने के लिये रोड ट्रैफिक की तरफ ज्यादा जाता जा रहा है। ऐसी हालत में जब कि रोट धीरे-धीरे रेल यातायात में कम्पैरिजन बन रहा है, रेल मंत्रालय न जाने क्यों घाउट एग्जीक्यूटिव स्थापित करने के मामले में अधिक सक्रिय नहीं है। मेरी कॉन्स्टीच्यून्सी में हड़पुर तथा कम्पा के बारे में मैंने स्वयं पहले कहा था कि यदि वहां पर रेलवे की तरफ से घाउट एग्जीक्यूटिव स्थापित हो जाय तो मान रेलवे के द्वारा काफी बड़ी तादाद में हा-जा सकेगा। लेकिन इस संबंध में उदासीनता है। वे बार्ने बधापि छोटी हैं, देखने में छोटी लगती हैं, लेकिन बड़ी महत्वपूर्ण हैं, धीरे-धीरे प्रतिद्विधा का सामना करने में सहायता पहुंचा सकती हैं।

जो ट्रेनें हूर के स्थानों में चलती हैं, उन में बहुत ज्यादा भीड़ रहती है। कभी 10 दिन पहले जब हम लोग प्रा रहे थे, तब

[श्री विष्णुनाथ राय]

हम ने देखा कि न केवल बड़े बसास बल्कि सैकड़ बसास को भी यह हालत थी कि बैठने की बात तो दूर, खड़े होने में भी कठिनाई हो रही थी, खड़े होने के लिये भी जगह नहीं थी। न जाने क्यों इस बार नोटों में बसाने की बात बिलकुल नहीं हुई है, हो सकता है कि ऐसे की विषमता के कारण ऐसा हुआ हो, लेकिन जब हम किरायों में बढ़ाव ले कर रहे हैं तो यह भी जरूरी था कि दर लाइन पर कुछ नई ट्रेनों की व्यवस्था की जाती थीर उन में कुछ डिब्बे खास तौर से बड़े जया सैकण्ड बसास के बंधाये जाते। ऐसे कर्मचारी भीर कुछ ऐसे लोगों की संख्या यात्रा बहू न बढ़ गई है, जो टिकट न होने पर भी इन डिब्बों में चढ़ जाते हैं और उन की वजह से यात्रियों को काफी दिक्कत होती है, इन लिये ट्रेनों में कुछ डिब्बे बढ़ाने की उपाय जरूरत है।

शुभ त्रिज्य कठिनाई की घोर में धाफका ध्यान दिखाना चाहता हूँ, वह किमी एक लाइन की नहीं है, बल्कि सभी जंजन में है और वह पैमेलजो एग्जिस्टीर के बारे में। गमियों में गानी की दिक्कत सभी जगहों पर होती है।

एक बान इम में खास तौर पर ध्यान देने की है। देश में पिछले 10-15 वर्षों में जो छोटे मोटे कच्चे थे, उन में बहुत विकास हुआ है, उन की धाराबद्धि बढ़ी है, जैसे देवरवा छोटे स्थाव धब बढ़े होने जा रहे हैं तथा जो पहले के बनाये हुए छोटे छोटे स्टेसन हैं, वे धब बहल की धाराधकता के अनुसार बहुत छोटे पड़ने जा रहे हैं। उन स्टेसनों के धगल-धगल में जो धाने-जाने के गाले हैं, वे कभी-कभी एक एक बन्टा बन्द रहते हैं, जिसकी वजह से टिकों और यात्रियों को बन्टा-बन्टा तक रुका रहना पड़ता है। उन के धाने-जाने में रुकावट न रहे इस दृष्टि में बहल धग्डर तथा औरर सिविज की व्यवस्था की जानी चाहिये।

यहां वह भी कहा गया है कि छोटी-छोटी बान्ध लाइनों से लाभ नहीं हो रहा है तथा उन के बन्द किये जाने का सुझाव दिया गया है। मैं यह बतलाना चाहता हूँ कि कई बान्ध लाइनें ऐसी हैं जो बोधी दूर तक रॉड बढ़ा दी जाँव, तो उनकी धाय-धनी बहुत बर सकती है—जैसे दृग्धवा, बरजन, एटा बान्ध लाइन को यदि कासनन तक बढ़ा दिया जाय तो उसकी धायधनी बहुत बढ़ सकती है। इसी तरह से और भी बान्ध लाइनें हैं जिनमें बोधा बढ़ाने में उनकी धाय बर सकती है।

नैरो गेज लाइन्ज को सरकार नैसनला-एज कर सकती है, उन को नैसनलाइज कर के उन की धाटर गेज या ब्रड गेज के रूप में बदला जा सकता है तथा उन के घाटे को कम किया जा सकता है इस से जो नैरो गेज लाइनें बहुत पुरानी हो गई हैं, उनकी धायधनी बर सकती है।

इन बन्दों के गाय, सभापति जी, मैं गेजने सलायन से यह भी धनुरोध करना चाहूँगा कि जहां टिकटमेंट ट्रेमिय को खाल करने का प्रयत्न किया जाय, वहां गेजने कर्मचारियों की कठिनाइयों की तरफ भी ध्यान दिया जाय। धात्र बहून में बिरोधी दल के सदस्य ऐसा कहते हैं कि बेरा डालों, स्ट्राइक करों, लेकिन इस प्रकार के बेरों का, स्ट्राइक का राष्ट्रीय सम्पत्ति पर बहून प्रभाव पड़ता है, इस में राष्ट्रीय सम्पत्ति का बहुत नुकसान होता है। इस प्रकार की कार्य-वाहियों का सब से ज्यादा प्रभाव धात्र कल बंगाल और बिहार में पड़ा है, इस राष्ट्रीय सम्पत्ति को नुकसान से बचाने की जिम्मे-दारी उन के उपर भी है, उनका कर्तव्य है कि वे लोगों को इस राष्ट्रीय सम्पत्ति को नुक-सान से रोकें, उन को इस के लिये समझावें। धात्र बिरोधी पार्टियों के लोग पब्लिक सैक्टर की बात करते हैं, पब्लिक में पब्लिक पब्लिक सैक्टर के उद्योग चलाने का सुझाव देते हैं, देलवे की पब्लिक सैक्टर

का एक सबसे बड़ा उद्योग है, उस को सकल बनाना उनका भी कर्तव्य है, वहां पर जो एन्टी-डोमिनैन्स काम होता है, उस को रोकना उस का भी कर्तव्य है।

Shri J. M. Biswas (Bankura): After seeing the railway budget, once again, the people of our country will feel that the policy of the Congress Party is an anti-people policy and it cannot lead the country to a solution of its problems. The same remark can be applied to the general budget as well as the railway budget. Even after the completion of three Plan periods and even after the expenditure of crores of rupees on development of the country this policy has resulted in a chaotic state in the country.

They declared in the past that they would arrest the rise in the price index, but they will go on doing what will precipitate further crisis.

15 hrs.

The Railway Minister in his budget speech has stated that this year the railways will incur a loss of Rs. 31 crores. He says that the reduction of Rs. 17 crores in earnings and the increase of Rs. 14 crores in expenditure creates a gap of Rs. 31 crores in the Budget as presented in March last. In order to make good this gap the Minister has proposed an increase in the freight and fare rates.

In my speech on the interim railway budget in March I had told him that the rates should be what the traffic could bear but in the case of railways, this theory has been ignored and violated. The people have been taxed beyond their capacity. I had told him that it would have a rebounding effect on the railways. The Railway Minister estimated to receive Rs. 23 crores by increasing the freight rates and Rs. 24 crores by increasing the fare rates. I want to tell him that by increasing the freight and fare rates the ministry cannot get this amount because of this

rebounding effect. The increase in the freight and fare rates has exceeded the capacity of the people. What is the fate of the common people today? There is a constant rise in prices, and they wanted some relief from the railway budget. The railway is the biggest industry of our country. Instead of giving them any relief, the railway has added to their burden. For whatever little they travel, they will have to pay extra.

The railway was providing the minimum service to the nation in the shape of recruitment of people, but in the budget the Railway Minister has categorically stated that there will be no further recruitment. The unemployment problem cannot be solved. Employees working in the railways will be retrenched, there will be reduction in the establishment, they will be downgraded. People after working for a long period in the railways are promoted at the last stage of their life; they will be now downgraded to meet the gap as stated by the Minister. This is the fate this budget has brought for the railwaymen as well as for the common people of our country.

I request the Railway Minister to consider this aspect. Definitely this will be very wrong if he increases the fares and freights, and therefore, I request him not to increase the fares and freights at all.

Let me take it for granted that the railway for some reason is running in deficit, let me take it for granted, for argument's sake, that though there was expansion in the railways, traffic was not forthcoming according to the expansion; let me take it for granted also that the agricultural production during 1965-66 suffered a setback due to adverse weather conditions, and that the employees had also to be paid enhanced dearness allowance according to the rise in price index. Definitely, there will be some recommendation by the Gajendragadkar Commission in this respect but it is not known. The estimate is correct.

[Shri J. M. Biswas]

The increase in steel prices on working expenses that was referred to by the hon. Minister is also there. But I do not agree for all those reasons that the railways can run into deficit. Why are the railways showing a deficit? It is not that the ruling party are not aware of the fact that while purchasing coal from the mine owners crores are sent into the pockets of the Indian money bags. I can cite many examples. The Damodar Valley Corporation was receiving coal at the rate of 13 per tonne. From the same colliery from which the railways were receiving coal but they were paying Rs. 23 per ton for years together. Last year two hon. Members Messrs. Shinkre and Hukam Chand Kachavaiya asked the Railway Minister—it was on 18-11-1966—why the railways were paying a higher price for the same coal while the DVC and other public sector undertakings paid a lower rate. The then Minister of Railways, Dr. Ram Subhag Singh gave an incorrect reply that the rate charged by the colliery was fixed by tender. It was not so; it was done on the basis of negotiations. After that question was answered tenders were called for on 1-12-1966, and in reply to my questions about the tenders, I was told that the lowest bidder was given the contract to supply coal but to my astonishment, I noticed collieries which quoted lower prices by Rs. 4 or 5 below the ceiling price were not given the contract which I can prove from records. The tender went to some selected men. Who are these selected men? K. Worrath and Company, another is Nandlal Jalan and yet the other is Chanchni Worrath. It is these people. Do they supply better quality of coal? No. The supplies were examined in the Railway research institute and on examination it was found that the coal was of an inferior type. The colliery owners were paid on the inflated rate. Does not the Administration know how public money and national property is wasted? If the Railway Minister does not know about the demurrage and wharf-

age charges, I can tell him that crores of rupees are lost in this way. For example Barang is a small station in South-Eastern railway. There are some industries of Messrs. D. K. Jhunjhunwala. They have got so many firms under their managing agencies and those firms are—Messrs. Orissa Industries, Messrs. Orissa Tiles, Messrs. Arun Chemicals and so on. These are owned by Jhunjhunwala a business magnate of Orissa. I will show you the figures relating to these demurrage charges, of a small station, namely, Barang in S.E. Railway. There are records from April 1966 to February, 1967. From these records, it is seen that the wharfage charges against Jhunjhunwala and Bros. was Rs. 2,30,378.65. But a sum of Rs. 1,67,496.43 was waived by the railway administration. In respect of demurrage, there was a sum of Rs. 34,725 which was due, but a sum Rs. 9,856 was waived. All this happened in a small station like Barang. I do not know if any of the hon. Members has heard the name of this station. Again, in the Shalimar Goods Shed on the South-Eastern Railway, you will find one DTS is manipulating this demurrage, and thus, lot of money of the railways is going into the drain and into the pockets of corrupt people.

And now you are blaming the agricultural failures. You are telling that the estimated raw materials according to the expansion done in the Railways did not forthcoming. These are the excuses you are putting forward. The money is going to the pocket of some big capitalists and the public, the common people and the Railwaymen are made to bear the burden. The amount estimated by the Railway Minister cannot be achieved in this way.

We have given you the solution. If you have the courage, on the allegations I have brought here, set up an enquiry Committee, a judicial enquiry.

If I cannot substantiate the charges, you can tell me then. Everybody knows the scandal of the Coal Board. The Minister for Mine and Metals also knows the scandal of the Coal Board. He cannot also go against these. The capitalists are buying lower grade collieries and after their purchase of the lower grade Collieries, they manage to obtain certificates of higher grade. Peculiar thing. These can be substantiated from records. I am not required to prove it. This can be proved from your own research institute. The inspectors of the Institutes after examination certifying the quality of coal as inferior, but who is hearing them? Sometime you blame your inspectors for giving the correct respect and you go on paying the coal miners in inflated rates.

Don't you know that the Saloons of the Railway Officers only earn Travelling Allowances. The Saloon would only travel being attached with some trains and the false T.A. would be earned by the Officers. I remember what Bengal-Nagpur Railway Agent was saying. At that time, the railway were under the management of the Britishers. He said, "Had there been no corruption in the railways, then the stone-ballast of the Railways could have been made of gold". Similarly, also the recommendations made by the Kripalani Committee voiced on this subject. You are all aware of this fact. Please check the corruption. Don't you think that the freights and fares rises will kill the common people. This is something which may be in the dictionary of the ruling party, but it cannot be in the dictionary of a saintly man.

Not only this, whimsical shifting of shops, stations and offices have become something fancy for the Railway officials—Shifting of Chengail Railway station from one place to another. This shifting is only to suit the convenience of big capitalist. You know the people are resisting this shifting of Chengail station and the shifting of the training school from Sealdah to Dhanbad.

436(A) LSD—8.

One building is there. You will have to construct another building, by spending a few crores of rupees. Again, they are shifting the office of the Chief Engineer (Construction) from Bilaspur to Waltair in the South-Eastern Railway. What is their justification for this shifting?

I know they will have many justifications in their pockets for this shifting. At the construction office at Bilaspur, there is Rs. 12 crores worth of work, out of which only Rs. 2 crores worth of work is in Waltair area and the other Rs. 10 crores of work are in Bihar and Raipur in Madhya Pradesh. They are going to merge the office of the Chief Engineer (Construction) with the DBK Railway. They have decided to shift the construction office from Bilaspur to Waltair. Once they have built up staff quarters at Bilaspur. Now they are again going to spend huge sums for building quarters for these staff at Waltair. I am sure by this shifting the staff will be harassed and put to all sorts of difficulties.

They are shifting the railway loco shed from Gauhati to Maligaon, a distance of just 6 kms. At Gauhati, they have their buildings, enough lands etc. Now if they shift it to Maligaon, again they will have to build new construction there. If they do not go in for new construction, how can they pocket money? This is a new tactics for pocketing money; No acute economic condition of the country can prevent them from doing this kind of thing. They are shifting the printing press from Garden Reach to Kharagpur. These are all new tactics. They shift the water tap from one place to another in the railway colony, with the say that the people who are passing by the road spoil the water if the tap is not shifted. So, there is corruption all over. Mr. Poonacha and the other ministers may be new in the Railway. But by this time, they might have got some knowledge. Of course, the Railway Board knows that it is a separate kingdom, isolated from the country.

[Shri J. M. Biswas]

They know that nobody in this Parliament knows the affairs of the railways.

Shri Nambiar: Many know the misdeeds of the Moghul Raj in the railways.

Shri J. M. Biswas: The administration is top-heavy. You have created so many departments. In the Railway Board, there is a Director of Vigilance, Members, Additional Director, Deputy Directors and so on in the Vigilance Department alone. In each zonal railway, there is a Vigilance Officer, Assistant Vigilance Officer and a number of inspectors. Are they catching the really corrupt people? They are catching the poor loco shed man if he takes away a lump of coal and he will be arrested and taken up. But the real and big culprits are not caught. I was told by an officer of the Special Police Establishment that they cannot catch the high ups because if they do so, they will themselves be nowhere. A case was instituted against a big boss of the railways.

Mr. Chairman: His time is up.

Shri J. M. Biswas: I have hardly taken 10 minutes. I want 30 minutes.

Mr. Chairman: The time allotted for his party is 43 minutes. There are two names from his party. If he takes 30 minutes, only 13 minutes will remain for the other member.

Shri J. M. Biswas: I was telling about the Special Police Establishment case. A case was instituted against a big official of the Railway Board. The man who was entrusted with the case had to run from house to house, from village to village and from city to city to find out the real culprit. But when the culprit was finally caught and fifty pages of the case was typed direction came from Delhi not to proceed with the case. The CBI Director asked them not to proceed further. This is the real position. I

believe, Shri Faoncha is aware of it. He can increase freights and fares, but unless and until he is able to resist this looting no amount of increase of freights and fares can solve the problems.

Then I come to the question of mismanagement in the railways. I will give only one example. Once on 19th May, 1967 we were coming from Calcutta to Delhi by the Howrah-Delhi Mail. We were told by the catering manager that he was unable to supply us tea because there was no sugar. This is not a complaint of Members belonging to the Communist Party alone. I think some Members of the Congress Party and some Independent Members were also there.

Sir, these dining cars originally were run by private contractors. Those contractors, after paying regular fees to the railways, were managing to make their own profit. After they have been taken over by the Railway Administration they started running at a loss. The Railway Minister has said in his report that after catering came under the Railway Administration, after it was nationalised, it is running at a loss. How? There is a reason behind it.

Mr. Chairman: But the time is short.

Shri J. M. Biswas: Sir, you are giving me 30 minutes. I have taken only 12 minutes.

Mr. Chairman: The hon. Member has already taken 22 minutes.

Shri Nambiar: Sir, you can use the Bell.

Shri J. M. Biswas: What is the system of catering followed by these people? Meat, fish, vegetables etc. are supplied from Delhi. Supposing 30 kgs. are allotted for the dining cars, only 20 kgs. go to the dining cars and 10 kgs. go to the houses of

the big bosses. The dining cars are controlled by the Chief Commercial Superintendent, then there are a few Deputy Chief Commercial Superintendents, there is the Divisional Commercial Superintendent, there is the Catering Superintendent, there is the Assistant Catering Superintendent and so on. The meat, fish, vegetables and other things supplied from Delhi are used on the journey from Delhi to Calcutta and back. I asked whether there was any refrigerator. I was told that there was a box but no machine.

An hon. Member: What has the Railway Board to do with that?

Shri J. M. Biswas: It goes to the Members of the Railway Board also because no Commercial Officers can remain in Delhi if they are not kept satisfied. The whole system is like that. So the passengers are given meat, fish and vegetables which have been kept for four days continuously without any refrigerator.

Again, Sir, there is no rest for these catering people. There are five dining cars. One car, they said, went with the Vice President, Shri V. V. Giri, and only four cars were left with the result that the four cars were doing duty round the clock. They are not given any rest. Even if someone is sick in his place no relief is given. There is no rest given or relief for these staff—particularly during this economy drive. It is not the position in the Catering Department alone. In the name of this wretched economy drive, in every railway zone the staff are going to be retrenched in large numbers which you cannot even imagine. In Kurdah Road division, the smallest division in South Eastern Railways, 6 posts of ASM have been surrendered and 18 posts of ASMs are not filled up which, I believe, are going to be surrendered. If in a small division like Kurdah Road 24 posts of ASM are not filled up and surrendered, you can imagine how the work can go on. The exist-

ing ASMs are asked to work for 10, 12 and sometimes even 20 hours. If anybody falls sick there is no leave reserve. At the same time, what is the position of the officers? Up to 1960 there were 13 officers in Adra Division of S.E. Railway. Now the number has gone up to 43. In those days the Bhilai marshalling yard was under the charge of the Assistant Operating Superintendent. Now that post has been upgraded and brought under a Senior Officer of the rank of a divisional Operating Superintendent and it has been upgraded as Deputy.

Mr. Chairman: Now he will have to conclude.

Shri J. M. Biswas: I am concluding.

In so many divisions the posts of officers have been upgraded and posts in class III and IV category have been reduced in number or abolished. In South Eastern Railways alone about 6,000 posts have been either surrendered or reduced in rank. I want the House to take note of this, because this is going to endanger the safety of the railways and you are playing with human lives. Do you know the duty which an engine driver is asked to perform? I have seen cases where ASMs, guards and drivers, after doing duty for 20 hours, when refused to do further work, have been put under suspension and charge-sheeted for disobedience. I want the House to consider that aspect also.

Then I would suggest to the hon. Minister to scrap the Vigilance Department, because it has not done any service. The same is the position of the Safety Department. Have you enquired what duties these safety officers are performing other than going to the club? There is a Director of Safety and so many officers in each railway, safety officers, safety councillors, safety inspectors and other prized posts are there. Actually what are they doing? I would request the Railway Minister to examine what the Safety Department is doing and

[Shri J. M. Biswas]

whether it is justified to keep the existence of that department.

Mr. Chairman: The hon. Member should now conclude.

Shri J. M. Biswas: I am concluding just now. I do not want to take more time. My submission to the Railway Minister is, as I explained last time—I am repeating it—that it is the poor railway employees and not the officers of the railways that will give you surplus budget. You may upgrade or increase the number of posts of officers if you like. I have no objection but you have to look after the interests of the common railway workers. You were supposed to give them more DA earlier but you did not pay them that DA on the plea of the recommendation of the Gajendra Gadkar Commission even though the price index had gone up and they were entitled to it much earlier.

Now I like to speak regarding the casual and contract labour, one will not believe it when I say that men are sold in our country. In Kharagpur one Thakur and Company are the contractors for supply labour. They take something like Rs. 2[6]- for each labour and they will supply daily 200 to 300 labour to the railways. They will pay Re. 1 to Rs. 1.50 to these labourers. Men are sold in this country in this way. These casual labour is the backbone of the railways. They are maintaining the railway track but they are deceived to the maximum. They are not paid the actual wage. We demanded decasualisation of labour. That point has not been considered. When they receive payment, they have to part with an amount of Rs. 1.50 as bribe per month to satisfy the officer so that they may be re-appointed.

Regarding victimisation, I pointed it out last time also that you have removed some staff from service under article 311(2)(c) of the Constitution. They were doing trade union work but you suspect them to

be members of the Communist Party. In different States the Communist Party has now been given the power to run the government, what to talk of doing work in the railways. N. N. Chakravarty, who was a clerk in the Claims Office, Calcutta, K. Lakshminarayana Turner of the Kharagpur Workshop, Brinda Das Basic Tradesman at Tatas, A. K. Bagchi Roster Clerk at Anara, Swamy and K. M. Bhattacharjee of Kharagpur and S. N. Kar of Gurdev Reach, Calcutta—all these innocent fellows were suspected to have been members of some party opposed to the Congress and that was why they were removed from service under article 311(2)(c) of the Constitution taking the sanction of the President. It is a matter of share and I request the Railway Ministry to review their cases. As a matter of fact, Shri Poonacha told me that if they were not anti-national, he was going to consider their cases again. I am awaiting that; I believe, he will definitely consider these cases.

Then, I would request him to consider the TTEs as running staff. The Travelling Ticket Examiners demanded that they were travelling by the same train with the guards and the drivers and were taking food in the same running room; therefore, why not declare them as running staff. What is the harm and what is the amount involved in that? Why do you not declare the TTEs as running staff?

Then, originally the guards were drawing more pay than the drivers but now the drivers are drawing more pay and allowances than guards. Why do you not equalise them at least if you do not pay the guards more? These are silly little things. Then, for the clerks the next promotion was to the post of Assistant Commercial Inspector (Tracer) and then the promotion was to the post of Commercial Inspector. Now the clerks are getting a higher wage than the commercial inspectors. So, why do you not upgrade the commercial inspectors' post

when you have upgraded other inspectors' posts? These are some of the demands of the railwaymen which do not involve much money. These are simple things. Therefore, I request the Railway Ministry to consider these cases. With this humble request I conclude my speech.

Shri B. Barua (Jorhat): Mr. Chairman, I rise to support the Railway Budget. The railways are the biggest public undertaking in India. There is an investment of Rs. 3,500 crores. They run 10,000 trains every day to 7,000 stations. Their gross earning is Rs. 2 crores per day and they employ about 13-12 lakhs of people. Such is the large dimension of this industry and they are facing a serious crisis; I mean, a serious crisis from the political point of view. We all swear by the name of public undertakings; we all say that the public undertakings should be properly worked, but unfortunately for the past two years or so this particular public undertaking becomes the target of attack in any political movement, whether it is Bombay bundh or Poona bundh or any other trouble. Therefore, my fear is that we are going to cut at the very root of the public undertakings' approach and I plead with the Government that the time has come, with different Governments of different political parties in different States, to bring about some sort of a political approach to the whole problem so that in future we put a stop to all this. Unless we can do something positive, whether it is Communist Government or Socialist Government or any other Government, we are going to lose our very dear approach to the political philosophy to which we are wedded. My appeal to the Government, once again, is to see how this approach can be politically resolved. Let us all put a moratorium on our movement so that we do not touch this public undertaking, whatever the shape of the movement may be. This is one thing that is needed most.

The second thing that I would like to submit is that in the recent past the expenses in the running of this public undertaking have gone up enormously. The rise in prices does very much hit the industry. As has been pointed out by some of my friends, on iron and steel alone, the Railways will have to pay Rs. 4 crores more during the current year. So is the case in the matter of coal and other things. The price rise directly affects the public undertaking and thus we are going to face continuing deficit. Added to it, the political disturbances which directly affect the industry also add to the concern of the Government. Therefore, some way will have to be found out.

The first thing I would submit is that we must give up the luxury of having electrification and dieselisation of trains so long as we cannot manufacture our own electric and diesel engines and their components in the country. From the statistics, I find that we are using 552 diesel engines and 183 electric engines. Out of these, we are manufacturing indigenously—of course, I am subject to corruption—39 diesel engines and 32 electric engines although the components portion is very much foreign. Therefore, we should see that so much investment in purchasing diesel and electric engines from outside is put a stop to. I am not against dieselisation or electrification. What I want is that we should not spend our well-earned money in getting things from outside. Our own young people are capable of manufacturing these things and certainly, given enough time, our young people will be in a position to give us the requisite number of diesel and electric engines. That is one way in which economy can be effected. Let us not have the fad of dieselisation and electrification in everything at the cost of our foreign exchange.

Another difficulty about dieselisation and electrification is that we have still 11,000 steam locomotives out of

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which only 1,400 are liable to go out of use in two or three years time. We should, therefore, put these 11,000 steam locomotives to proper use.

Coming to the question of accidents, from the statistics, I find there is a gradual decline in accidents. Statistically speaking, it may be encouraging but, realistically approaching the problem, I am not enamoured of the statistics presented to the House.

Shri Nambar: Statistics must be wrong.

Shri R. Barua: I will not say that. The impact of the accidents that is created in our minds, in the society, in the modern age, is not in accordance with the number of accidents. In this modern age, it would be wrong to assume that simply because there is decrease in the number of accidents we should have some satisfaction.

The failure of human element is responsible for a large number of accidents. There are certain reasons for it.

First of all, we find that the gang mile has increased from 3 miles to 4 miles. Every twenty minutes we are running one train in place of one train in one hour. We have increased the gang mile from 3 to 4 miles, but we have not increased the gang strength, i.e., ten labourers are still there as against twenty; the strength of gangmen should have been increased from ten to twenty, but the same strength is being retained. On the other hand, the gang mile has increased from 3 to 4 miles. Therefore, there cannot be proper supervision on the line to see whether the track is in order or not. Instead of one train for one hour, we have one train every twenty minutes. We have speeded that up. But the strength of gangmen has not been increased. This is a wrong thing and this is one of the reasons why the human element

is responsible for a number of accidents.

The second thing is about curtailment of purchase of spares like brake blocks, cylinders, and couplings. I find from the reports that engines and bogies are sent back to workshop for repair for want of sufficient spares. Instead of replacing brake blocks and cylinders, they just repair and send them on the line; the result is that after sometime they go out of order and lead to accidents. The Estimates Committee made a recommendation that we should cut down the stocks, but in cutting down the stocks, we should not have cut down the stocks of vital parts like these, which is not done in England. Our Railway system is drawn up more or less on the lines of the system in the United Kingdom. There, they immediately replace such vital parts, but here it is not done. That is one reason why the failure of human element has increased.

With regard to suburban railway, I should say that some of the suburban railways are really uneconomical. The whole thing should be rationalised. I should remind the Government that some of the suburban railways are becoming uneconomical because we have not been able to extend them to the full length, for instance, extension of Tundla-Etawah line by another nineteen miles; if that is done, it would become an economical proposition.

Coming to my own State, I should say something about putting up a railway bridge across Brahmaputra at Jogi Ghoppa and extending the broad gauge upto Gauhati. This is a very important thing which the Government should take up. There is also a proposal that the existing line, the metre gauge, from Jogi Ghoppa to Gauhati may be converted into a broad gauge. But I should submit that there should be a bridge across the Brahmaputra at Jogi Ghoppa and we should take the broad gauge line

upto Gauhati. In that case, it will connect Garo Hills which are said to be the repository of minerals of various types and by the time we exploit them, a communication should be ready. Therefore, on strategic reasons and on reasons of developing the economy of a backward area, I submit that the proposal for a bridge across the Brahmaputra at Jogi Ghoppa and taking the broad gauge line, if not beyond at least upto Gauhati, should be carried out as quickly as possible.

Coming to Assam Mail, which runs from Delhi to Assam, you will be surprised to find the condition of third class compartments and also the other classes. About the reservation that is being done at Barauni, the less it is said, the better. I find people putting up false names, say, two right names and two false names, and people are pushed in afterwards in a manner which I do not like to describe here. Something should be done at Barauni, so that the racket in reservation is stopped.

Then with regard to catering, much has been said. It is worse in the line starting from Barauni upto Mariani. I will point out one instance. In the Refreshment Room at Mariani, it is better to give them a bar licence and convert it into a bar instead of making it a rendezvous for all time to come! This state of affairs exists there because nobody goes there for inspection. Therefore, that refreshment room is being utilised by officers or some other people for other purpose converting it into a bar. This is happening for want of inspection, lack of proper discharge of duty on the part of the station master concerned.

Therefore, wherever such things are happening in these areas, something radical should be done to put things right. In this particular case, we see that they do not get the bar licence; at the same time, the administration allows them to convert it into a bar room in an illicit way. Such a state of affairs is very unfortunate.

Lastly, I would request that the proposition of giving additional trains on this line till something else comes up should be taken note of by the Minister.

Mr. Chairman: Shri Tenneti Vishwanatham.

Shri Nambiar: On the strength of the Parties, Shri Jyotirmoy Basu should have been called.

Of course, order is there. But sometimes it becomes disorder.

Mr. Chairman: His name has not been forwarded to me.

Shri Nambiar: Perhaps the list has not been sent to you. Disorder need not creep in every now and then. Occasionally disorder can be there, not often.

Mr. Chairman: Shri Nambiar may not be fearing disorder every time.

Shri Tenneti Vishwanatham (Vishakhapatnam): Mr. Chairman, the Railway Minister is a very innocent gentleman, very good looking . . .

Shri Nambiar: Sturdy.

Shri Tenneti Vishwanatham: . . . very gentle, and yet he has produced a very bad budget. Why it is so, one is not able to understand.

I understand from certain proceedings elsewhere, reported in newspapers that even the Congress party people are very much up against his budget proposals.

An hon. Member: We are not against him.

Shri Tenneti Vishwanatham: Last time, when the discussion began, we all heard with rapt attention the hon. lady Member from Gujarat who vigorously attacked the increases in fares. The explanations given by him for the increase in fares are, if I may say so, very unconvincing. If he only goes through the railway audit reports or the Public Accounts Committee re-

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ports on railway accounts, he will find how much wastage there is, how much could be saved. Not only that; he himself has said that in the last 20 years, this is the first time that there has been a loss. May I humbly ask whether to cover one year's loss in revenues, he is going to effect a permanent increase in fares? This is not a remedy that he should seek. After all, it is only a loss for one year for certain temporary reasons, as he himself has said. A permanent increase in fares ought not to have been proposed just because of that reason.

Secondly, with all this loss and all that wastage, I find that the accounts of 1964-65 show a saving of Rs. 41 crores. There is a habit, while making the budgets, to bolster up items of expenditure every time in order to justify an increase in fares. It is a thing of which he certainly must be aware, as he might have dealt with such things in ordinary budgets also when he was a Minister in his State. In making budgets they always provide for too many cushions in their items of expenditure, so that when the very much needed things are asked for, they say there is no money; in the end, we find that there is a saving, as we have found in the 1964-65 accounts, a saving of Rs. 41 crores. The 1965-66 and 1966-67 accounts might also show the same result; once they are finalised, we will certainly find there would be savings, in spite of the wasteful methods of expenditure.

The Public Accounts Committee has given a catalogue of all the items in which lots of tenders were favoured and no action was taken fixing responsibility. This has happened in respect of many items. This shows the way in which this administration is run. Somebody had said that the Railway Board is an empire within an empire. I think it is so. It is so difficult for a Minister to resist the view of the Railway Board.

I have something to say which is a little more local, so far as I am concerned. The South Central zone has now been formed. Somebody said that it need not have been formed. I say Government was very right in constituting this Zone, but it went wrong in excluding the Waltair division and the Guddur division, thus making it a truncated zone. When people asked for this to be done, they said, 'we do not do it because certain people of any area ask for it; but we do it for administrative convenience'. What is the great administrative convenience—I cannot really understand—which overrides the convenience of the employees and of the passengers? Waltair is a junction for the South Eastern Railway and the South Central Railway. But what happens is that Waltair is treated like, if I may say so, Bhardwa. Nobody is concerned with it. The South Central trains are not allowed a platform of their own. The South Eastern Railway has got a higher voice. We have always been saying that Waltair should be included. Not only that. Now that the DBK Railway with about 484 kilometres is being opened to goods traffic and very soon perhaps for passenger traffic also, it might be taken into this South Central zone.

In connection with this, I have got to say that by reason of the DBK Railway being closed, there is a great deal of trouble caused to the employees. Most of them were taken from several railway zones. Now they are being asked to go back to their parent railways. Most of them have been with this railway for seven and eight years; their children have taken to schooling in the regional language and they are finding it very difficult to go back to their own original areas, because in that case they have to restart the education of their children.

I have already written to the Railway Minister on this matter that if all those who were taken from the Southern Railway and who opted

for the Southern Railway are taken away from the South Eastern Railway, these DBK railway people can be accommodated in the South Eastern Railway itself and they will not need to move from Waltair, in which case it will be convenient for their children to continue their education with the existing facilities available there. The educational facilities of the children of hundreds of employees should, I submit, be an overriding consideration in these matters, not merely the administrative convenience of a few superior officers. For these children, after all, are our future citizens. For every two parents, there are at least five children. Therefore, the consideration of the convenience of three extra persons is of much greater importance than that of two persons or one officer either at the Madras or at the Calcutta office.

Therefore, I plead that these people who are serving on the DBK Railway, which is now being wound up, might be retained at Waltair by being taken into the South Eastern Railway itself particularly when they want to remain there.

So far as amenities are concerned, the less said the better. It is said that the Indian railways are the most congested railways in the world barring the Japanese railways, but I may tell you that the worst portion in the Indian railways is the line between Calcutta and Madras. I would only ask the Minister to travel incognito once, look at the platforms and the overcrowding in the trains. In fact, in the trains between Madras and Calcutta, the all-India traffic, if I may call it so, is 70 per cent, and the local traffic is only 30 per cent. There is absolutely no place for the local passengers in these through mails and expresses. We do not have sufficient number of trains. We have been pleading that some additional trains might be put between Calcutta and Madras so that the passengers in this area might have a better deal. It is not as if we do not pay. In fact, your

own statistics show that apart from the third class passengers even the first class and higher class passengers give you a fairly good amount of return. They form only about 1.4 per cent, but even that 1.4 per cent gives you nearly 11 per cent contribution to the railway income. Surely they are entitled to something.

I am waiting for the day when I can travel in a train between Visakhapatnam and Delhi or between Visakhapatnam and Hyderabad in which there is all through water in the bath rooms, where the fans work all through and give good breeze. I have been travelling for years and years; never is there a train where these things are fully attended to.

Shri M. B. Krishna (Peddapalli): That is your bad luck.

Shri Tenneti Viswanatham: That is my bad luck, and that will be the bad luck of my hon. friend if he travels with me. Let him get into the train at Visakhapatnam even if he gets a reservation, for the reservation at Waltair has to be done at Puri, even though Waltair is such an important place. In the olden days we used to have a special reservation, and a compartment was being attached at Waltair. Now it is not done because your trains have become longer. You book ten days in advance, and you are 12th or 22nd in the waiting list. Till the last moment you are always on tenterhooks, you do not know whether you have got the reservation or not for Madras-Waltair or Waltair-Hyderabad.

Hyderabad is one of the most important places. As you know, it is the very centre of India, capital of Andhra Pradesh, and yet, what are the conveniences which the railway have given even after forming the South Central Zone? The amenities are absolutely nil. Catering arrangements there are easily the worst in India. After the Government have taken over catering, all kinds of cooks who are rejected elsewhere are brought to the

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department to serve between Waltair and Hyderabad. Whether it is north Indian style or south Indian style. It is always the bad cooks that somehow turn up there. There is no neatness, the articles are not pure, and in fact there is no attention.

You say there are conductors in your trains. I do not know how many conductors you appoint, but they are few and far between. In the air-conditioned train, the other day I was coming, and the conductor was saying that he was the only person to attend to all, there was not a second man. I ask how could he do any work to the satisfaction of passengers?

In the air-conditioning class, you are accustomed to give pillows and bed sheets. In the olden days, when the Congress Government came in the flush of enthusiasm, everything was made khadi. Now everything is made anti-khadi. Not merely that. It is very difficult to get bed sheets or pillow covers which are not torn. They give you two pillows and the torn pillow cover is put underneath and the better one is put above, and then if by any chance you turn it up, you will find how torn it is. There is such absolute recklessness, there is no supervision whatsoever. These things must be surely attended to.

Coming to the waiting rooms, I would only ask any member here who says that it is my bad luck, to come to Vijayawada waiting room. It is a room only because there are four walls and a ceiling. It is a waiting room because some people wait there. Wait, in what kinds of chairs? Chairs which have accumulated sweat and oil for years and years, tables on which you cannot put your hand lest they should slide because of the greasiness. You cannot use the bath rooms because they are used by everybody except the passengers for whom they are intended. You do not give any conveniences for your conductors. There

is no waiting room or bath room for the conductors; they are not treated as human beings. Even the ticket collectors have got some little conveniences but not these conductors.

18 hrs.

It is true that there are lines and lines but with this heavy expenditure if we get a little more comfort, then there is some justification. I may ask whether within the last 6 or 7 or 10 years, anybody has come to the Railway Minister and has told him that the trains were running in time. It is a remarkable phenomenon if a train ran in time, particularly between Waltair and Madras and on the Hyderabad side. The timings in the railway time tables are not the arrival times but the timings before which the trains will not arrive. For slowness of trains, I think the East Coast could get a prize. It takes a mail train an hour to cover a distance of 18 miles between Anakapalle and Waltair, in the year 1967 in India. After a lot of trouble, the Godavari got a road-cum-railway bridge at Rajamundry. Some years ago when Pandit Nehru was opening a bridge on the Ganges, he said that wherever there was a railway bridge, there must be a road-deck also. But it was not adhered to. Only after a great agitation, the Godavari bridge was sanctioned there but I do not know whether that would become a fact or not. A few days ago there was some correspondence in the newspapers in which it was stated that some Andhra Government ministers were not keen about that bridge. We do not know what is happening. I suggest: make that bridge a fact and make it a good bridge, broad enough for two-way lorry traffic.

Kakinada is an important town between Waltair and Madras. In 1922 the National Congress session was held there; it is also a port. I suggest the construction of a small extra line of

seven miles and take mail trains through that place.

I would suggest that at Waltair you should construct a terminal station. It is becoming as important as Bombay, Calcutta and Madras and so you should construct a terminal station with all the facilities.

If only wastage had been prevented, you need not have increased the fares and it is having an indirect effect upon many other things. Milk and vegetables come to all towns from neighbouring rural areas by trains and so their cost will increase. As a result, the coffee hotels and ordinary hotels increase their prices. If the prices increase, the public and the students do not keep quiet. The Railway authorities do not perhaps know what is happening in our parts. If the cost of coffee or tea increases, people have a direct method of dealing with these things and that will again create all kinds of law and order problems. I ask the Railway Minister, why should he also add to these troubles? It is enough if the Finance Minister is doing his best to create troubles. Why should the Railway Minister be also a party to these things?

Mr. Chairman: The hon. Member will kindly conclude his speech now.

Shri Tenneti Viswanatham: Then, in conclusion, I would say that I would have been very glad to say something good about the Railway Minister if at least today he thought of withdrawing the increases in fares that he proposed to levy. The increases are really not necessary. By a careful and a prudent management, and by the prevention of wastage, you can make up the so-called loss. And then, there will be something to be said in favour of the railway budget.

श्री तीता राम केसरी (कटिहार) : महापति महोदय, रेल मंत्रालय के बजट पर बहुत सारी बातें हो चुकी हैं और बहुत सारे विचार आ चुके हैं। मैं अपने विचार रेलवे बजट के सम्बन्ध में कुछ सुझावों के रूप में रखना चाहता हूँ।

सब से पहली बात तो यह कि हमारे रेल मंत्री महोदय ने कहा कि जो तेज ट्रेन चलती हैं, जैसे कि दिल्ली एक्सप्रेस है, उन में नजदीक के पैसेन्जर ज्यादा होते हैं इस लिये उन पर उन्होंने किराया बढ़ाया है। इस सम्बन्ध में मुझे यह सुझाव देना है कि जो पैसेन्जर गाड़ियां चलती हैं, जिन में नजदीक के पैसेन्जरों को जाना चाहिये उन की जगह पर अगर वह उन को थोड़ा और फास्ट कर देते तो उस से उन का काम भी चल जाता और मेरा ख्याल है कि उन्होंने जो 10 पैसे से 15 पैसे किराया बढ़ा दिया है उस की बजह से जो घसटोप लीनों को है वह भी न होता। लेकिन बुकि कर्मचारियों पर और इस्टिमिनेशन पर रेलवे का बहुत अधिक खर्च होता है इसलिये उन को मंजूर रखते हुए उन्होंने जो मान डोने पर और यात्रियों पर किराया बढ़ाया है उस पर ध्यान नहीं करता हूँ। लेकिन बुकि किराया बढ़ाया है इसलिये मेरा ख्याल है कि उन को थोड़े ख़ास के पैसेन्जरों को ज्यादा प्रेमिन्टीज देनी चाहिये सब से पहली और आवश्यक बात इस सम्बन्ध में मैं बतलाना चाहता हूँ कि दिल्ली एक्सप्रेस जो दिल्ली से चलती है वह कानपुर 6 वा 7 बजे पहुँचती है। रेलवे मंत्रालय को चाहिये कि वहाँ पर थोड़े ख़ास के यात्रियों के नहाने का (Mass Bath Hall), दाढ़न आदि का प्रबंध करें और रेल वहाँ कुछ ज्यादा देर तक रुके जिस में कि यात्री लोग उस का लाभ उठा सकें।

बजट को देखने से पता चलता है कि तीसरे दर्जे के यात्रियों से सब से अधिक रेवेन्यू घाती है। मेरा ख्याल है कि 86 वा 87 प्रतिशत लोग तीसरे दर्जे से टिकट करते हैं जब कि फास्ट ख़ास से या एयरकॉन्डिन्ड ख़ास से कुल 12 वा 13 प्रतिशत लोग यात्रा करते हैं। इस लिये थोड़े ख़ास के पैसेन्जरों को ज्यादा

[श्री सीता राम केशरी]

सुविधानों होनी चाहियें, उन के साथ की धीर सब सुविधा की बात ज्यादा होनी चाहिये ।

रेलवे की रेवन्यू के बढ़ाने के सम्बन्ध में मैं रेलवे मंत्री का ध्यान इस तरह भी दिलाना चाहता हूँ कि रेलवे साइनों के दोनों तरफ साइनों बीच जमीन बेकार पड़ी हुई है । यदि मंत्रालय उन जमीनों पर फसल उगवाने का कुछ प्रबन्ध कर दें तो मैं समझता हूँ कि करोड़ों रुपयों की जचत भी हो सकती है जो कि हम भ्रम मंगाने पर करते हैं धीरे रेलवे बोर्ड की प्रायदली भी बढ़ सकती है ।

बहुत सी जगहों पर, जहाँ पर कि रेलवे के बड़े बड़े जंक्शन हैं, तालाब होते हैं । अगर उन में मछलियों का प्रबन्ध कर दिया जाये तो उस से भी काफी पैसा बचा सकता है ।

इस के पश्चात् मैं एक धीरे बाज की तरह रेलवे मंत्री महोदय का ध्यान दिलाना चाहता हूँ कि रेलवे मैंगन्स में जो कोयला खनता है उस में से रेलवेमैनो की गलती से या उन के लोभ के कारण बहुत सा कोयला बेकार हो जाता है । वे लोग मनो कोयला रास्ते में गिरा कर भागे चले जाते हैं । मैं कह सकता हूँ कि सोनपुर की तरफ छोटी छोटी ट्रेनों की यह हासत है ।

भापने जितनी ट्रेन डिस्ट्रिक्ट की भी उन में से कई ट्रेनों को, कई लाइन्स को भापने रेस्टोर कर दिया है लेकिन कुछ को नहीं किया है । मैं भापका ध्यान सुपोल की तरफ धिमाना चाहता हूँ जो नार्थ इस्टर्न रेलवे पर है । उसको भापने रेस्टोर नहीं किया है । अगर उसको भाप कर दें तो उधर जूट का जो उद्योगधंधा चलता है उससे उसको बहुत बढ़ावा मिलेगा धीरे भापको कइसी रेवन्यू भी उल्लेख हो सकता है ।

छोटे छोटे स्टेशनों पर मीने देखा है कि गमियों के बिनो में जो पैसंजर गाड़ियां हैं उनके यात्रियों को बहुत तकलीफ होती है । उनको पीने के लिए पानी नहीं मिलता है । तीसरे दर्जे के यात्रियों की इस तकलीफ की धीरे भी भापको ध्यान देना चाहिये ।

मेरे माननीय दोस्त ने धीरे बहुत सी बातें कही हैं । उन्होंने जहाँ बहुत सी बातें कही हैं उनमें से एक बात का मैं सम्बन्ध करता हूँ । वह रिफ़रमेंट के बारे में है, जाने पीने की चीजों के बारे में है । जाने पीने का जो प्रबन्ध ट्रेनों पर या स्टेशनों पर होता है वह बहुत ही रेचिब होता है । उस में न तो सफाई होती है धीरे न ही वह अच्छा होता है । जाने पीने की चीजों का भापको चाहिये कि भाप उचित प्रबन्ध करें ताकि यात्रियों को उसम भोजन की सुविधा मिल सके । जाने पीने के सम्बन्ध में भापका प्रबन्ध होना चाहिये ।

कटिहार से मोहाटी तक भापने बाब गेज लाइन बाली है । डिफेंस के बुडिक्टकोन से यह लाइन बहुत महत्वपूर्ण है । नागार्सेब के नजदीक तक भ्रसम के इलाके में होकर यह लाइन जाती है । वहाँ जो फ्रंट है, सीमा है, उस तक हमारी सेना इसी गाड़ी से जाती है । मैं चाहता हूँ कि इधर जो लाइन है उसकी तरफ भी भापका ध्यान जाना चाहिये । भाप देखें कि बरौनी से लेकर कटिहार तक भापकी मीटर गेज है । अगर इसको भी भाप बाब गेज बना दें तो यह बहुत लाभदायक हो सकता है । इससे यातायात बहुत सुगम हो जायगा । सेन. को जाने जानें सुविधा होगी ।

मालगाड़ी बहुत सारे सामान डोबे जलते हैं । मैं चाहता हूँ कि इसमें भापको प्रसिधोगिता की भावना पैदा करनी चाहिये । टुकों के साथ भापको प्रसिधोगिता करनी चाहिये धीरे जितनी सुविधा टुकों से प्राप्त

प्रबंधन से जाने में होती है उससे भी ज्यादा सुविधा प्राप्त की, लोगों को, अब वे माल गाड़ियों से सामान ले जाने सेना चाहिये। ट्रकों में सामान लाना कर, जो उस सामान को भेजने वाले होते हैं, उनको ज्यादा सुरक्षा का अनुभव होता है। सुरक्षा की भावना भेजने वालों के विषय में ज्यादा रहती है। यह बात, जब मालगाड़ी से सामान भेजा जाता है, नहीं होती है। एक छोटी सी बात में प्राप्त की इस सम्बन्ध में बता देना चाहता हूँ। गाड़ी से भ्रमर एक स्टेशन से दूसरे स्टेशन तक प्राप्त भेजे जाते हैं तो कभी कभी ऐसा भी होता है कि जिसको प्राप्त भेजे जाते हैं उसको खानी टोकरी ही मिलती है। भ्रमर कोई रेकॉर्डर भेजता है एक स्टेशन से दूसरे स्टेशन को तो कभी कभी ऐसा भी हो जाता है कि उसके स्थान पर मोहे की मलमारी मिलती है। इस तरह की जो बातें हैं इन पर आप निगरानी रखिये।

विजिलेंस विपार्टमेंट के बारे में भी मैं दो शब्द कहना चाहता हूँ। एक माननीय सदस्य ने कहा है कि इस विपार्टमेंट को आवासित कर दिया जाना चाहिये। मैं उनसे सहमत नहीं हूँ। प्राप्त इसको आवासित न करें। मैं चाहता हूँ कि प्राप्त इस विपार्टमेंट को सीधे रेलवे बोर्ड के नीचे रख दें। इस विपार्टमेंट को बनाये रखने में बहुत से फायदे हैं। इस से रेलवे में काम करने वालों पर निगरानी तो प्रथम रहनी चाहिये और निगरानी रखने वाला भी कोई होना चाहिये। प्राप्त जानते हैं कि प्राप्त प्रस्तावों बहुत फीला ठूसा है। जीवन के हर क्षेत्र में देखने को प्राप्त को यह मिल जायेगा। इसका उन्मूलन करना सगस्त राष्ट्र की जिम्मेदारी है। लेकिन भ्रमर कोई अनुचित प्राप्त उठाता है या पार्लिकल रोमांस के दृष्टिकोण से साम उठाने की कोशिश करता है, यह उसकी बात है, परन्तु कोई तो होना चाहिये जो उस पर नजर रख सके। यह यही विपार्टमेंट हो सकता है। लेकिन इस विपार्ट-

मेंट को प्राप्त प्रभुविपत प्रदान करें। इसको ऊंचा स्थान दें और यह सभी हो सकता है जब इस विपार्टमेंट को प्राप्त रेलवे बोर्ड के नीचे ला दें और यह विपार्टमेंट बाहरीदली उसके प्रबंध हो।

गाड़ियों में भीड़ मात्र बहुत है। दिल्ली एक्सप्रेस की मिसाल ली मैं प्राप्त को देता हूँ। इस में जो बड़े क्लास के पैसैजर्स चलते हैं, चाहे दूर के हों या नजदीक के हों, यह देखने में प्रयास है और प्रपने भी देखा होगा कि एक एक डिब्बे में जितनी उसकी कैपेसिटी होती है उससे दुगुने या त्रिगुने सफर करते हैं। यह तो टिकट ले कर सफर करने वालों की बात है, दुगुने त्रिगुनों को तो टिकट दूना कर दिये जाते हैं और इसके बलावा कुछ ऐसे भी होते हैं जो विबाउट टिकट सफर करते हैं। मैं चाहता हूँ कि जब भीड़ ज्यादा हो तो प्राप्त को सप्लीमेंटरी ट्रेनें चलाने का प्रबंध करना चाहिये। इसी तरह से बड़े क्लास में जो स्लीपिंग कोच होती है उसको प्राप्त देखा ही होगा कि उसका एक सप्ताह पहले ही रिजर्वेशन हो जाता है। भ्रमर और भी मुसाफिर स्लीपिंग कोच में जाना चाहें तो उसके लिये भी प्राप्त की बाकी सब बातों को देख कर सप्लीमेंटरी कोच प्रथम से देनी चाहिये। यात्रियों को सुविधा प्रदान करते की दृष्टि से यह बहुत आवश्यक है। जो यह कहा गया है कि गाड़ियों में भीड़ घट गई है, इसको मैं नहीं मानता हूँ। जो लोग ट्रेज में सफर करते हैं वे इसको नहीं मान सकते हैं। यात्रियों की संख्या दिन प्रतिदिन बढ़ती जा रही है। इस संबंध में मैं एक उदाहरण देता हूँ कि किसी गांव में भ्रमर बस साविस नहीं है और और में भ्रमर प्राप्त सब साविस इंटीग्रेट कर दें तो प्राप्त देखेंगे कि जो पैदल चलने वाले हैं वे भी बसों से चलना प्रारम्भ कर देंगे यह अनुभव

[श्री होलाराम केशरी]

का स्वभाव है। उसका स्वभाव परिवर्तन होता है। चाप देखें कि वह तेज से तेज मगारी पर आना सम्भव करता है। अगर इकोडा और कैरावल ही तो वह कैरावल पर चलेगा, इकोडा पर नहीं। गति के प्रति उसका आकर्षण होता है। इस बातसे मैं कहूँ कि तेज से तेज चीज चाप से। इससे एकिसैली भी बड़ेगी और लोगों का काम घाय भी बड़ेगा।

तीसरे दर्जे के यात्रियों के लिये सुविधाओं का घाय विशेष प्रबंध करें। उनके लिये ज्यादा ट्रेन बनाएं। सप्तीमेटरी ट्रेन उनके लिये घाय बनायें। खाने-पीने का प्रबंध हर स्टेशन पर करें। जहाँ पर ट्रेन सँभरे सकती हो वहाँ पर उनके घाय पानी का प्रबन्ध प्रबंध रहना चाहिये। उनके महाने का भी प्रबंध रहना चाहिये। महाने के लिये उनको घाय पानी दें फिर चाहें तो घाय एक घंटे के लिये ही दें।

श्री जार्ज फरनेबीज (बंबई-दक्षिण) :
मूठ, चोरी और बदमासी, ये रेलों में घतनी फैल गई

एक मानवीय संवर्धन : घण्टी बात कह कर सुन करें।

श्री जार्ज फरनेबीज : . . . है कि कहाँ से मैं सुन करूँ, मैं मुश्किल का अनुभव कर रहा हूँ। जिस दिन मंत्री महोदय से जबट पेश किया या उन दिन हम लोगों को एक छोटी सी पुस्तिका दी गई थी "ए रिब्यू आफ एक्सिडेंट्स आन इंडियन सर्वन्सेज रेलवेज, 1965-66"। इस में कैम्पू टोड के बारे में पेज 7 पर इनफार्मेशन दी हुई है। वहाँ पर लिखा हुआ है :

"The figures of casualties involved in railway accidents in a

particular period are essentially fortuitous in character and not therefore, comparable. The number of casualties, therefore, cannot be deemed to be an index of the safety performance of the Railways. However, for the sake of information the casualties involved in accidents with the number of passengers originating, is given in the table below. These figures, do not include the cases of tampering with the track, for the year under review as also for the two previous years:

Number of passengers killed—41
injured—499".

मैं प्रश्न करता हूँ कि मंत्री महोदय इन फाँकों को देखें। 41 पैसंजर मरे और 499 घायल हुए। यह जो रिब्यू आफ एक्सिडेंट्स की रिपोर्ट है उस में दिया गया है।

इसके साथ यह जो रिपोर्ट आई है रेलवे बोर्ड आफ इंडियन रेलवेज हकको दी गई है इसके पन्ना 72 की धार में घाय का आ्यान बीचना चाहता हूँ। मैं ने जब अपना घायल शुक किया तब कुछ माननीय सदस्यों ने मुझे टोका था। लेकिन मैं कहना चाहता हूँ कि घाय देखें के वहाँ पर क्या लिखा हुआ है :

"The number of passengers, railway servants and other persons killed and injured in accidents on Indian Railways exclusive of casualties in railway workshops, during 1965-66 compared with the previous year, is shown in the table below:

Passengers killed	481
Railway servants killed	378
Other than passengers and railway servants killed	533

Total killed 1390".

घायपकूह सकते हैं कि इस में धातु हराया के केसिस भी हो सकते हैं, टूँसपासर्ब के केसिस भी हो सकते हैं लेकिन इनके जो घाँकड़ हैं वे प्रलय से दिये गये हैं। रेलवे साइन पर चलने वाले घाटमियों के जो घाँकड़े हैं वे इसके धन्दर शामिल नहीं हैं। वे जो मरे हैं उनके घाँकड़े प्रलय से दिये गए हैं। वे इस प्रकार हैं :

"Number of trespassers killed	4235
Number of suicides	332
<hr/>	
Total deaths due to these two causes	4567"

जब मैं ने झूठ धीर बचपानो का विक्रि किया, तो कुछ सोचों को बुरा लगा, लेकिन धातु मैं चाहूँगा कि रेलवे में मंत्री साहब चाहे बीच में खड़े हो कर इस बात का खुलासा करें कि इस रपट में एक बात को लिखने धीर रेलवे बोर्ड की इस सम्बन्धी रपट में दूसरी बात को लिखने में उन की क्या हुरियारी है। धाँधिर किसको बनाने की कोशिस की जा रही है? क्यों झूठ बोलने का काम होता है, यह सारी रेलवे झूठ पर चल रही है रेलवे के प्रप्टाचार के बारे में काफ़ी कुछ कहा गया है, लेकिन इन बारे में जितना कहा जाये वह कम है।

यह झूठ धीर प्रप्टाचार एक्सिडेंटस के मामले में शुरू होता है। 1962 में एक कमेटी बनी—भायव कुँचक कमेटी; उन से सात घाट साल पहले एक कमेटी बनी—भायव साहनबाच कमेटी। इन दोनों कमेटियों ने काफ़ी सिफ़ारिशों की। लेकिन बड़े बालाक होते हैं वे मंत्री लोग। ये रपट में लिखते हैं कि सरकार ने 300 में से 275 सिफ़ारिशें मान ली हैं। कौन सी सिफ़ारिशें मान ली हैं वह कि यहाँ ठंडा पानी रखा जाये धीर वहाँ बर्न पानी रखा जाये, धादि। लेकिन जो बुनिमानी सिफ़ारिशें होती हैं, उन पर बिल्कुन धयन नहीं किया जाता है। जैसे, इन दोनों

रपटों में एक सिफ़ारिश यह की गई कि परमिंट व इन्स्पेक्टर्ब की इस मयब जो 120 से 150 मील सम्बन्धी पटरी की बँकिम करनी पड़ती है, उस को कम कर के उन सोचों को मगभय 50, 60 मील पटरी की बँकिम की धिमेवारी दी जाये। लेकिन धातु एक उस सिफ़ारिशों को धयन में नहीं लाया गया है। इस प्रकार की धत्यन्त महत्वपूर्ण सिफ़ारिशों को तो बचल में रखा दिया गया है धीर जो बिल्कुल छोटी धीर बेमतलब सिफ़ारिशें हैं, उन को धयन में लाया गया है। रेलवे सेफ्टी के बारे में कितना बड़ा काम किया गया है धीर कितनी सिफ़ारिशों को मन्वर कर लिया गया है, यह बताने के लिए मंत्री साहब यह क्लाइट पेपर से ध्राए हैं। कितना झूठ चल रहा है।

मिने शक में ही कहा है कि रेलवे के बारे में कहां से शुरू करें धीर कहां धत्यन करें यह समझ में नहीं आता है। कहा जाता है कि रेलवेच नुस्तान में चल रही है। धकर नुस्तान में चल रही होगी। लेकिन इस बात को धोब करनी चाहिए कि वह नुस्तान क्यों होता है धीर पैसा कहां जाता है। मैं समझता हूँ कि रेलवे बोर्ड के मेम्बरों धीर दूसरे बड़े बड़े अफसरों के घरों से पूरे साल का नुस्तान पूरा हो सकता है। धगर सरकार को पैसा चाहिए, तो उस को रेलवे बोर्ड के मेम्बरों धीर अन्य बड़े अफसरों की जेबों में हाथ धावना चाहिए, न कि रेलवे के करोड़ों किसानों, मजदूरों धीर मध्यम वर्ग के नागरिकों की जेबों से चोरी करनी चाहिए, जो कि रेलवे की इत्तेमान करते हैं।

मंत्री साहब ने अपनी उक़री में कहा है कि मार्च में रेलवेच पर जो बर्षा हुई, उस के धाधार पर ज्यूँसे लुच को बचाने के लिये काफ़ी कदम उठाए हैं। मैं समझता हूँ कि मंत्री साहब को पहला कदम यह

[श्री जार्ज फरनेन्डस]

उठाना चाहिए कि रेलवे बोर्ड को खत्म किया जाये। यह एक बिल्कुल निष्कर्षी, नासाधक और बेमसलब संस्था है। उसमें पुराने लोगों को धीरे धपने रिस्तेदारों को भरती करने का काम तो शायद होता हो, लेकिन उसके द्वारा रेलवेज की एफिसेंसी बढ़ाने का कोई फयम नहीं होता है।

मेरे पास यह मत सल की धाडिट रिपोर्ट है। मेरी समझ में नहीं आता कि यह धाडिट रिपोर्ट क्यों पेस की जाती है। करोड़ों रुपयों का व्यवाहार करने वाली—धीरे छोटे बड़े लोगों से करोड़ों रुपयों की बोरी करने वाली—रेलवेज की तीस, चालीस वर्षों की धाडिट रिपोर्ट किसी साहब के हुस्ताक्षर से हम लोगों के सामने रख दी जाती है। लेकिन इस धाडिट रिपोर्ट में श्री रेलवे बोर्ड के काम के बारे में कई छोटी-मोटी बातें देखने को मिल जाती है।

इस साल के बजट में रेलवे बोर्ड को चलाने के लिये 120 लाख रुपये की बजट मांगी गई है। मैं धाप को एक दो उदाहरण बताना चाहता हूँ कि यह रेलवे बोर्ड किस ढंग से काम-काज बसाता है। इस में कहा गया है :

"The total amount of expenditure held under objection as at the end of the year and not regularised up to 15th October, 1966 was Rs. 106 crores."

रेलवे बोर्ड का धपना बजट 120 लाख रुपये का है लेकिन रेल धवन के एयर-कन्डीशनड वजतों में बडे हुए धीरे एयर-कन्डीशनड सैलूनो में हिन्दुस्तान का बककर धार कर रोक का भता कमाने वाले लोड 106 करोड रुपये का हिसाब इरेगुलर रख र्हे है। इस के जिम्मेदार रेलवेज के बडे धाडिधर ही हैं, न कि बलास धीरे के नीकर वा बलास धीरे के कारकुन वा छोटे बडे इन्वेन्टर, मार्ड धीरे इजिन ड्राइवर धादि ।

रेलवे बोर्ड कीसे एस्टीमेट पास नहीं करता है धीरे कीसे रकाबट धाडी जाती है इसका एक उदाहरण देखिए ।

"In one case, the estimate sent to the Railway Board for sanction on 19th March, 1964, was returned to the railway administration on 4th September, 1966, that is, after a lapse of nearly 2½ years"

for what?

"for recasting."

मंरी साहब से मेरा निवेदन है कि जिस रेलवे बोर्ड के मेम्बर का इस से सम्बन्ध है उस को फल ही नीकरी से बरखास्त कर दें, वा उसके खिलाड ऐसी कानूनी कार्यवाही करें, जिस से हम लोग करोड़ों रुपयों की बचसाती को बोझ बहुत रोकने में कामयाब हो सकें। मैं धाप मंरी साहब के सामने एक सीधा सुझाव पेस करना चाहता हूँ कि यह रेलवे बोर्ड को बरखास्त कर दें। उस का कोई काम नहीं है। धगर धलग धलग जोन्ड की रेलवेज के काम को कोधाडिनेट करने का धवन है तो यह काम मंसायल के द्वारा किया जाये, लेकिन रेलवे बोर्ड को तुरन्त बरखास्त कर दिया जाये।

रेलवेज धीरे रेलवे बोर्ड के बारे में हुनेसा ही यह टीका की जाती रही है कि यह पुराने राजाधों की रियासतों जैसा संस्थान है। रेलवे बोर्ड के मेम्बरों को भाधूम ही नहीं है कि हिन्दुस्तान धाजाध हों गया है धीरे लोक-सभा उन के ऊपर पावर रखती है। धाप उन की रपट की देखिये। रेलवे बोर्ड की रपट के पांचवें पेजे पर कहा गया है :

"Railways and Parliament—The Railway Budget for 1966-67 was presented to Parliament on the 15th February, 1966."

रखे लोगों पर उन की खरी मेहरबानी है।

"The general discussion took place on such-and-such dates. As usual it covered a variety of subjects".

रेलवे बोर्ड के दो भी ब्यवर्तन हैं—ऑफिस-बॉस—बाई को कोई भी है उन्होंने केवल यह कह दिया है, "एक मुख्यमंत्र इट कर्बई ए वीरपटी धाऊ सबवेक्ट्स"। वस कल्प ! पार्लियामेंट में क्या सुझाव दिये गए, प्रप्टाचार के बारे में क्या कहा गया, उन लोगों के सँभुनों के बारे में क्या कहा गया, रेलवे बोर्ड के डार में क्या कहा गया आडिट रिपोर्ट के बारे में क्या कहा गया, इत सब का कोई विवर नहीं है। वस यह कहना ही पर्याप्त समझा गया, "एक मुख्यमंत्र इट कर्बई ए वीरपटी धाऊ सबवेक्ट्स।" धामे बल कर कहा गया है :—

"Questions numbering 1,316 relating to the Ministry of Railways were answered in both the Houses of Parliament during the year 1965-66. They related to subjects such as 'catering' 'passenger amenities', 'construction of new lines', etc."

उन की बचमासी धीर प्रप्टाचार के बारे में भी : व न नहीं थावा, रेलवेज को कीये दुफ्त किया जाये, इत बारे में कोई प्रस्न नहीं थावा, ये रेलवेज कीये गये धीर गलत तरीके से चल रही है इत बारे में कोई प्रस्न नहीं थावा। पार्लियामेंट के 520 सत्सवों ने क्या प्रस्न किये ? यह कि रेलवे के डिब्बे में जाव नहीं मिलती है, स्टेशन पर जगह नहीं मिलती है। यह रेलवे बोर्ड इत सोन-सजा की क्या दुफ्त करता है ? बंधी नहीवय रेलवे बोर्ड के लिये 126 लाख रुपये मांग रहे हैं। नहीं कियेने वीते। इत रेलवे बोर्ड को बर-कायव कर दिया जाये। इत को जने रहने का कोई अधिकार नहीं है। मेरा बीजा सुझाव है कि इत को बरकायव कर दिया जाये। क्वर रेलवे के दूरे अक्वार के बारे में, क्वरपती नहीवय, सोफसा मुक नहीं

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करने तो मैं समझता हूँ कि मामला बहुत विगड़ जायेगा। इत के बारे में मेरा कई बनों का अनुभव है, मैंने मार्च महीने में भी कहा था धीर धाव मंत्री सहाय को मोटिल बना पाहता हूँ, मुझे मोटिल देने को धावत है, कि यह जो इन लोगों की वीरुड है, इत के बारे में कुछ कीविए, ये जो इन के एसो-धारम की बीज है, इत के लिए कुछ कीविए। यदि वीसा खर्च करना है तो रेलवे कर्मचारियों के लिये कीविये, बडे अफसरों पर मत कीविये। रेलवे का यह जो पूरा अक्वार है, इत को ठीक ढंग से चलाने का जो काम है यह रेलवे अफसरों की बजह से नहीं होता है, उस को रेल-कर्मचारी करते हैं, उसको इविये इक्वडर से लेकर, गाई धीर टीटी तक, कारखानों में काम करने वाले नजदूर धीर अफसरों में काम करने वाले कारकून लोग करते हैं। मैं धावको क्या बतलाना बजट पास कराने के लिये मंत्री साहब हम लोगों के पास धावे हैं, इत में मैंने देखा कि लोगों के मकान बनाने के बाते मांग की गई है, बडे अफसरों के लिये कुछ धरम हिसाब से रकम मांगी गई है—60-65 लाख रुपये, क्लास 3 के लिये 4-4½ लाख रुपये मांगे गये हैं, बीज बज के कर्मचारियों के लिये जो लादा में सब से ज्यादा है, मरीब धीर लाचार हैं, उन के लिये धरम मांगा गया है—तीन-साई तीन लाख रुपये धाव जागते हैं—कि इत मांग में बडे अफसर के पीछे एक हजार रुपये की मांग है, जब कि तीसरे दर्जे में हर धावमी के पीछे 80 व० की मांग है धीर जो 8 लाख कर्मचारी बीजे दर्जे के हैं उन के हर धावमी के पीछे 40 व० की मांग है। मैंने सोचा कि मायब धापी तक ये मांग क्लास 4 के लिये मकान बनाने रहे हूयि, अफसर लोगों के लिये नहीं बनाने हूयि, ये मांग मायब फुटपाथ पर पड़े हूयि, इस लिए उन के बास्ते ज्यादा वीसा मांगा है। लेकिन जब मैं साइनेरी में गया धीर पिछले तमाम बनों की खोज की तो मैंने देखा कि हर साल यही हिसाब है, 40 व० क्लास 4,

[भा. भा. ध. ध. ध.]

70-80 व० क्लास 3 और 800-1000 व० क्लास 1 और 2 । बाकिर कहीं तो इस मामले को रोकना पड़ेगा, कहीं पर तो कर्मचारियों के वास्ते सोचना पड़ेगा ।

अगर रेलवे को ठीक ढंग से चलाना हो, तो उस के चलाने का काम, जैसा मैंने पहले कहा, ये रेलवे बोर्ड के दफ्तर में बैठने वाले लोग नहीं कर रहे हैं, बल्कि रेल कर्मचारी कर रहे हैं लेकिन उनकी जिन्दगी आज कितनी सज़ी है, मैं इस का एक उदाहरण आपकों दूँ । हमारे मंत्री साहब ने रेलवे बोर्ड की तरफ से जो यह हमारे सामने दिखाव किताब रखा है, उसने आधार पर बताता है-- टी० बी० के मरीजों की तादाद हर साल बढ़ रही है, टी० बी० से हर साल ज्यादा से ज्यादा लोग मरने लगे हैं, पिछले साल जितने मरे थे, उस से ज्यादा लोग इस साल मरे हैं, उस से पहले जितने मरे थे, उस से ज्यादा मरे साल मरे थे, टी० बी० के मरीजों की तादाद हर साल बढ़ती जा रही है । जो मरीज मजदूर हैं, जो रेल चलाता है, उसकी आज यह हालत है, लेकिन इसकी तरफ कोई विचार नहीं किया जा रहा है ।

मैं इन के संगठनों के बारे में भी कुछ कहना चाहता हूँ । आज कुछ ही मीटिंगें पास एक तार भाया है--कलकत्ता में काफी पहले इस्टर्न रेलवे के मजदूरों ने जनरल मैनैजर के दफ्तर के सामने प्रदर्शन किया था उस का मतीबा यह हुआ कि वहाँ की यूनियन के 10-15 पदाधिकारियों को सस्पेन्ड कर दिया गया है, मंत्री साहब यहाँ बैठे हुए हैं, वे कुछ इस का भी जवाब द, क्या प्रदर्शन करना इतना बड़ा मुनाह है ?

श्री साकिरजम (पपरी) : वह मैनैजर बड़ा बालिम है ।

श्री कर्म करमेशीव : क्या प्रदर्शन करना पाप है ? प्रदर्शन के वास्ते उस को काम से बँटा देना कहां का न्याय है । इन कर्मचारियों के संगठनों पर जो अभ्यास

और धमकावट होता है इस के बचावपर महोदय कितने किल्ले बुनाई, गये-वहाँ हैं इन रेल अधिकारियों की हुक्मा यह कोशिश रही है कि कर्मचारियों के संगठनों को छोड़ा जाये । उन्हें लॉगिंग में इस बात की कोशिश की कि रेल मजदूरों का एक मजबूत संगठन बनाये, जो मजदूरों की दिक्कतों के बारे में, उन-को मांगों के बारे में रेल अधिकारियों के साथ बैठ कर बात करे, लेकिन इन लोगों ने हमेशा अलग अलग तरीकों से उन को तोड़ने की कोशिश की, जहाँ भीका मिसल उन लोगों को काम से निकाल देने की कोशिश की । ऐसे सबिब कण्डक्ट क्लब बनाये, जो बिल्कुल लांछनास्पद है -- एक धाराब मूलक के लिए । रेल कर्मचारी किसी राजनीतिक दल का सदस्य नहीं बन सकता, लेकिन सबिब कण्डक्ट क्लब तो यहाँ तक पहुँच गये कि अगर उसका रिश्तेदार भी क्लब राजनीतिक दल का सदस्य है, उसको अपने घरमें जासूसी का काम करना पड़ता है, उस को रेल अधिकारियों को बतलाना पड़ता है कि मेरी बीबी या मेरा बेटा या मेरा भाई कलम राजनीतिक दल से सम्बन्ध रखता है आज यह नियम एक धाराब मूलक के अन्दर है ।

आज 13 लाख कर्मचारी ऐसे हैं जो परमानेंट हैं और घाट लाख ऐसे हैं जो टम्पेरी हैं । यानी हिन्दुस्तान के हर 80 इन्सानों में एक इन्सान रेल कर्मचारी है, ऐसी घब्रिया में यदि प्राप इस किस्म का नियम बना कर रख देते हैं जिसके द्वारा प्राप रेल कर्मचारियों के समाग अधिकारों को छीन कर उनको अपने ही घर में जासूस बनाते हैं-- यह कितने नीच किस्म का काम प्राप उन के कराते हैं । मैं चाहता हूँ कि इस नीच के बारे में सोचा जाय, प्राप जमाना बदल रहा है, बहुत तेजी से बदल रहा है, आज प्राप उस तरफ हैं, किनी दिन इस तरफ की आवाजोंके इस का धरोसा नहीं है -- कम से कम 10-15 बीजों के बारे में सोचना चाहिये कि किस के रेल मजदूरों को भी अपनी इच्छत में

धार मान स हमका क लव रहन
 ५५, धीर काय, धरने-धर नीका मिल जस।

धर में एक दो मुलाव पैस करना चाहता हूँ—रेलों में जो बुझी-बुझी है, जो चोरी, झूठ धीर बचवायी है, वह लोक सभा में धर बिन की बहस कर के बिन्दे वाली नहीं है। मैं एक-दो टोल मुलाव पैस करना चाहता हूँ बिन धर रेल मंत्री साहब तात्काल धमल करने की कोशिश करें।

1. रेलों की जो व्यवस्था है, जो मैनैज-मेंट है उस के साथ रेल कर्मचारियों की भी हिस्सा देने का काम करें। रेल कर्मचारियों की रेल की पूरी व्यवस्था के बारे में हर एक स्वल पर, सब से ऊपर से ले कर नीचे तक, रेल मजदूरों का रेल का काम बसाने के लिये सहयोग लिया जाय। धर धाप वर्कर्स पारटीसिपेशन इनदी मैनैजमेंट की बात कहते हैं तो उस को रेलवे में फौरन धमल में लाइये।

2. यह जो विजिलेन्स कमीशन का इस में जिक्र किया गया है, यह विजिलेन्स कमीशन जैसे मैनै पहले कहा, उसी का एक हिस्सा है। हम ने जो रिपोर्ट पढ़ी है उस के अनुसार गये साल में कुल चार लाख रुपये की चोरी पकड़ी गई, जब कि करोड़ों रुपये की चोरी होती है, यह सभी मानते हैं। धर तबतुब विजिलेन्स करना हो तो रेल कर्मचारियों को, रेल मजदूरों को हर एक स्वल पर विजिलेन्स में स्थान दिया जाय ताकि नै बता दें कि चोरी कहाँ पर होती है, कितनी ऊँची धीर कितनी नीची जगह पर होती है।

3. रेल के पूरे व्यवहार के बारे में इस सदन के कुछ लोगों तथा इस देश के कुछ प्रमुख लोगों की, जो हिसाब किताब की अच्छे ढंग से जानते हैं, उन लोगों की एक जांच कमेटी बनाइये, सब धापको पता लगेगा कि धाप उन के द्वारा चोरी पकड़ सकेंगे धरवा यह जो चोपड़ी देते हैं, इस से चोरी पकड़

सक। धर इस जांच सभा के कुछ सदस्यों धीर देश के कुछ प्रमुख नागरिकों की कोई जांच कमेटी धापने बना दी तो धापद सभापति महोदय, रेलों की चोरी, बचवायी धीर झूठ में सुधार करने में हम लोगों को नीका मिल सकेगा। इतना कह कर, इस रेलवे बजट के बारे में जो बोलने का नीका धापने दिया उस के लिये मुक्तिया धदा करता हूँ।

Shri S. S. Kothari (Mandsaur): The hon. Minister should look into the wordings of the Railway Boards report. It is almost an insult to the House.

Shri Bismalkant Ghosh (Serampore): While presenting the Railway Budget, the Railway Minister has indicated that there is a deficit. To make up this deficit is a problem. For the successful solution of this problem, the hon. Railway Minister has proposed that fare and freight rates should be increased. I think that the conditions of the Railway service-men are going to be improved. Day by day the running cost is being increased. So, definitely some amount of money is needed. Again, the price of steel has increased; the price of coal has also increased; similarly, the prices of other types of fuel which are necessary for running the railway machinery are also gradually rising. The Railway Ministry has got no control over these factors; they are not responsible for it, but they have to pay the cost. Of course, somebody may think that we are passing through hard days. That is quite true. The price of everything has gone up. That is why the running cost of the administration is also going up day by day. That is why money is needed. For the solution of this problem, I think it is quite justified that the Railway Minister has come forward with the proposal that the fares and freights should be increased.

Some hon. Members here may propose that by taking adequate steps for stopping ticketless travel, by plugging

[Shri Bismal Kanti Ghosh]

other loopholes and for stopping the undesirable wastages here and there, the condition may be improved and the budget may be balanced. But I think the problem will be still there. It is not merely a State problem but it is also a social problem and it should be tackled in that light. Moreover, it is a long-term problem and it cannot be tackled in a very short period of time. Of course, I desire that there should be a positive assurance from the Railway Minister that these would be looked into in future and proper steps would be taken. Then, my suggestion is that the conditions for the travelling public should be improved. For this purpose, I would like to place a few suggestions before the Railway Ministry for their kind consideration. Arrangements should be made for better waiting room facilities for third class passengers. Improvement should be made for supply of drinking water. Retiring room facilities are available at present only to first and second class passengers. I think that some good type of retiring rooms should also be constructed and these facilities should be extended to the third class passengers, especially the tourists. Better catering system should be adopted and this system should also be extended to the third class passengers. Better bath-rooms, latrines and lavatories should be provided for third class passengers.

In the suburban sections around the big cities like Calcutta, Bombay, Delhi, Madras etc. more trains should be run. I know that the number of trains has been increased. But I feel that if the frequency of the trains is not increased the travelling public including the monthly and season ticket-holders would be subjected to a lot of trouble during the peak hours. Of course, I am not forgetting the fact that in big cities, the population has increased and it is increasing daily at a tremendous rate. I come from a town where during my boyhood the population was about 35,000, but today in the same

town within the same municipal jurisdiction, the population is about 1,22,000. This factor should also be taken into consideration.

Here, I would like to make a special reference regarding the frequency of the trains in the Howrah-Burdwan section, especially during the peak hours, and suggest that the frequency should be increased.

Then, I would like to propose that there should be improvement in the service condition of railwaymen.

Moreover, we are committed to a welfare State, and I think that in a welfare State, the transport system must not be owned by private agencies. It should be a nationalised system. I am astonished to see that even after twenty years of independence, all the railways in India have not yet been nationalised. There are still many narrow gauge lines which have not yet been nationalised. Martin's Railway comes first in this list. It is a 100 k.m. railway distributed over the two districts of Howrah and Hoogly where this narrow gauge line is the only means of communication. This should be nationalised and the conditions there should be improved.

The Railway Minister has made some proposals regarding unremunerative branch lines. The term 'unremunerative' is very vague. After all, the Government is not a mercantile firm which should decide everything on the basis of profit and loss only. There are other factors which should be taken into consideration. There are some lines which are of local importance. Some branch lines may be unremunerative, but from the defence point of view they may be important. There may be a particular branch line which may be unremunerative in the economic sense but which has got tourist attraction, such as the Darjeeling-Himalayan railway. These factors should be considered before a final decision is taken.

I also feel that the railway transport system can never be replaced by the road transport system.

I have placed all these suggestions and points before the Railway Ministry, and I most humbly request them to consider these points before taking a final decision. This is my prayer to them.

Shri Jyotirmay Bhas (Diamond Harbour): What my party Member had spoken two months ago has come out to be true. He had forecast earlier that there would be enhancement of railway fares and freights. As my hon. friend from the DMK had said earlier, this is a '420' budget. We all know that it is a '420' budget.

The railways have got the infection of the stagnation of our general economy and they could not get over it. With the present top-heavy system, one could never imagine that it would be able to do so. Then, there is a crisis in industry. There is also shortfall in freight cargo. The whole thing had been overcalculated. In fact, they have not been able to attain the calculations that they had artificially put up. In fact, there has only been a shortfall.

The temporary rise that we had during the Plan period, especially on two different occasions, was marked because of the two conflicts that this country was involved in, namely the conflict with Pakistan and the conflict with China.

The railways are a monument of corruption. There is no language strong enough to describe the corruption. So, I can only say that the railways are a monument of corruption. They are noted for their lack of planning of services and for inefficiency. The proportionate weight of cargo has been going down in this country. These are the reasons why the railway finances are in their present state. The Committee on Trans-

port Policy and Co-ordination had observed.

"The share of Indian Railways in total goods traffic carried by rail and road together has diminished from about 89 per cent in 1950-51 to about 77 per cent in 1964-65."

"In passenger transport, the share of Indian railways has declined during the period from about 74 per cent to about 55 per cent."

The total investment in railways is a fantastic figure. In 1950-51 it was about Rs. 627 crores. Today, by various means, the total capital invested is in the region of Rs. 3,000 crores. In spite of these huge capital resources and unlimited monopolistic rights, the Government has miserably failed to run the railways efficiently and to offer cheap, comfortable travel and cheap and good and efficient carriage of cargo.

The railways have very seldom shown a sense of good planning or aptitude to draw up a good plan. They are very haphazard in their manners. They call on their easily available finances and squander and misuse them to the best advantage of people who are not certainly the common man.

As a result of the stagnation in the railway economy, public sector undertakings will suffer. Take for example Bhilai which produces mostly rails and sheets. If you do not purchase the usual, expected quantity, there will be unemployment, capacity will remain idle. The same thing with wagon builders all over the country, especially in Calcutta. If you do not buy wagons from them, they will have to close down, resulting in unemployment and starvation for millions of workers.

The Minister has expressed his concern at the rise in prices of material, namely steel and cement. Who has decontrolled steel and cement? Your

[Shri Jyotirmoy Basu]

Congress Government. You have done it under pressure from the monopolists and capitalists. You have dug your own grave, and you are trying to tell others what has happened that the grave has been dug. You have dug it yourself. Who asked you to decontrol cement and steel, giving them a chance to enhance prices without any rhyme or reason? This is the suicide that you have committed.

How is this increase in freight and fare rates going to react? This Government all the time was telling us, it was merely lip service, we all know, that they want to hold the price line. It cannot be done by magic, they cannot do it. By this increase in fare and freight rates, there will be a spiral of price rise in every stage. The common man will be almost throttled, and taking advantage of this price rise, the capitalist, the producer, will make enormous profit.

High-rated traffic is at present only 27 per cent of the total revenue traffic. This has been on the decline in the recent past and I am afraid the present budget will only result in a further decline in the high-rated traffic. So, you will be burdened with more of low-rated traffic.

The House was assured that he would take measures to introduce economy in the railway administration. However, by economy we know that this Congress Government, of which the Railway Minister and the railway administration are a part and parcel, only mean retrenchment of helpless underdogs. You know that you have employers' market and you can always butcher them anyway you like.

Shri S. M. Banerjee (Kanpur): You are being charged with butchery.

—Mr. Chairman: That is a transferred epithet.

Shri Jyotirmoy Basu: I was speaking about the wasteful expenditure and the too heavy administration. The

same privileges that the Britishers had offered to their white skinned executives. For instance, let us take the work load of a small man in the railway. During 1946-47 the total number of open line staff on a zonal railway per million train kilometres was 3422. It came down to 29800 in 1960-61 and to 2880 in 1965-66. Do you realise how you are concentrating on the work load of an under-dog the small man? Strangely enough, the railways had appointed twenty study teams to study the whole thing in order to bring down the work load of an individual a little more or perhaps much more. There is almost a ban on new recruitment; the railway administration is already stagnant and it says that some of the existing staff is surplus. But on top of all this, they want electronic accounting machines. Our godfathers have advised us that we must have gadgets, which they use in America. So, these computers have come. What is going to happen? Mr. Desai has said in reply to a debate here that we are not going to retrench anybody. But we know that trick; we will not retrench anybody. He will not give them any advances in their careers and he will not recruit any further. It is the same old story. Why should we hire these computers at fantastic rates? I confess I am not an expert but I am told that the computer should be housed in an air-conditioned room as after half an hour's work the machine gets heated and it comes out with wrong figures. I have here got a paper which I would like to place on the Table and it shows that computers are capable of giving wrong accounting figures. I shall place it on the Table of the House, after I conclude my speech.

Mr. Chairman: The hon. Member might bring it up in the discussion on the general budget. The computer has nothing particular to do with the railways. (Interruption.)

Shri J. M. Mewas: Sir, You have

got these machinery from the I.B.M. Company of U.S.A. and these machines were hired at the rate of Rs. 500 per hour. Previously it was Rs. 35,000 per month but the machine was working 24 hours and the company proposed the new rate for this machine.

Mr. Chairman: Let Mr. Basu continue his speech.

Shri Jyotirmoy Basu: This electronic machine is a job eating demon and I do not know how they can think of bringing in a thing like this. I understand that there was quite severe pressure by the American godfathers and so it was pushed into this Government. The Railways being weaklings could not resist and say: we do not require them because they are unsuitable for us. In the railway accounting department, there is a ban on promotion. There are people who are getting just Rs. 180 a month, and they will continue to get Rs. 180 for the rest of their service. Imagine such a situation. You start at Rs. 180; an unmarried man starts his career at Rs. 180 a month, he gets married in a respectable family. Of course, he may practise family planning. But he gets another child. And yet he remains on Rs. 180 a month. Rs. 180 to start with and Rs. 180 even at the very end of his career! I have seen this and know what the railways have been doing.

17 hrs.

As I have said, the electrical machines create blunders. Take the Calcutta Telephones. A bill for Rs. 90 was shown as Rs. 900. Similarly, that machine can be showing Rs. 90 instead of Rs. 900. We cannot afford to have this machine. We cannot afford to have these imported American machines. There is another danger. This machine should be fed with data. If it is fed with certain data, they will give the secrets of railway movement. In case you have a war,—you have the IBM officers who are the slaves of the Americans, or the Americans them-

selves—they will be knowing all about the secret movement of our wagons, troops, trains and everything. Can we afford to have these people taken inside places where the security of the country is to be preserved? No. These accounting machines should be done away with. Otherwise, we shall bring into effect a movement against this. I would warn the Railway Minister against this, and would say that he would not be able to face the movement.

Mr. Chairman: Please conclude now.

Shri Jyotirmoy Basu: I would only say this. What is meant by the word "ovedcrowding"? The definition, according to the Railway Board, the hon. Members of the Railway Board, the lieutenants of the Railway Minister, is this. Excess occupation in any train, over and above 80 per cent of the seating capacity, is considered as overcrowding. Imagine that. It means, as against 100 persons, if a coach carries 75 persons more, it is not considered overcrowding, even when it carries 175 persons as against 100 persons!

The railways have a sad record of devotees and pilgrims, especially in relation to the third-class passengers. I would invite the Railway Minister to travel from Kurudwadi to Pandharpur in Maharashtra—I would ask him to travel as a third class passenger—and then he will be asked to travel in a goods wagon. You must try that, Mr. Railway Minister.

About retiring rooms, the performance of the railways has been wonderful. For 7,000 railway stations in India, in 1962-63, they have constructed only 12 retiring rooms. What are the officers doing? Why not they find out that during the British regime, once upon a time, they had good hotels attached to the railway stations? You should develop the retiring rooms. That is a real help to the passengers. It costs you nothing, it costs only a little to erect two rooms at most of the important stations.

[Shri Jyotirmoy Basu]

Take next the punctuality of trains. Here, I must say that you have a very efficient statistician in the Railway Board. He requires increment. If I were the Chairman of the Board, I would give him a special increment. The railways claim that during 1965-66, the punctuality rate was 85.51 per cent. You will not believe it. I take this information with a big dose of salt; a big pinch of salt. It is all bunkum. The most precious thing that the railways offer is insecurity while travelling.

Mr. Chairman: Please conclude now.

Shri Jyotirmoy Basu: We had four accidents in four days. What a wonderful performance? There should be an award for the Railway Board for carrying the passengers with such great care.

Mr. Chairman: At least it brings Members of Parliament here safely.

Shri Jyotirmoy Basu: Mr. Chatterjee was injured, Sir.

I must warn the Government against infiltration of US foreign capital in our railways, which is the biggest public sector enterprise with Rs. 3000 crores of capital. As a matter of fact, they have succeeded considerably in making their headway in traction and administration, the two major hands of the railways.

I come to switching over to dieselisation. I have reasons to suspect that our former Railway Minister, Mr. S. K. Patil, had conspired with the private US capital and took the decision to switch over to diesel. We find that in Varanasi, diesel engines are being assembled with 75 per cent imported components. They will call them Indian-made diesel engines, but it is clear clean bluff. Railways have imported 377 diesel engines till 31-3-1967. The value of components for Varanasi so far imported

mostly from US is worth Rs. 11.19 crores and new orders worth Rs. 2,220,000 Canadian dollars have been recently placed. For this dieselisation, you have to import diesel fuel. In 1965-66 railways imported 662,000 tonnes of diesel fuel while the consumption of high speed diesel oil was only 258,000 tonnes. I wonder why this accumulation—the difference between consumption and importation. You were trying to finance the American exporter there. Now we do not know what we are going to do with coal miners, locomotive workshops and workers. The Government is anxious to do away with them to benefit the American investors. This most important national issue has to be decided after taking into consideration every aspect of it. Parliament should go into this and the Railway Minister must fully explain its outcome. In case of a war, the supply of fuel and spares will be stopped. We shall be blackmailed by the capitalists abroad and the Indian Railways will come to a standstill.

Another example of wasteful expenditure and extravagance is in the fabrication of electric coaches. The inner lining has sunmica which costs about Rs. 5 per square foot and the flooring has aluminium chequered plates costing Rs. 6 per square foot, made by the Indian Aluminium Company, the subsidiary of an American company, who are their godfathers. Who are the people travelling in it? People who may not have two meals a day! Yet, they have to travel in it because it brings money to the American financier.

Shrimati Lakshminanthamma (Khammam): The use of the word 'godfather' often does not add dignity to the hon. Member. Nobody is anybody's godfather.

Shri Jyotirmoy Basu: Let the Chair talk about it.

The suburban passengers travel like packed sardines and they are being

asked to pay more every year. They travel sometimes within the compartment, sometimes on the roof. They have no choice. They have to go to office and come back home. The Railway Minister can show a dagger at him and say 'Take it or leave it'. The poor passenger has to surrender.

What I should say in conclusion is, if the Railway Minister does not take it as a warning and try to make efforts—I know he cannot do it—to improve the position, the railways will be facing disaster within a very short time.

Some hon. Members rose—

Mr. Chairman: Shri Ram Kishan Gupta—

An hon. Member: He is not in the House.

Mr. Chairman: Then Shri Supakar—

Shri Sradhakar Supakar (Sambalpur): Mr. Chairman, Sir, both the railway fares and freights have been increased. Although from the speech of the hon. Minister we thought that he would at least spare good traffic, because he said that any increase in freight would have an inflationary pressure, he has increased the freight rates also.

17.11 hrs.

[MR. SPEAKER in the Chair]

Now, coming to the question of increase of freight and fares, I think it could have been avoided, to a certain extent, if larger economy had been effected in the expenditure on the railway system.

Coming to some points regarding extension of railway service in this country, I want to present the case of my own State, the State of Orissa. There has been a persistent demand for a railway link of Paradeep with the main line—the Calcutta-Madras line—and in the Ninety-First Report

of the Estimates Committee, on page 43, it is stated:

"While appreciating the policy of development of transport facilities following specific major projects for the expansion of the new industrial mining and multi-purpose agricultural programmes, the Committee feel that in certain undeveloped areas, transport arrangements should precede and supply necessary facilities for economic development. In that context, the Committee note that the South Eastern Railway has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh and the Midnapore district of West Bengal areas which have potentialities for development."

In this connection, the same report has also said that in 1962, in October, there was a meeting of the representatives of the Railway Board, the Transport Department of the Government of India and the representatives of the State, where it was agreed that this paradeep line should have some priority. But we find that although the traffic survey has been made the pace of development is very slow. I would, therefore, urge upon the Minister of Railways to go ahead with this project and give it high priority.

The hon. Minister has spoken about the discarding of old useless lines. Before doing so, I think he should take the convenience of the locality into consideration and see that unless and until the people are provided with other and better transport facilities they should not be deprived of these railway connections. I speak specially of the narrow gauge lines in some of the places where the old trains are running for the last 50 or 60 years without adequate amenities and facilities. Probably the old engines and the old bogies which existed about 50 to 60 years ago are still running and the speed of the trains in some places is not more than 7 to 8 miles per hour. In such cases, in-

[Shri Sradhakar Supakar]

stead of giving the dog a bad name and then hanging it, instead of discarding these lines as useless and not of any use to the people, the Railway Minister should rather convert these lines into broad-gauge and provide modern coaches and engines and then see whether they are economical or not. As it is, they are there for the last 50 or 60 years and the plea that they should be abolished because they are not running at a profit is not, I think, a valid or reasonable argument.

So far as new works for the different zones of the railways are concerned, I think the South Eastern Railways has not received a sufficient share of new works, especially developmental work. In this connection, I would submit that the question of connecting Talcher with Rourkela should be taken up because in that case the transport of iron ore and other materials to Japan, which is now being done via Raipur-Visakhapatnam line and which has to cover a length of about 800 kilometres, would be shortened and this iron ore could be transported from Rourkela to Paradip (if these two lines are there) by connecting Rourkela with Talcher and then connecting Paradip port with the main Madras-Calcutta line.

So far as the question of punctuality is concerned, when the comparative performance of the three different kinds of engines, diesel, electric and steam, are considered it is often found that sometimes trains which run with diesel engines develop more engine troubles than in other cases. The causes for these engine troubles and also hot axle trouble which result in delay in arrival of trains should be examined properly.

So far as the question of time-table is concerned, the time-tables change once in six months and very often the time-tables are changed without

ing public, the railway users. When there is a hue and cry after a change has been made, the public are to wait for another six months to get their grievances remedied and even after six months probably in many cases the complaints are not remedied at all.

I request, not only the time table should take the convenience of the public into consideration but it should also provide connecting trains when they are necessary. For example, if a train stops at a particular station and that is the terminus of that particular train, we find that for the next train one has to wait for four to six hours and sometimes even for 12 hours. The main purpose of the time table should be to provide as much convenience to the passenger as possible and provide connecting trains at very short intervals of time.

So far as accidents are concerned, reports are available from year to year as to the number of accidents that happen every year and one should not go by mere statistics in that respect because a major accident may sometimes result in the death of only one or two and sometimes, as it happened last week a few days before the 22nd of this month, it may result in the loss of many lives. One factor which, I think, the Government should take into consideration about the causes of accidents is that they should not mix up the function of commercial work and transport work of the staff. That is probably one of the causes of the major and other accidents. When persons, specially at small stations, are charged with the running of the train and, at the same time, of booking of goods and other things, they are sometimes unmindful of the time and do not attend to the duty of transportation. That sometimes causes accidents. Sometimes also overwork is the cause. Therefore, as was suggested by some of the Members who

the workload of the running staff must not be too heavy and they must be given adequate rest. That is one of the best ways of preventing accidents.

With these words, I thank you for giving me this opportunity to speak.

Shri N. Shivappa (Hassan): Mr. Speaker, Sir, I am happy to have my say for the first time on the floor of this hon. House with regard to the Railway Budget. I was expecting that we would get a very inspiring Railway Budget. Railways is a very big and major industry and it should fetch high profit for the country but it is unfortunate to receive a Budget of the type which has got only one eye, one ear and one nose. It is a great injustice done by formulating such a Budget which is only taking away the life of the poor man's economy by the enhancement of heavy fares and freight. Unfortunately, the problems are there in spite of the high tone and voice of the Railway Ministers in these two decades.

It is the poor masses who are paying enhanced fares after every Budget. What about their amenities? They are not there. What is the basis of enhancing the fares? If, at all any amenities are accorded to them, of course, I feel there is some justification for them to enhance the fares reasonably. But there is no justification at all for the enhancement of fares every time without giving them more amenities. This is the pathetic situation. That is why I submit that the enhancement in freight is baseless and the enhancement in fare is baseless.

I would like to draw the attention of the hon. Railway Minister to certain suggestion of mine because they are very necessary in the interest of the society. They talk of welfare society under the democratic constitution. They are saying that they are going to provide all facilities to the passengers. But what have they

done? Even if they are going to show one ordinary instance as a betterment of facilities towards the poor and the oppressed third class passengers, I think, I will congratulate them on behalf of the generous people of the country who are paying them enhanced fares every time. I am sorry to make this remark. Not even an ordinary facility or amenity is provided to the passengers who are huddling themselves on the third class carriages without having an ordinary place for an unfortunate old lady if she is going to travel by third class. This is not beyond the knowledge of the hon. Railway Minister. If he had the experience of travel in the third class carriage, I think, he would never have levied such an enhanced fare on the unfortunate and oppressed third class passengers. It is my earnest request even at this hour to the hon. Railway Minister to reconsider the enhancement of the fares. It is highly arbitrary; it is beyond reason; it is beyond any justification. There is no justification at all; there is no basis at all.

I am giving certain suggestions for the consideration of the hon. Railway Minister. I would like to draw the attention of the Chair as well as the hon. Railway Minister to a simple fact that there is no mobile hospital on the railways. There are innumerable mobile hospitals for the benefit of railway employees. There are also a few mobile hospitals which will be simply moving without medicines. I do not want that such mobile hospitals should be established on the railways. If mobile hospitals are to be provided on the railways, there should be one attached to every train. It will serve the passengers and more so at the time of an accident. It will treat the injured passengers and more number of lives can be saved. Just one T.T. who is expected to have training in first-aid cannot attend to unfortunate passengers who are going to succumb

[Shri N. Shivappa]

to accidents. That is not sufficient. This is one unfortunate thing that the Railway Ministry or the Railway Department or even the so-called sleeping partners and the godfathers of the Railways Board have not thought of. I think, this is an important thing where the common man can expect some relief for having to pay such an enhanced amount of fare towards the Railways without any grumbling or groaning in all these days. They are innocent people; they have no voice to be carried. Even if their voice is to be carried here, the ruling party will do in their own way. They are not thinking of the common man; they are not respecting constitutional guarantees and their validity. Unfortunately, they are not doing that. At least now, at this hour, let there be a realistic attitude taken.

Mr. Speaker: He may conclude now.

Shri N. Shivappa: I have to request you to allow me some more time to speak about one concrete and important instance where the Railway Minister's knowledge is necessary for a proper consideration and that is, the big project of Hassan-Mangalore, from where I come. I am one of the representatives of Mysore State and my hon. friend, the Railway Minister, also comes from the sister taluk, i.e., from the same Mangalore area. It is regrettable for me to draw the attention of my Railway Minister to the fact that an allotment of only about Rs. 2,50,00,000 has been made for the railway project of Hassan-Mangalore. I do not like to stress the great importance because the Railway Minister is already full of knowledge in the matter and is aware of the importance of the project. One of the biggest projects of this country, the Hassan-Mangalore project, is sleeping and is not making any progress. A steady progress, which was expected hitherto, could have been made from the very inception in a very vigorous and energetic way, but the Railway Minister

has been very partial so far as this project is concerned. I do not know why the Railway Minister is afraid of getting a better quota or a reasonable quota for this project. The allotment of about Rs. 2,50,00,000 that has been made is not even sufficient for the purpose of paying compensation for the lands which have been acquired, for the purpose of paying compensation to those persons who have lost their lands. The project is almost sleeping. Out of the estimate of Rs. 23 crores and odd, only about Rs. 2½ crores have been allotted. I humbly place my request to the hon. Minister that it is a very important project, that its importance is very vital, and that we can get the maximum benefit out of it because from Chikmagalur, Halli and Kadur areas, manganese ore may be supplied and it will be exported to foreign countries and it will earn foreign exchange for this country. When this is the thing, the project ought to have been completed at a very early date, but unfortunately it is delayed like anything.

We were expecting that Kadur-Sakleshpur link would have been given and it would have found a place in the Railway budget because it was almost surveyed during the time of Mr. Dasappa who was then the Railway Minister. It is regrettable that it does not find a place here.

The other problem is this: it was the expectation of the people of the Mysore State that the line between Bangalore and Mysore would be electrified, but unfortunately that also does not find a place here.

Thus, the entire Mysore State has been neglected.

Moreover, the coira that is going to be available in thousands of tonnes, and the white clay that is going to be available in thousands of tonnes, are going to be exported. So, this is a question of earning foreign exchange. But this point has not at all been taken into consideration.

Mr. Speaker: He will finish now. We have to take up the Half-an-Hour Discussion.

Shri N. Shivappa: I am concluding now. I hope the Railway Minister will take these valuable suggestions into consideration. I think, the whole matter will be reconsidered and a higher allotment will be considered. I hope the matter will be expedited and speedy work will be done. We should give that project the highest importance, so that we get the maximum benefit out of it.

17.35 hrs.

SUPPLY OF U.S. ARMS TO PAKISTAN*

Mr. Speaker: Only question and doubts might be raised instead of a speech, so that within half-an-hour we will be able to finish this.

Shri S. M. Banerjee (Kanpur): In reply to Starred Question No. 12 dated the 22nd May, 1987, regarding supply of U.S. arms to Pakistan, the hon. Minister stated in conclusion that:

"The U.S. authorities have informed us that the supply of spare parts is subject to a case-by-case examination of all requests and that each case will be considered bearing in mind the various considerations."

"They have also assured us that this policy is directed solely to preserve the interests of peace and to reduce tension, and that they do not intend to act to the detriment of our security interests."

I do not know how of all persons our very wise External Affairs Minister thought that the supply of spare parts by the US to Pakistan, even after this conflict with India, can serve the interests of peace and can reduce tension.

The other day, when his colleague, Shri Swaran Singh, was replying to a

call attention notice on the Akhnur firing, a pertinent question was put, I think, by Shri Hem Barus, whether the supply of spare parts by the US to Pakistan had aggravated the situation more and whether this had given them further impetus to start shooting on our borders. The Defence Minister did not rule it out. He said that he also thought in the same manner. So it is clear that the supply of US arms to Pakistan has aggravated tension on our borders.

Against the suspension of arms supply, Pakistan was threatening retaliatory action. I quote from *The Hindu* of 28th April 1986:

"FRESH THINKING LIKELY ON US ARMS TO PAK—Pindi closes down American military installations."

The item reads:

"The disclosure that Pakistan has retaliated against US suspension of arms to it by closing down some US military installations in North-Western Pakistan seems likely to reopen the debate within the US Government over whether or not Washington should continue to withhold arms aid to Pakistan."

"Both in public pronouncements and in their talks with Indian leaders from Mrs. Gandhi downwards, US leaders had given the impression that there is no likelihood of US resuming arms aid to Pakistan in the foreseeable future—at least not until Pakistan fulfilled one primary condition, its willingness to live at peace with India."

Despite all this, Pakistan threatened to close down certain American military installations necessary for their expansionist tendencies and designs. So ultimately they decided to give in to Pakistan and resume the supply of arms.

Previously also, I would draw your kind attention to the fact that certain

*Half-an-hour Discussion