

towards the Kashmir question. Does that mean that there is an indication of any kind of a shift in the attitude of Russia towards this question?

Shri M. C. Chagla: No country likes to exercise its veto, if it can help it. That applies to the USSR as well. But as I said, the hon. Member has only got to read the delegate's speech to see that Russia still stands by us; and throughout the negotiations she stood by us.

Shri Sham Lal Saraf (Jammu and Kashmir): May I know what will happen to the request of Pakistan to the Security Council? Is it shelved? Or if it is to come up again, if so, in what form will it be?

Mr. Speaker: What is the effect of this item remaining on the agenda?

Shri M. C. Chagla: I read that Mr. Bhutto is going to New York in March. Technically, Kashmir is an item on the agenda of the Security Council—it has been there since 1948. Again technically, any member of the UN has the right to apply to the Security Council to bring it on. But I do not see how the Security Council can waste its time discussing this item, unless some case is made out. That is why I have been saying that we must be vigilant and watchful and see that Pakistan does not create a new case to go to the Security Council.

श्री किशन पटनायक (मम्बलपुर) :
 क्या हमारे प्रतिनिधि ने ब्रिटिश प्रतिनिधियों से बातचीत के दौरान यह कह दिया था कि ब्रिटिश एंटि ट्रिप्टोड से हिन्दुस्तान की जनता में कामनवेलथ रिश्ते के प्रति चिढ़ हो रही है।

श्री सु० क० चागला : मैं माननीय सदस्य की हिन्दी पूरी तरह समझ नहीं सके।

Mr. Speaker: The question is whether our representative had made it clear that there is a feeling here

in India created by the attitude of the UK delegate that we should go out of the Commonwealth.

Shri M. C. Chagla: The foreign policy of a country should not be based upon anger or indignation. Pakistan bases its policy on hatred of India. We are much too civilised. Whether we should remain in the Commonwealth or get out of it is a matter for serious consideration, not to be decided by what the UK representative says in the Security Council.

12:28 hrs.

RAILWAY BUDGET—GENERAL
 DISCUSSION—contd.

Mr. Speaker: We will continue general discussion on the Railway Budget. Out of 15 hours allotted, 6 hours and 5 minutes have already been taken, leaving 8 hours and 55 minutes. Shri Hem Raj may continue.

Shri Hem Raj (Kangra): The other day I was speaking about overcrowding on the railways. So far as the income is concerned, the income from first and second classes comes to only about Rs. 20 crores while that from the third class yields Rs. 148 crores. I do not know why then the Railway Ministry should not bestow more care in easing overcrowding in III class.

Regarding the incidence of pilferage, in his speech the hon. Minister had given a very rosy picture. He said:

"The thefts of booked consignments as well as of carriage and wagon fittings and other railway material, from yards, workshops, stores and loco sheds have been controlled".

But the audit report tells us another tale. It says:

"Compensation claims on account of loss due to pilferage of

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goods' and 'perishables traffic' have been increasing on the Railways during the last four years as indicated in the statement below".

From that statement it is clear that while the percentage was 6.41 in '959-60, it rose to 6.75 in 1962-63.

We have three kinds of forces, the civil police, the railway police and the Railway Protection Force, but in spite of these three forces, we have not been able to halt the loss due to pilferage etc. I have been suggesting that there should be better co-ordination among the civil police, the railway police and the Railway Protection Force.

In regard to catering, I cannot help remarking that there is a great deterioration in the food. Whenever one asks for the issuing of receipts from the bearers, they refuse it. Then there is non-attendance to orders for food. Why is there such a sorry state of affairs? The reason is and it is my own experience, that there is a lot of nepotism and favouritism prevailing in the appointment of employees in this department. Once I brought such matters to the notice of the higher authorities, and the very person complained against was sent for investigation who scolded the representative of the people. I am very sorry to say that the hon. Members, who are the ears and eyes of the hon. Minister, are openly scolded by the officials. In such circumstances, how can matters be reformed at the lower level?

Shri D. C. Sharma (Gurdaspur): Where did it happen?

Shri Hem Raj: It happened somewhere. I can tell you.

The Minister of Railways (Shri Dasappa): Very anxious to know it.

Shri Hem Raj: He himself might be belonging to that very area, and

he knows better than most.

We are talking about socialism and the socialistic pattern of society, but I do not know why this monopoly of A.H. Wheeler is being continued. Whenever other bodies or other firms come forward with some offers, certain conditions are imposed on them, that they can sell only such books which do not earn any profit, but when there are books which earn profit, it is only given to A. H. Wheeler. I think the time has come when this monopoly of Wheeler must be finished.

I am really surprised to see that the case of Station Masters and Assistant Station Masters has never been looked upon with sympathy. They have got very little chance of promotion, and their case is a just one. I do not want to dilate much upon it, but it must be looked into in a better spirit.

Then, I want some reform in the three tier sleeper coach. In the lower tier, whenever a person gets up, he must be very cautious, with his head in the correct position; otherwise, his head is bound to break. I think either it should be improved, or the three tier must be converted into two tier, because it is nothing less than rigorous imprisonment in the first tier in the three tier sleeping coach.

In the Zonal and Divisional Committees, there is no representation to the narrow gauge section travelling public. I brought this matter formerly also to the notice of the Minister, and he promised that it would be looked into, but so far, no representation has been given.

Chandigarh is the only capital which is not on the main line. So many proposals were made, so many times the place has been visited, but Chandigarh has not been brought on the main line yet. That is the main grievance of the Punjab people, and

I want that the Railway Minister should take fresh steps to bring it on the main line.

Then condition of the narrow gauge section in the Kangra valley is the worst possible. Now that some realignment is going to take place due to the construction of the Pong dam, if this section can be converted into metre gauge or broad gauge, it will very much help the development of this area. The Punjab Government in collaboration with a private company is going to set up a cement factory at Samlet, the Sutlej-Beas link is being constructed there, there is expansion of hydro-electric power at Jogindernagar, a newsprint and paper pulp factory is coming up in the Kulu area, and the forest wealth of this area can also be exploited. So, I think that this is a very fit case where the narrow gauge should be converted into metre gauge or broad gauge. Considering that it is a border area and that the wealth of this area can be used for the good of the country, it should be taken into consideration.

There are some stations where there is too much congestion of porters at certain times of the day, while there is none at other times. Only yesterday I was coming from Dharamsala. When I got in at Jullundur city station to catch the Flying Mail, I found no porter there. When some very important trains come, there are no porters to be found. It was after a hard struggle that I could fetch a cooly from outside and take my luggage to the station. So, I want this aspect also to be looked into.

I also want to bring to the notice of the hon. Minister that here in this capital of Delhi we find no transport available. Last night when I got down from the train, myself and several other passengers also were trying for taxis, but no taxi was to be found. All those taxiwallas

standing there were demanding their own rates.

Shri Hari Vishnu Kamath: It has become a racket now here, unlike in Bombay and Madras.

Shri Hem Raj: They are all demanding exorbitant rates. When the railway people are catering at least in the station area to the amenities of the public, why should they not also see to this convenience of the public, and see that the porters and transport arrangements are well provided for?

Shri Hari Vishnu Kamath: With the help of the police, if necessary.

Shri Hem Raj: Coming to the losses suffered by the railways, I find that even after such a long time the railways have not been able to finalise a model agreement. This year's Audit Report gives us a very good example as to how the railway people are handling their agreements. In the case cited in the Northern Railway extra payment has been made to a handling contractor. This was due to the defective agreement entered into between the railways and the contractor. The railways, after a long period, had to pay the very amount which the contractor was demanding. This shows the carelessness of the railways. So much of the loss is due to the negligence of the railway employees. This should also be looked into.

With these words, I support the Railway Budget.

Shrimati Akkamma Devi (Nilgiris): I rise to support the Railway Budget presented to the august House by the hon. Minister. The very next day of the presentation of the Budget, the newspapers in bold lines said: no rise in passenger fares; parcel rates remain unchanged. These bold headlines alone are enough to win the confidence and support of our people. The Railway Minister has proved in

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 action his helping attitude and sympathetic nature towards the poor. The proposed surcharge of 2 per cent on freight rates is too small. After all it comes to about Rs. 3 or less according to freight moved between 500 and 2100 kilometres. This is a small burden and it is very light on the people. At the same time the advantages received from the small increase are many as it helps the Central Government employees by way of increase in dearness allowance, city compensatory and house rent allowances, etc. and helps in the implementation of the family pension scheme.

Let us have a glance at the Budget now. We find that the expenditure on many items has gone high. The total expenditure is this year estimated at Rs. 668 crores compared to Rs. 622 crores for the last year. This includes appropriations to depreciation reserve fund, dividend on railway capital at charge. We also find this year there is appropriation from revenue to railway pension fund. In the previous year the surplus was Rs. 37.75 crores as against Rs. 30.87 crores this year. The Budget presented before the House is quite reasonable. Expenses have gone high because it helps the railway staff and the travelling public. They say that the two per cent surcharge should be taken away and that the Railways have not done this and that. This sort of criticism will neither help the Railway Ministry nor the people. We should appreciate the good work done by the Railways in the movement of coal, raw materials, etc. Over the decade of the past two Plans, freight rate has doubled itself and the number of passengers has increased by 25 per cent and we have also to appreciate the rate of growth of traffic which has been accelerated. Railways lifted 156 million tons of freight in 1960-61 and they may have to lift 211 million tons by the end of the coming year. We appreciate the excellent work done by the Railways

during the emergency. Our ordnance factories were asked to put up maximum production. But for the quick supply of coal to these factories from long distances carried by the railways, they would not have been able to do so. Even women in the families arranged exhibitions for jawans' funds: they knitted warm materials for our jawans. So, our railways have gone a magnificent job during the Emergency.

Now, I come to the problem of overcrowding in railways. The Minister has assured us. Provision of sleeper coaches and reduction of overcrowding in railways are the two most important problems. Passengers are put to untold difficulties; the number of tickets sold are more than the seats in the compartments. Sleeper coaches are hardly enough in number. Recently, I applied for a berth in the ladies' compartment but when I went I found my seat in the general compartment. When the train started, the ticket collector requested me to go to the ladies' compartment. To my surprise I found the ladies' compartment practically empty. Railway officials must see to these things and avoid the loss of income to the railways and also the inconvenience caused to waiting passengers. Reservations should be made not according to the financial position of persons but according to the date of applications received. There are innumerable complaints regarding reservations. Sometimes we are told that there are no seats but actually there are empty seats in a compartment. In this connection, we, Members of Parliament and others who have passes, do not care to inform the authorities that we cancel our journey. Thus, we make the mistake of depriving the poor passengers of their seats and the railways also suffer losses. Reservation offices should be courteous to the people when they go there. First-come-first-served should be the procedure. Catering has improved but improvement is still more necessary in cleanliness and the standard of

food should be raised. In Corridor compartments, we have common bath rooms and latches, are not in a safe condition. As far as possible compartments with attached bathrooms should be provided for ladies. Ticketless travel is still on the increase and the railway officials who are in charge of this must eradicate this social evil. Provision of flush-out latrines at the retiring rooms, and waiting rooms should be taken up immediately. In certain stations like Mettupalayam in Madras State, some carriages stand beyond the end of the platform and passengers with luggage and children find it very difficult to detrain or entrain, especially during the rainy seasons. Freight concessions should be made available to agriculturists by way of temporary relief measures when cash crops are damaged by crop diseases for two or three years successively. With these words, I support the Railway Budget for the year 1964-65.

Shri A. S. Alva (Mangalore): Mr. Speaker, Sir, I congratulate the Railway Minister in presenting this Budget which is the first since he assumed charge. While congratulating him, I may say that some things require careful consideration. About 80 per cent of the goods are carried by the Railways. Iron ore has just come into the picture, and the export of iron ore requires careful consideration by the Ministry in connection with the construction of new lines and also in trying to convert the metre gauge into broad gauge. In the first place, it is said that about 10 million tons of iron ore are now being exported from India. It is also said that in 1970-71, about 25 million tons of iron ore will be exported, of which about 10 million tons will be from the Mysore State. For that purpose, it is necessary that the iron ore should be carried to the ports. As a first step, on account of the new port which is coming up at Mangalore, a line connecting Mangalore with Hasan has been sanctioned. As a matter of fact, the Minister himself was pleased to turn the first sod for the railway siding from Mangalore rail-

way station to the port. It is said that the track between Mangalore and Hasan will be for a broad gauge, but actually the line will be metre gauge. I am sure that at the proper time of construction it will be possible to have the line itself for the broad gauge.

In this connection, I would like to bring to the notice of the Ministry that at a place in Chickmagalur district, at Jensarigudda, iron ore has been found and it is supposed to be of very good quality, and the mine would continue to remain as a productive one for a very long time. For that purpose, a railway line from Kadur connecting the Mangalore-Hassan railway at Saklespur will be absolutely necessary, and I am sure the Minister will consider this aspect and make a survey of it and see that this line is also completed as early as possible.

In the course of the debate, Shri Hanumanthaiya was pleased to say that the Government must accept the policy of converting the metre gauges into broad gauges. In fact, a parallel line is now being laid from Guantakal to Hospet, and I feel sure that the Ministry will examine the laying of a broad gauge from Hospet to Hubli and also the further conversion of the Poona-Bangalore line from Miraj onwards up to Bangalore.

One other point which I would like to stress is, as far as Hubli-Karwar is concerned, though it may not be possible just at present to lay a track, at least it may be considered whether a line from Hubli to Yellapur could be laid and thereafter, if that is achieved, iron could be carried to Karwar by road. These are the things which I would like to submit in respect of Mysore State.

Another important point which I would like to mention is this. We should have a Janata train run from Poona to Bangalore. This also may be taken note of. Then again, as far as Hubli and Dharwar are concerned, it is now one municipality and the question as to whether suburban rate of

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passenger fare could be applied in respect of Hubli and Dharwar may also be considered favourably.

Again, it has been said last time that the creation of a new zone will be considered. So, it may now be considered whether it may not be proper to have a new zone at Hubli, where there is also a workshop, and also various lines meet there. It may be considered whether it may not be proper which could be the headquarters of a new zone to be created.

Then I would like to refer to the carrying of coal by the railways. After the Government of India and the International Bank for Reconstruction and Development had some discussion, Coverdale and Colpitts, consulting engineers of New York, were deputed to make a survey whether the movement of coal by the railways has been done properly. They made certain recommendations and I am sure most of the recommendations have been considered and worked out. But there are some complaints even now in respect of a few items relating to this subject. We know in respect of goods carried by the railways, about 38 per cent comes from the movement of coal. But as far as coal itself is concerned, the railways themselves consume about 60 per cent. So, it will be clear that this is a major item, and a number of collieries are coming up, and also, on account of the various steel factories and other plants that we are building, it is necessary we must plan ahead in this respect.

As far as the movement of coal is concerned, I wish to speak about the small collieries. So far as the wagons are concerned, the complaint is that they are not given in time and they are not also notified about the allotment of the wagons in advance. Another point is, they are supposed to load these wagons in five hours. That time is supposed to be insufficient, and if it is not loaded within that time, demurrage etc., are charged. So, it is absolutely necessary that the railways

must look into the matter and see that these grievances are redressed by giving the parties some more time to load and not abruptly fix it as five hours.

One other complaint has also been made. The Consulting Engineers themselves—Coverdale and Colpitts—made a recommendation that weigh-bridge must be built at the station due to the introduction of Box Wagons. As far as this point is concerned, the Government has not done it so far. It is a very costly thing and the small collieries will not be in a position to do it themselves. The Engineers recommended that either the collieries should put them up, or, if they are not able to put them up, the railways can put them up and then charge some fees on the collieries. So, weigh bridges are absolutely necessary for weighing the Box Wagons.

What happens now is this. There is what is called the loading line. It is mentioned that the loading line is intended to fill up coal to that level in these wagons. It has been mentioned by the collieries that it is very unsatisfactory, and it does not give the correct weight. I am sure that the railways will look into these matters and try to see that the grievances are redressed.

The major portion of the coal which comes from Jharia and Raniganj have to be practically moved throughout the country. If the movement of coal becomes easy, then there is no need to import furnace oil which is now being done instead of coal and in respect of which we are spending some money by way of foreign exchange. But when the movement of coal is done properly throughout the country, that expenditure can be avoided or covered up and it will be a gain in the ultimate analysis. I am sure that the railways will look into this matter also and eliminate thereby the grievances of the collieries.

I may mention one other thing also in this connection. In respect of the sidings which these collieries are having, on account of the BOX wagons

which I believe are heavier than the ordinary wagons, there is not enough strength, and it is absolutely necessary that the railways should look into it; they should strengthen the sidings and thus remove this difficulty.

13.00 hrs.

As far as other things are concerned, we are glad that the Ministry is doing very well and our factories at Madras, the Integral Coach Factory, H.A.L. at Bangalore, and Chittaranjan are really doing a very good work. As a matter of fact, they have drawn appreciation not only from the people of our country but also from persons who have visited this country from other places. They are turning out our requirements in a big way. In this connection, we must congratulate the Ministry and all the officers and workers in these factories who are turning out such useful work.

Coming to the catering department, recently I had occasion to give a complaint to the Railway Minister which I am sure he is getting it examined. If you take catering in other countries also you will find that, catering is run at a loss. In England also, they are not earning any profit. The idea of the Railway Ministry here is that it should be self-sufficient. But every year we are noticing that the Government is losing money on this department. It is but natural in the circumstances obtaining now. Take the case of the Grand Trunk Express. The dining car is attached to it at Bina and it is detached at Kazipet, both at night. The train reaches Kazipet somewhere about midnight. Generally the bearers never give the bills to the passengers when they go to collect the money. The passengers are not charged anything extra. They come and ask the passengers what all things they have taken, they remember them correctly and the actual money is paid. But the money is given to the bearers without any bills, so that it may be open to them to make bills for smaller amounts and pay smaller amounts to the Railways. The Ministry must see

that this thing is properly checked and either every time after each breakfast or meal or when the dining car is to be detached the correct bills are given to the passengers and the money is collected. They give a lot of excuses for not giving proper bills saying that they are very busy and all that. I hope the Railway Minister will look into this matter more carefully and see that this defect is remedied. If this is remedied, I am sure there is no need for the Government to spend any more money or to suffer any loss on that account.

Even at way side stations where government catering is done—I am referring to Vijayawada about which I have made a complaint—there is need for proper checking. Good quality food is not given. What they do is, when the train is about to leave they supply food to the passengers. My hon. friend Shri Narasimha Reddy was with me in the compartment two or three months back. We ordered certain things to the courier at Madras station and he promised that the things will be supplied to us at Vijayawada. We were given food some two or three minutes before the train left Vijayawada. The bearer who accompanied us in the train said that he has supplied us food as per the order they received. The things were not good and they were not as per the orders that we placed. Then after taking the food supplied we asked for the bill but he refused to give us any bill. We did not pay any money and we have brought it to the notice of the hon. Minister. This kind of thing should be checked and put down very strongly.

As a matter of fact, they also do not care for these complaints. What happens is, in the routine manner these complaints are passed on for checking to some officers who are mostly in league with the caterers. Once or twice before I had complained and the usual answer given is that the man has been severely warned. But nothing has happened. It should not be allowed to continue like this. The Ministry

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should look seriously into this matter, and cancel their licence if necessary. They should be taken to task and other people should be put in place of them. Then only things will improve.

With these words Sir, though I have pointed out certain things, I compliment the Minister for presenting a surplus budget. The Ministry has done a very useful work and I am sure when next year comes the Minister will present a better budget. Thank you Sir.

Shri N. R. Laskar (Karinganj): Mr. Speaker, Sir, while welcoming. . .

An Hon. Member: Sir, none from this side has been called for a long time.

Mr. Speaker: I know it would be surprising to some hon. Members that I am calling a third Member from the Congress. But I find that 3 hours 17 minutes have been taken by the Opposition while the Congress has taken only 2 hours 46 minutes, whereas 60 per cent of the time is to be given to them. Therefore, they need not be surprised. I have all that in mind.

Shri N. R. Laskar: Sir, while welcoming the new Railway Minister and the budget that he has presented, I would also like to associate myself with the Railway Minister in congratulating the vast army of railwaymen of all cadre who have given such a good account of themselves. Sir, for the last two or three days we have been discussing this Railway Budget and most of the Members who participated in this debate have given approbation to the Railway Minister. The Railways have fulfilled their commitment so far as general revenues are concerned, increased the depreciation fund and carried record million tons of traffic. All these factors cannot be ignored, and I think the Railway Minister deserves a word of appreciation from all of us.

This does not mean that everything is all right and there is no scope for any improvement. In fact, in many aspects of Railway administration

much improvement has to be brought in. I urge upon the Ministry and the Minister concerned to take special note of the various points made out by hon. Members here during the course of the debate and try to be benefited by these suggestions. If that is done, I am confident that much improvement is bound to follow in the near future.

Coming to the Railway Budget, Sir, it is a welcoming feature that the Railway Minister has not proposed any increase in passenger fares. Because hundreds and thousands of our countrymen are connected directly with the railways and their lives are linked up with the railways, it is a relief to them and the nation as a whole welcome this measure.

So far as freight rates are concerned, our Minister has proposed a slight increase of 2 per cent on goods freight rate: to meet at least part of the additional commitment he has made i.e. to give certain benefits to the railway employees. Looking at it from this aspect, I think the Railway Minister is right in proposing such an increase in freight rates. Of course, I would like to say here that this tendency to increase the freight rates every year is not a good sign, especially when our production programme is not giving any good result. This tendency may result in increase in prices, and also inflation.

So far as freight rates are concerned, many quarters are of the opinion that these operational efficiency have been possible to achieve because the Ministry has taken certain measures to root out corruption. If that is so, I think it is the right time to appoint a high-powered commission, an expert commission which can give suggestions for improving the efficiency in the railway departments and also suggest ways and means to root out corruption. I think commissions of this type are functioning in many advanced countries of the world. So, it is time that the Railway Ministry also appoints such a commission.

Having said this, I would like to say something about overcrowding, a subject on which this Ministry seems to be in wilderness. The traffic has been increasing year by year and, consequently, overcrowding, specially in Express and Mail trains and the Railway Ministry has not done anything substantially in this direction. In my areas, particularly in the NF Railways, two or three mail and express trains are running from Lucknow and Baruni to Assam side. It is a pitiable sight indeed to see people huddled together in the third class compartments and passengers trying to get into the already overcrowded compartments from the wayside intermediate stations. Though our people have been demanding for a long time for a Janata Express, I do not understand why the Railway Ministry has failed to provide for in response to such a popular demand of our people. It is interesting to note in this connection that while Janata trains are running in all other zones, in this particular zone there is not even a single Janata Express train. Therefore, I would suggest that a Janata train may be introduced in this region in the coming April when the new time-table will be prepared.

Now, because of the Naga trouble, all night trains from Lumding to Dibrugarh have been stopped. So, you can very well imagine the plight of the people of that area. Now only two trains are going and coming between Lumding and Dibrugarh and so there is tremendous overcrowding and people have to wait for a long time. Here I may suggest that, now that a direct train connection between Siliguri and Calcutta was made, the North Bengal Express can start from Siliguri and can go right up to Dibrugarh with the maximum number of coaches. At Lumding it can be divided into two parts, one going to Cachar district and the other to Dibrugarh. It should reach Lumding in the day time. In that case people living in Mizo Hills, Cachar district and Tripura would be benefited, apart from the Dibrugarh side people. I hope the Railway Minis-

try will take note of these suggestions of mine and implement it.

I want to say a few words on the late running of trains. Our ex-Railway Minister, Sardar Swaran Singh stated emphatically some time back that the late-running of trains will be minimised, if not completely eliminated. Now, in order to cover up the late running, the running time of trains has been increased. When the trains in other advanced countries are running faster and faster, it looks odd that our trains are trying to slow down the speed. Previously, the distance between Delhi and Calcutta used to be covered in 24 to 25 hours. Now it has been increased to more than 26 hours. Of course, some explanation has been given that because of the increased number of trains on the track, some of them had to be slowed down. At a time when we are going in for electrification and dieselisation, I cannot understand why this slowness should be there. I would suggest that the running times of these trains should immediately be reduced so that we can reach our destination in lesser time.

Having said this, I would like to say something about North East Frontier Region of our country, which comes under NF Railways, which is not only a backward area but strategically a most important part of our country. The Chinese invasion in last October/November 1962 made us learn a very good lesson, and because of the under-developed communication and transport system of that area we had to suffer a setback there. Such a situation should not recur again. So, I would request the Railway Minister to see that there are railway lines in the far flung areas of this under-developed region, which is strategically very important.

In this section, a new broad-gauge line has been sanctioned from Siliguri to Jogigoppa. I think it will serve all purposes if it is extended up to Gauhati. When the hon. Railway Minister visited Assam recently, the

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Assam Government submitted a memorandum, a fairly long one, giving all the facts and figures and the Railway Minister was kind enough to assure the people that he will do justice to that memorandum. Since I have no time to go through the entire memorandum, I will mention some of the points contained in that memorandum, which will show how very necessary it is that this line should be extended up to Gauhati. The distance between Jogigoppa and Gauhati will be less than hundred miles and the probable cost for the new extension will be Rs. 10 crores to 12 crores. It is estimated that about 200 broad-gauge wagons will be reaching Bongaigaon when traffic is opened over this route. It is also estimated that out of those 200 wagons, roughly 50 broad-gauge wagon loads can be transhipped in metre-gauge wagons. The remaining 150 broad-gauge wagons, or 2,250 tons of goods (taking the average load of a broad-gauge wagon as 15 tons) will have to be moved by other means of transport. This will be transported by truck loads. About 200 to 250 trucks will be necessary for moving 2,250 tons of goods to Gauhati side, which will mean heavy expenditure because the operating cost of a truck is very high. According to this calculation of cost of trucks, 250 trucks, which will be operating from Bongaigaon to Gauhati will cost Rs. 120 lakhs and odd whereas the railways will cost only Rs. 37 lakhs. So, there will be a saving of Rs. 80 lakhs. Thus, the capital cost which is needed for the construction work will come out of the saving alone. So, from all those points of view, the line should be extended up to Gauhati.

The Railway Minister has also stated that a new line has been opened in Tripura from Kalkalighat to Dharamnagar. I am told that this line has been extended only up to 9 miles interior of Tripura. The capital of Tripura, Agartala, is still 130 miles away and remains to be connected by Railways. I suggest that a survey should be undertaken immediately so

that in the Fourth Plan at least the construction work can be taken up.

Then, our border State of Manipur is now connected only by road and air with the rest of India. I suggest that a survey should be conducted for a line from Silchar to Imphal so that a railway line may be constructed there at the proper time.

These lines are necessary because these areas are strategically important. So, a well-developed communication system in that area is a necessity. In this connection, I would like to refer to the recommendations of the Estimates Committee, an important Committee of Parliament, in their Forty-third Report, 1960-64, page 67, where they say:

"The rail facilities in Assam and North Bengal have helped in no small measure in developing the economy and industry of the region which has rich natural resources, such as oil, and grows previous cash crops, such as jute and tea.

The Committee have no doubt that the Railway Board would continue to pay special attention to the requirements of this Railway so that the means of communication in this strategic part of the country are strengthened and at least placed at par with those obtaining in the rest of the country."

I suggest that immediate measures should be taken so that this area can be developed economically and in other ways by having a well-developed communication system.

Mr. Speaker: Shri Bhanj Deo... Absent; Shri Bibhuti Mishra... Absent; Shri D. N. Tiwary... Absent; Shri Tulsidas Jadhav... Absent; Shri Thirumala Rao... Absent; Shri Narasimha Reddy.

Shri Narasimha Reddy (Rajampet): Mr. Speaker, Sir, I appreciate the seriousness and thoroughness of Shri

Dasappa, our Railway Minister, with which he has embarked upon his duties. Till yesterday a man of the masses and unaccustomed to the crimson cushions of office which make even good and efficient people dullwitted and unresponsive to public opinion, he has in his Budget speech dwelt on all aspects of railway administration, such as, accidents, overcrowding, amenities to third class passengers, provision of more sleeper coaches, level crossings, construction of overbridges, provision of underbridges, catering and such other matters. These are the things in which the common man is interested and not the dry-as-dust details of income and expenditure, tonnage or haulage or other technical details. As we heard the Budget speech and noted the hon. Minister's decision not to raise either passenger fares or parcel rates, we thought that being a man of the people he resisted the temptation and contagion of heaping more burdens on the railway users which betake many Members who are suddenly pitchforked into the Cabinet. Had he tried to plug the loopholes of waste and fraud and had he thought over the tightening of the belt within the present railway economy and desisted from even the small increase of 2 per cent in the supplementary charge on goods freight rates, he would have shone with singular lustre amid his compeers in the Cabinet. However, the Budget is good so far as it goes and we hope that Shri Dasappa, during the remainder of his office, will firmly resist any attempts at taxing the people any further.

13.25 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

As I was speaking on the Railway Budget last year I hoped that the hon. Railway Minister this year would present a clean sheet so far as accidents were concerned. But that is not to be and some very serious accidents have taken place. The hon. Railway Minister says that there is a declining trend in the incidence of accidents and that the Kunzru Report would be fully im-

plemented in order to reduce accidents to the minimum. We are glad to have that assurance and we also feel that in this huge gargantuan kaleidoscopic picture of the railways a total and complete elimination of accidents is humanly impossible.

While dealing with the question of accidents we note that the majority of these accidents have been brought about by the failure in human effort and failure in human effort is brought about by physical or mental exhaustion or by the mind being worried by troubles, family and domestic. In this connection we note the increasing pressure of the railway employees for more dearness allowance than was recently allowed by the Railways. The recent demonstration at the gates of Parliament House signifies how keenly the railway employees feel in this matter. The railway employees stand on a different footing from all the other employees. In their hands lies the safety of millions of people who travel by trains day and night and it is in the nation's interest to keep them in the peak of operational efficiency. I, therefore, suggest to the hon. Railway Minister to give a second thought to this matter and to see whether he could not accede to their demands as far as is humanly possible. The cost of living index is rising day by day and the hon. Railway Minister should see that the case of these railwaymen is tackled personally by himself rather than being handed over to the tender mercies of the Railway Board which, I am afraid, may not tackle the problem properly, with the requisite sympathy, consideration and understanding and might finally result in throwing them into the arms of unscrupulous and anti-national political parties.

In this connection I would also press upon the hon. Minister's attention the fate of these railway employees who are retired and who are drawing pension. Side by side with the present railway employees, their pension should be increased in consonance with the rise in the cost of living index and they should also be given amenities

[Shri Narasimha Reddy]

like free passes for their children to go to schools, and free medical aid.

When we consider the railways the first thing that rises like a nightmare before us is the question of overcrowding. Minister after minister in Budget speech after Budget speech has been mentioning this overcrowding, but they have not been able to tackle it at all from a practical point of view. There is no use of presenting the Railway Budget and saying that all kinds of steps have been undertaken to lessen overcrowding. The same kind of Budget speech will recur year after year. I pointed out last year that even provision of more trains will not solve the problem of overcrowding because as long as they start from the starting point, whether it is at Madras, Calcutta or Bombay, you may increase the number of trains by half a dozen; still all the trains would be full at the starting point leaving no space for the passengers at the intermediate stations. The only way to tackle it is to run shuttles either drawn by the conventional engines or by diesels which will take all the surplus passengers from place to place in the neighbourhood. When I suggested this to the hon. Railway Minister last time by means of a letter that there is terrible overcrowding on the Madras-Bombay route, that is, between Renigunta and Guntakal which traverses through three districts of Rayalaseema, the hon. Railway Minister wrote back to me saying that it is intended to run some more Janatas on the line and when the Janatas are run the problem of overcrowding would be solved. We have got neither the promised Janatas nor the shuttles. How the Railway Minister could swallow up the recommendation of the Railway Board that more Janatas would solve the problem of overcrowding, especially when these Janatas stop at stations few and far between, and how they could carry the intermediate passengers who are stranded at wayside stations is impossible to understand.

As regards third class passengers, I

have seen during my travels—I am not speaking of the big lines; I am speaking of the other minor lines—that there are no lights, the shutters are not working, fans are out of order, there is no water in the lavatories. All these defects are there at wayside stations. On the other hand, the railway staff take greater care in looking after trains which are more or less frequented by distinguished political celebrities, leaving out of account all minor lines. Once I was travelling from Gudur via Pakala to a station further on. There was no water, no lights, no fans and the shutters were not properly working. Even when I brought it to the notice of the guard, nothing was done. These things could be corrected, if the inspecting officers do their duty properly. I find they are negligent. These officers must be screwed up to be diligent in the discharge of their duties.

Regarding amenities to third class passengers, Shri Shankar Alva was mentioning defects about catering and so on which are too true. I find that the corridor coaches have come in for universal condemnation. I think the Minister himself must have felt the inconvenience of travelling in these coaches. I have travelled any number of times along with brother MPs; I have travelled along with other passengers. Everyone of them has condemned these first class coaches. In the first place, the space is insufficient. If tall people like me stretch our legs sitting on opposite sides, we will be kicking one another and there will be a quarrel. Added to this if three or four boxes are brought in, the misery will be complete during the long 1300-mile distance from Delhi to Madras.

The designers of these coaches might be congratulating themselves on the efficiency with which they have designed them, but these carriages are detested universally and I hope the Minister would respond to public opinion and order the immediate stoppage of these offensive carriages and

see that something is done to see that there is better space, better arrangements etc. for the convenience of passengers.

Regarding catering, Shri Kapur Singh has already dealt with it. As he says "the Rs. 1.30 food which they give is not worth 40 nP." I completely endorse his statement. The food is not good; it is sometimes not cooked. I find that even the cooks do not do their duty properly. I feel that there is plenty of pilfering going on in the railway carriages and also in the restaurants managed by the railways. The only way in which to deal with this pilferings is by high-salaried officers inspecting these places and bringing the delinquents to book. If minor officers were deputed to inspect these restaurants, they will take 3 cups of coffee instead of one and go back highly satisfied and thereby the public will suffer.

Many of the complaints are due to bad cooking. It is mainly the fault of the cooks. If the department warns them that any complaints from the public would be viewed with severity and entail in their dismissal, the cooks will be careful.

I am glad that the Railway Minister has announced that they are going to charge only light wagon rates for plantains to be carried to Bombay from some of the stations in the North East and Western Railways for export to other countries. I would suggest that he must do the same with regard to mangoes, betel leaves etc. which are exported in large quantities from Rayalaseema from stations like Rajampet, Pokala, Kodur and Cuddappah. There is a heavy export of betel leaves and mangoes during the season to places like Bombay, Baroda and Delhi. In Delhi itself, there are so many sub-agencies for mangoes from our parts. I got complaints from agriculturists that they find it difficult to get wagons during the fruit season. Sometimes, thousands of mango baskets were left on the platform to get rotten....

Shri Warior (Trichur): And pilfered.

Shri Narasimha Reddy: They tried their level best to get wagons, but they could not, until they greased the palm of the higher people . . .

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): When was it? We have made special arrangements to give them the necessary wagons during the mango season. There was no complaint last year at all.

Shri Narasimha Reddy: I complained, last year and year before last, to your boss, Shri Swaran Singh, that thousands of mango baskets were lying on the station yard and getting rotten—I got as many as 30 telegrams one night—only when it was brought to the notice of the Railway Minister, the thing was set right.

Shri Nath Pai (Rajapur): Mangoes never reach their destination!

Shri Narasimha Reddy: I am glad there is some response from the Deputy Minister. I hope the response would continue.

Shri Nath Pai: They are 'pretending to look surprised.

Shri Narasimha Reddy: If wagons are not supplied promptly, if there is delay, he should know that it is an indication that the persons who are in charge of supplying wagons want greasing of their palms.

Regarding level crossings, the Minister said that the Administration is going to bear the whole expenditure on construction of over-bridges. That is well and good. The other day I saw a picture in one of the papers of a railway bridge constructed by the railways standing like a gaunt spectre without any approaching roads. Even though Rs. 3 lakhs were sanctioned, the municipality or the State Government were not up to it. Frankly, the State Governments are

[Shri Narasimha Reddy]

not competent to undertake these things; they have neither the resources nor the willingness to do it. I suggest that construction of under-bridges be undertaken, especially on the Madras—Bombay line at Rajampet, Nandalur, Kamalapuram. Now the entire inter-district traffic is dislocated at these level crossings. They have to wait for hours and hours. I am glad the Minister has assured us that the Railways are prepared to construct under-bridges at all these three stations. There are bridges already over which trains pass. He has only to see that the bridges are widened and deepened so that the traffic may easily pass underneath.

There is an important matter regarding Rayalaseema. Rayalaseema formerly consisted of Chittoor, Kurnool, Bellary, Anantapur and Cuddapah districts. During the time of the British they were considering improving Rayalaseema by laying new railway line from Nandyal to Cuddapah and then to Rayachoti and Chittoor or via Madanapalli to Bangalore.

Mr. Deputy-Speaker: His time is up.

Shri Narasimha Reddy: I want to pilfer a few minutes more from you. This is an important matter, and after this I will immediately sit down.

I do not know the details of this, but I mention this to the Railway Minister so that he might get the necessary information. All these districts in Rayalaseema have been paying a railway cess for 15 to 20 years, which was used subsequently for other purposes, but people are still hungering for this Railway. Rayalaseema is known for its rich minerals like iron ore, barytes etc., and if a railway is constructed, it will work at a profit, and will also benefit this underdeveloped tract.

The formation of another railway zone in the South appears to be im-

minent, and many people are claiming that the Headquarters of the new zone should be in various different places. I would suggest to the Railway Minister that Guntakkal would be a proper place because it is equidistant between Mysore and Andhra. It stands on the big line from Madras to Bombay, and it will be useful for both Andhra and Mysore.

I have one more point.

Mr. Deputy-Speaker: No more.

Shri Narasimha Reddy: Thank you.

Shri Kappen (Muvattupuzha): I am happy to support this Budget because there is no proposal to increase passenger fares and parcel rates.

It is heartening to note that the railways are expecting to meet a third of the expenditure on their development plans from their own resources.

The railways have done wonderful job during the emergency lifting men and material for defence, and I think the country's gratitude is due to the railways for the splendid work they have done.

With all this, the Kunzru Committee's Report on accidents is really alarming. It is reported that 77 per cent of collisions, 85 per cent of averted collisions, 57 per cent of derailments, and 27 per cent of accidents at level crossings, were caused by human failure. The Committee's report to the effect that there is great inadequacy in the operating staff and in the leave reserves is also damaging. Now that the railways are doing a better and greater job and making a bigger profit. I would request the Railway Ministry to pay attention to the efficiency factor also.

The Railway Minister has stated in his speech that the railways are able to carry all the freight traffic, and that adequate wagons are being supplied for the movement of coal. If that be so, the Railways Ministry can

now pay more attention to passenger traffic. The Minister himself admitted that there was overcrowding in the trains. That is especially so, so far as the trains to the South are concerned. We very often speak of encouraging tourism in this country. Kerala is a land of beauty. Kerala, with its hills and dales, its dense forests its luxuriant vegetation is of alluring beauty, and Mr. Naguer of the French News Agency was telling me that a European coming to India has nothing to see in Kashmir because he sees same fruits and vegetables, the same shrubs and trees almost the same landscape in Kashmir, as in Europe but in the case of Kerala, it is entirely different. If only proper publicity were given and travel and other conveniences were provided, he said the whole of Europe and America would crowd into Kerala for holidaying.

What is the sort of travelling convenience that we are providing? Go to the New Delhi Railway Station, you will find 70 to 80 persons requesting first class accommodation in the waiting list to go to Madras. So to the Madras Central Station, you will find an equal or a bigger number in the waiting list, asking for accommodation to go to Delhi. This leads to corruption. How can anybody travel in these conditions? I have seen foreign tourists, Americans and Europeans, standing in the corridors and sleeping in the corridors. This is the fate of even ladies, having purchased first class tickets. This is the sort of convenience that we are providing them.

Suppose they get over all these hurdles and reach Ernakulam, and they want to proceed south to Kottayam or Quilon or Trivandrum, or for that matter to the high ranges, what is the provision there? You have got a metre gauge running from Ernakulam to Quilon. The oldest bodies are supplied there. antideluvian coaches made of wood so old that the wood is crumbling, something you can see pieces falling down from above. Then, go to the latrines and bath rooms and open the pipe, you will find reddish

water coming down, because the whole thing is rusted. You will find interesting sights when you travel in that train, because you will find inanimate things dancing, the doors and windows will be dancing right and left, east and west, because their hinges and bolts have got rusted and the whole thing is moving.

Shri Koya (Kozhikode): It will attract tourists.

Shri Kappen: That is the sort of train you have got.

Kerala is a thickly populated place; 1,500 persons per square mile is the average, and 3,000 to 3,500 is obtainable in some places. For every ten miles you have got a college, for every mile you have a high School. If you travel in the peak hours, thousands and thousands of students will be found waiting at the railway stations, as well as in the bus stations, for going to colleges and schools. If you travel at 9.30 A.M. or 4.30 P.M. in this train, you will find that thousands of students gather in the stations elbowing each other, pushing, tussling to get into the train, and once they get into the train, even lady students can be seen to be gasping for fresh air inside the compartment. What is the difficulty for you to run one or two rail cars between these short distance stations? You can make twelve per cent profit there.

When the question of opening this line between Ernakulam and Quilon was under consideration, some very wise people here were expressing doubt whether it would be profitable. Now, I would like to know the profit you are getting from that line.

There is a provision of Rs. 80-84 crores for the opening of new lines. I went through all the pages of the material supplied; I could not find provision for one mile of railway line in Kerala.

There was a proposal for opening a line from Bodi in Madras State to Cochin Harbour. Preliminary investigations were conducted. I do not know why it has gone into cold storage.

[Shri Kappen]

Probably Kerala does not deserve all these things? Every now and then there is a cabinet crisis. Kerala is your naughty child. Remember that the wise father cares for the naughty child more than for the other child; he knows once the naughty child can be brought to reason, he will be the brightest jewel that you could have. So, I request them to take up this line because it will be a boon to the tourist and a great service to those who produce the bulk of this country's rubber and also dollar-earnings crops such as pepper, ginger, arecanut, lemongrass, cardamom, etc. It will enable them to increase their output and I hope the Ministry will give immediate attention to it.

You will pardon me, Sir, for a little digression. We are far away from home here, we are from the land's end of India and we take four days to reach our homes because we have to wait 7-8 hours at Madras to get the next train. What is the difficulty in running one or two trains from Delhi to Cochin? Now, suppose a tourist not wanting to waste four days in rail travel, wants to fly and goes to the IAC, there is no seat. It may happen that we get a wire from home saying that somebody near and dear to us is sinking. It will take two days to reach Kerala by plane whereas it is necessary to spend even one day to reach England because there is no through-flight from Delhi to Kerala. You go to the IAC office, there is no seat available; somehow you manage to purchase the ticket; they will take down your phone number and they will say: we will telephone you to confirm. They have provided in the rules carefully that the ticket has to be confirmed. They will not contact you and if you try to contact them on phone, you cannot do it. Finally, when you go to the airport, you will find that your seat is cancelled because somebody has subsequently applied through a travel agency. There is a regular racket going on between travel agencies and

these people. Why should we want a travel agency for these internal flights? I have digressed from the Railways because I felt it so much.

Once again I emphasise the necessity for opening up new railway lines in Kerala State and request the Ministry to pay particular attention to running some rail cars between Ernakulam and Quilon. You are doing it on other lines: what is your difficulty in doing it at least during the peak hours, every half an hour. That will be a great service to the people. I also urge the opening of the Bodo-Cochin Harbour line.

I wish to say one word about the railway stations in Kerala. It is a wonderful thing that even in this 1964 such an important railway station as Ernakulam junction is not provided with proper conveniences, such as flush-out latrines, etc. The old commode is there, the room is nasty and stinky. Why should they not attend to these matters?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): Sir, I am grateful to the Members who have spoken in such appreciative terms about the performance of the Indian Railways. There have been certain criticisms also. Shri Kapur Singh while dealing with many matters in his masterly way has congratulated the Railway Minister at least on what he referred to as the 'front face of the budget' went on to say that the Railway Ministry viewed road transport as the hated rival. Some other hon. Members like Shri Bhagwat Jha Azad also felt that the Railways were out to kill the road transport. They referred to the resignation of Shri Neogy from the committee on which he was appointed for the co-ordination of rail-road transport.

We in the Railway Ministry have no animosity towards road transport. For several decades to come there is plenty of room for all forms of transport to exist side by side and supple-

ment each other and Government have decided that the work initiated by Mr. Neogy will continue. I have no doubt that the committee will make useful recommendations for rail-road co-ordination. Shri Kapur Singh also said that the Railways habitually under-estimated the earnings as if this was done deliberately. The real facts are far from it. In 1959-60 the revised estimates were Rs. 422.03 crores, actuals, Rs. 422.33 crores; the figures for 1956-57 were Rs. 350 crores and Rs. 347.7 crores respectively the figures for 1961-62 were Rs. 501.24 crores and Rs. 500.50 crores respectively. For 1962-63 the revised estimates are Rs. 549.6 crores while the actuals were Rs. 566.79 crores. The total for the years from 1956-57 to 1962-63 comes to Rs. 3,059.67 crores which is the revised estimate, whereas the actuals were Rs. 3,063.98 crores. So, from this it is obvious that there has been no under-estimation. Taking the aggregate figures for the seven years, the actual gross traffic receipts were as I have stated. In fact, quite apart from what he has said, on the contrary, I make bold to say that the estimates have been very good, in spite of the fact that changes in the pattern of traffic are not always predictable. In fact, according to the latest freight traffic trends, we are wondering whether the revised estimates—anticipation of the current year—an increase of Rs. 22.53 crores over the budget estimate—will materialise in full. I hope it is absolutely clear that this allegation is unfounded.

14.00 hrs

Then a number of hon. Members said that by exercising more efficiency and better economy, the railways could have avoided even this very modest increase in freight rates. I would like to inform this House that the railways have exercised the maximum possible economy, and from what I am going to read out now, it will be amply clear that they have functioned with a great deal of efficiency. All this is given in consid-

erable detail in the blue booklet that we have circulated to all hon. Members, "A Review of the Performance of the Indian Government Railways". On the very first page, it has been stated as follows:

"The salient features of transport, output, efficiency of operation and intensive utilisation of assets, namely, locomotives, wagons, track, after allowing for the element of improvement in the type of equipment provided and the intensity of traffic, have been brought out. By maximising the use of its assets, capital growth in relation to the increased quantum of traffic moved has been kept to the bare minimum. For instance, in the last 12 years, about Rs.794 crores were invested on rolling stock. This amount would have been greater had not the number of engines and wagons required to move a million tonne kilometres of freight, per day been progressively reduced by better and more intensive utilisation of rolling stock. The actual reduction, as illustrated in the Review, is of the order of the equivalent of about 5 WG and 22 YG engines and 409 broad gauge and 661 metre gauge wagons of standard capacity for each million tonne kilometres of traffic per day. Rated against the present level of traffic (about 231 million tonne kilometres on the broad gauge and 44 million tonne kilometres on the metre gauge per day), this means a saving in capital investment in rolling stock alone of the order of Rs. 280 crores.

The economies secured through progressive increase in operational efficiency as explained above have enabled Indian Government Railways to keep down increases in rates and fares to a much lower level than would have been justified with reference to the substantial increases in the *per capita* cost of railway employees and

[Shri Shah Nawaz Khan].

generally in the costs of materials used in the course of the Railway's operation and maintenance (particularly fuel). Thus, the effective increases in the average rate per tonne kilometre and fare per passenger kilometre since 1950-51 have been 30 per cent and 36 per cent respectively,—

I would like the House to note this particularly—the increase in the freights and fares has been of the order of 30 per cent and 36 per cent—in the period 1950-51 to 1962-63

“against an increase of 55 per cent in staff costs, 56 per cent in the cost of coal and 92 per cent in the cost of steel.”

It is in the light of these conditions that the efficiency of the railways should be judged. By exercising greater efficiency and by exercising economy, we have been able to achieve this. It would not be out of place to mention here that apart from this, the railways have been granting rebate in fares and freights for items of export; also student concessions. Many of the various items of concessions, such as those to athletes, etc., which were withdrawn during the emergency have been restored. The railways are also moving other items of food like vegetables and fruits at concessional rates. It is in the light of these factors that the railways have achieved this.

About the engine utilisation on the Indian railways, the way in which we have intensively utilised our locomotives and wagons is apparent from the details that are given at page 22 of the blue pamphlet. For instance, the engine kilometres per engine day on line is a very good index for judging the efficiency of railway operation.

Dr. M. S. Aney (Nagpur): What is it?

Shri Shah Nawaz Khan: Engine kilometres per engine day on line, that

is, the number of kilometres an engine moves per day on the line. It is a very good index of the operation of locomotives. It has increased on the broad gauge from 122 kilometres in 1950-51 to 137 kilometres in the year 1962-63. This is the efficiency with which the railways are functioning. I would repeat it. The increase is from 122 kilometres in 1950-51 to 137 kilometres in 1962-63. Similarly, there has been efficiency in the use of wagons. The index of efficiency on which they are to be judged is wagon kilometres per wagon day in terms of four-wheelers. It shows how many kilometres a wagon moves every day. It has increased from 62.3 in 1950-51 to 76.4 in 1962-63.

Shri Nambiar (Tiruchirapalli): Still it is very bad. 76 per day in 24 hours works out to only 2 or 3 kilometres per hour.

Shri Shah Nawaz Khan: I will be coming to that presently. These are the figures which have been secured by the Indian Railways. My revered friend, Shri Nambiar, has raised a very interesting point. He says that our wagons perhaps are not doing as much as they ought to. For his information I would like to quote some comparative figures. I do not wish to indulge in any undue praise of the railways, but I feel that where some praise is due to them it should be given ungrudgingly. The wagon-kilometres per wagon-day on the Indian Railways are 76.4. On the United States Railways it is 67.1 kilometres, on the German Federal Railways it is 57.4, on the French National Railways it is 51.3 and on the British Railways it is 14.7 kilometres. From these figures it is quite clear that the performance of the Indian Railways in regard to wagon-kilometres every day and efficiency are perhaps the highest in the world.

Dr. M. S. Aney (Nagpur): Are you correct when you say that in respect of the British Railways it is only 14.7?

Shri Shahnawaz Khan: Yes, these are correct figures—we can discuss it later on if the hon. Member so desires. But this is the actual performance of the Indian Railways.

I would also like to inform this hon. House that our fares and freights are perhaps the lowest in the world—I am not comparing ourselves with the American Railways or the British Railways and I am only comparing ourselves with our neighbouring countries like Burma, Pakistan and Ceylon.

श्री शिव नारायण (वांसी) : पांच गुना
छः गुना बढ़ गये हैं ।

Shri Shahnawaz Khan: In spite of that our freights and fares are the lowest in the world.

Shri A. N. Vidyalankar (Hoshiarpur): Our *per capita* income is also the lowest.

Shri Shahnawaz Khan: *Per capita* income in Pakistan, Ceylon and Burma is also more or less the same.

Shri Nambiar (Tiruchirapalli): What sort of railways have Burma, Ceylon and Pakistan got? Can we compare ourselves with them? Is it fair?

Shri Shahnawaz Khan: Our Railways are the second biggest railways in the world.

Shri Nambiar: Let us not, therefore, compare ourselves with Ceylon, Pakistan and Burma.

Shri Shahnawaz Khan: By quoting these figures I do not wish to maintain that there is no room for further improvement. Of course, there is plenty of room for improvement and it shall be our endeavour to go on improving the efficiency of the Indian Railways.

A number of hon. Members spoke about accidents and said that the

number of accidents was increasing. Some said that there was an alarming increase in the number of accidents. It was my hon. friend, Shri Trivedi, who said that the Railways went about killing people and reducing the population of India—that is, more or less, what he said.

An Hon. Member: Do not take him seriously.

Shri Shahnawaz Khan: I would like to inform him that the total number of deaths due to railway train accidents was 127 in 1962-63.

Dr. M. S. Aney: How many murders?

The Minister of Railways (Shri Dasappa): We will tell you the number of suicides.

Shri Shahnawaz Khan: The serious types of accidents on the railways are collisions, derailments and train wreckings. These are the types of serious accidents that take place on the Indian Railways. There has been a progressive decline in the incidence of railway accidents since the last three years. In the year 1960-61 the total number of accidents was 2,272. In the year 1961-62 it was 2,084 and in 1962-63 it was 2,030.

Shri S. M. Banerjee (Kanpur): It went down like our production.

Shri Shahnawaz Khan: So the accidents are also coming down. It has been pointed out by the Kunzru Committee which went into these matters that most of the accidents or at least a very high percentage of the accidents are due to failure of the human element.

Dr. M. S. Aney: That is very serious.

Shri Shahnawaz Khan: It is very serious and the Railway Ministry is seized of it. We are taking every possible precaution to reduce the number of accidents due to failure of human element. We are doing this

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by providing better type of signalling, by giving better training and refresher course to the railway employees. Certain shortages of staff have been pointed out. We have already taken steps to ensure that as far as the staff concerned with operation of trains and their safety are concerned there is no shortage. We are taking all steps to see that sufficient leave reserve is also kept.

A number of my hon. friends spoke with a great deal of feeling in connection with the working of the permanent negotiating machinery and the labour relations on the Railways. Sir, this House is aware that on the Railways the permanent negotiating machinery is in three tiers. Like the three-tier coach, there are three tiers of negotiation also.

Shri Warrior (Trichur): With the head always sitting on the upper tier.

Shri Shahnawaz Khan: The first tier is at the level of the railways. The second tier is at the level of the Railway Board. The third tier is at the level of the arbitrator. This machinery was evolved with the concurrence of the federations of labour that are working on the Railways, and with their co-operation this machinery has been functioning. I should say, fairly satisfactorily. Some hon. Members tried to point out that this machinery was a complete failure and it served no useful purpose. For their information, I would like to point out the number of meetings that we have had and the results that have come out of them. In the year 1957-58 the number of meetings held at the first tier, i.e., at the railway level was 1070 and the number of subjects discussed was 26,673. The total finalised within the year was 22,167.

Shri Nambiar: What about the man-hours lost?

Shri Shahnawaz Khan: Well, my hon. friend and his friends are as much responsible for it as we are. We feel there should be less of wastage.

Dr. M. S. Aney: What about the total number of hours spent in deliberations?

Shri Shahnawaz Khan: A lot of time is lost, especially when there is more than one union to deal with. When there are two or three unions, each union wants to have a separate meeting with the officials with the result that our officers, who should be busy with the work of train operation, increasing the efficiency of the railways etc. get bogged down, tied down to their desks with negotiations because of the multiplicity of unions. We very much wish that there should be less time spent on it and there should be only one union on railways. That is also the recommendation of the Kunzru Committee.

Shri Alvares (Panjim): Will the hon. Minister take measures to see that there is only one union in one industry? It is the Railway Board that is encouraging the multiplicity of unions.

Shri Shahnawaz Khan: We have done nothing of that sort. My hon. friend, Shri Nambiar and Shri Banerjee have a grievance against us that we do not recognise more unions in the Southern and Western Railways.

Shri Nambiar: Not like that. We say that we should not have double standards; we should have uniform standards. Those who have agreed to the uniform formula evolved by the railway administration may be recognised. That is all.

Shri Shahnawaz Khan: Similarly, the number of meetings held in 1962-63 was 935, number of subjects discussed 18,350 and total finalised within the year 16,203. It has been functioning very satisfactorily.

At the second tier, Railway Board level, in 1960-61 we had three meetings with both the federations and the number of subjects discussed was 88; action has been finalised on almost all of them. Nothing has been left pending. On the third tier, at the arbitrator's level, 16 issues were referred to him and he has given decision on all the 16. Railways have accepted all those 16 decisions and implemented them. That is the way the permanent negotiation machinery is functioning and that is how the railways wish to encourage it.

Shri Nambiar: Only one tribunal has been appointed all these years and all the 16 points were referred to it. He can dispute it if I am wrong.

Shri Shahnawaz Khan: Some hon. Members have stated that the idea of whitley Councils is repugnant to them. My revered friend, the hon. Shri Peter Alvares, who is an expert on matters connected with railway labour, has said that his federation does not like the idea of having Whitley Council because that takes away from the employees the right to strike. He said that no self-respecting union can accept such a proposition. I have been in the railways for a number of years and I remember there was a time when the Railway Board did not hold meetings with the All India Railwaymen's Federation. Then negotiations were held and we all agreed, all the leaders of labour working on railways agreed that in the interests of the nation, in the interests of the successful implementation of the Five Year Plan which was so vital for the welfare and future of our country, there should be no resort to strike. That was the understanding that was reached and that was the understanding on which we hope that the Permanent Negotiating Machinery would do away with the need for strikes. But, then, what happened? In 1960, when the time came, although the negotiating machinery was there and all disputes could be settled by discussion across the desk, that machinery was ignored and a strike call was

issued throughout the country. I believe I am right when I say that the loss incurred by the country on account of the strike was something more than Rs. 10 crores. Tremendous damage was done by the strike. When the strike failed, we were told that the railways should not take firm action against the concerned employees.

The same thing was repeated in Lilloah. What has happened in that workshop? Though the employees themselves have agreed to work 48 hours a week, they said "No, we will work only 42 hours a week". They walked into the room of the Works Manager, or Deputy C.M.E. who is in charge of the Lilloah Workshops. I had seen the condition of the office before. They went in, broke up all the furniture and all the window panes and they threatened to do physical injury and harm to the Deputy C.M.E. Under intimidation they made him write certain things. We do not wish to tolerate this sort of thing in the railways. So, the only alternative left for the railways was to order a lock-out and the workshop remained closed for about a fortnight with the result that the railways lost approximately Rs. 50 lakhs. Now we are to asked that all those employees should be paid salary for the period for which they did no work. I would like this House to consider this matter seriously and I would also appeal to my friends on the opposite side, who are the leaders of some of the labour unions and labour federations to exercise their influence to ask the railway employees to put in their best, because this is the time for everybody to work hard and give his best. What is the justification for the Lilloah Workshop railway employees to say that they will work only 42 hours a week when employees in other workshops in the Southern and Western Railways and Chittaranjan are working 48 hours a week.

Shri Nambiar: 42 hours a week was there for several years, for more than quarter of a century.

Shri Shahnawaz Khan: The Pay Commission has made this recommendation. Do you not wish that everything should be standardised? You yourself insist that there should be standardisation in every matter. So, why do you not agree to standardisation here?

Shri Nambiar: That could have been done mutually; not by an order. It is unfair. When those workmen are not here, they should not be put in such a position.

Shri Shahnawaz Khan: A number of my hon. friends referred to the incentive scheme. While some of them spoke in appreciation of it, some of them did not seem to like it very much. For their information I would like to state that the incentive scheme has been a success where the employees have given their co-operation.

As regards Chittaranjan, for the quarter ending 31st December 1963, the percentage of earnings in Chittaranjan Locomotive Works per employee has been 43 per cent. On the Southern Railway it has been 35.9 per cent. Similarly, the people on all the railways have earned fairly good incentives.

My friend Shri A. P. Sharma, who is also one of the important leaders of the railway employees, being the General Secretary of the National Federation of Indian Railwaymen..

Shri S. M. Banerjee: He has no following.

Shri Shahnawaz Khan: He has plenty of following. In his usual, constructive manner he has suggested that there should be more schools for the benefit of the children of railway employees. At present we are running 715 schools on the Railways. Education is a State subject and really a State responsibility. Nevertheless . . .

Shri D. J. Naik (Panchmahals): These schools are for how many employees?

Shri Shahnawaz Khan: Employees we have in plenty. Where educational facilities exist nearby, the employees are expected to send their children to those schools.

Dr. Sarojini Mahishi (Dharwar North): The accommodation in the schools is very inadequate.

Shri Shahnawaz Khan: Where we find that there is no alternative means of education, the Railways do not shirk their responsibility, and in fact we are running our own schools. We are running an excellent residential school, the Oak Grove School in Mussoorie where there are six hundred children of railway employees studying, and it is run on the model of a public school. I have myself visited that school. It is serving an excellent purpose. We wish to have more of such type of schools.

Then, quite a number of my friends spoke about overcrowding on railways: We are aware of the situation.

Shri S. M. Banerjee: You are only aware!

Shri Shahnawaz Khan: The only difficulty has been one of resources, and we have to make arrangements for carrying all the goods traffic first. That is why we could not pay very much attention to relieving overcrowding. But hon. Members must have read the speeches and the announcements of the Railway Minister in which he has openly declared that more attention will henceforth be paid to the passenger-amenities side. So we hope that the process will be accelerated and that we will be able to tackle overcrowding in a realistic manner.

Starting from the 1st April, 1964 we are introducing a number of new trains and we hope this would help to reduce overcrowding. An express train will be run from Patna to

Ranchi (broad-gauge). Similarly, a diesel rail car will be running from Sadar Bazar to Garhi Harsaru; a passenger train from Merta Road to Merta City; another passenger train from Ferozepore Cantt to Fazilka; a bi-weekly express between New Delhi and Madras; a passenger service from Muzaffarpur to Narkatiaganj; a bi-weekly military mail from Lucknow to Gauhati; then another bi-weekly military mail from Lucknow to Siliguri; then a mail from Khejuriaghat to New Jalpaiguri; a passenger from Baraoli to New Jalpaiguri; another passenger from Kumedpur to New Jalpaiguri; and then passengers from Lumding to Tinsukia, Cannanore to Mangalore, Hubli to Birur, Rourkela to Chakradharpur.

Shri P. R. Patel (Patan): Am I to understand that there is no overcrowding in the trains running between Ahmadabad and Delhi? Am I to understand that way, because you have not introduced any new train in that section?

Shri Shahnawaz Khan: No.

Shri P. R. Patel (Patan): Then how is it that that is omitted?

Shri Shahnawaz Khan: The only reason is the lack of line capacity. In certain places there is admittedly plenty of overcrowding. But our difficulty is that these lines are running to saturation point and they cannot just take any additional train.

Shri Koya (Kozhikode): And there is no remedy for it?

Shri Shahnawaz Khan: We are making all the remedies. We are doubling the lines, we are electrifying certain sections; we are using diesel engines.

Shri P. R. Patel: Between Ahmedabad and Delhi?

Shri Shahnawaz Khan: I am telling all that we are doing where the saturation point has been reached. As

soon as more line capacity is available we will introduce new trains.

Shri P. R. Patel: Why did you not put up broad gauge between Ahmedabad and Delhi?

An Hon. Member: Ahmedabad is not the only place in the country.

Shri Warior: Is this the final list?

Shri Shahnawaz Khan: A demand was made for more through-coaches on long-distance trains. It is proposed to run one first-class *cum* third-class coach between New Delhi and Bangalore twice a week; and similarly one first-class *cum* third-class coach between Delhi and Ranchi twice a week. The question of introducing a direct coach between Delhi and Cochin is under active consideration.

Shri Warior: It has been under 'active consideration' for the past so many years. Final consideration may be given to it.

Shri Shahnawaz Khan: Gradually all the difficulties are being removed one by one.

My friend from Assam, from NEFA, said that Assam was rather backward in communications.

Shri Basumatari (Goalpara): It is, admittedly.

Shri Shahnawaz Khan: He must be aware of the fact that a number of new lines are under construction. As regards the Rangapara North—North Lakhimpur—Murkongselek line which is 333.54 kilometres long, the portion between Rangapara North and North Lakhimpur, that is a distance of 173.04 kilometres, has been opened to traffic on the 15th January, 1963. The portion between North Lakhimpur and Gogamukh, covering a distance of 45.32 kilometres, is expected to be opened to goods traffic on the 1st March, 1964; and the balance portion is expected to be opened to traffic by December 1965. I would like to in-

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form this House that this new railway line is running north of and parallel to the river Brahmaputra, and it is running through such a difficult terrain that perhaps it has not been surveyed before fully.

Shri Basumatari: Assam itself is a very difficult terrain.

Shri Shahnawaz Khan: ...consisting of thick woods, thick forests and marshes. In fact, rogue elephants, wild elephants, come and attack our camps and kill our employees.

Shri Basumatari: This is Assam!

Shri Shahnawaz Khan: This is opening up absolutely new area, and I am sure this would benefit Assam very much.

Then another line passing through Assam, the Kalkalighat—Dharmanagar line is expected to be opened to goods traffic by 15th March 1964. And the broad-gauge line from Siliguri to Jogighopa in Assam is under construction. The construction started in October 1963 and is making very good progress, and it is expected to be completed before the end of 1965-66. So, the progress of constructing lines in Assam, which undoubtedly holds the greatest strategic importance, is satisfactory. And when these lines are constructed, then, with the through broad-gauge connection available with Calcutta, I am sure the economy of Assam will be very much benefited.

I do not know why my hon. friend, Shri Trivedi, was so angry with the vigilance organisation of the Railways. He said that it is a useless organisation, that it must be scrapped and that it did no work. I really cannot understand why he said so. The total expenditure on the vigilance organisation of the Railways in the year 1962-63 was Rs. 3,12,000. Admittedly it is not a very big organisation that we have. We have at the Board level a Director who is an IAS officer. Under him are four other Gazetted officers, 37 non-gazetted Class III staff

and 16 non-gazetted Class IV staff. They have been doing good work and they have dealt with a large number of cases.

On the Indian Railways the number of cases finalised during the year 1962-63 was 1,598. A large number of cases have been dealt with by the vigilance organisation of the Railways. In the Railway Board itself, the Central Investigating Agency of the Railway Board had dealt with 292 cases in 1962-63 and 350 cases in 1961-62. So, they are very active and in fact the vigilance organisation of the Railway Board has been doing excellent work. I have had the privilege of watching and scrutinising the work done by that organisation. They have brought to light some big cases of fraud. They caught the offenders. They prevented large-scale pilferage of railway coal and diesel oil and theft of copper wires. This organisation is doing good work and, I am sure, it will receive support and encouragement from this hon. House.

An Hon. Member: It has touched a fringe of the problem.

Shri Nambiar: We will encourage it

Shri Shahnawaz Khan: We are providing weighbridges in large collieries. My hon. friend, Shri Shanker Alva, referred to this matter. We are seized of the necessity of providing weighbridges, in most cases by the Railways and in some cases by the big colliery-owners who will be duly compensated by the Railways by a rebate.

A number of my hon. friends had a grievance as to why the Travelling Ticket Examiners (TTEs) were not treated as running staff. The running allowance is given only to those persons who are concerned with the actual operation of trains. The TTEs do not actually operate the trains. They are entitled to a different allowance and they get that.

Shri Warior: They are also operating because they are collecting and checking tickets. Without doing those

things how could the operation of the train be complete?

Shri Shahnawaz Khan: That is a bit farfetched, I am talking of the actual operation or handling of trains.

A number of other hon. Members also said that there had been undue increase in the rent of railway quarters. This is one of the recommendations of the Pay Commission and this matter had also been the subject of criticism of the Railway Ministry by the Public Accounts Committee and by other Committees of Parliament. It is in deference to their wishes that this has been done. The Pay Commission was of opinion that even the cost of land should be included while assessing the cost of railway quarters and on that the rent should be charged. But we, on our side, have insisted that the cost of land should not be included as that might impose a heavy burden on railway employees.

My hon. friend, Shri Nambiar, who has been a staunch opponent of Rule 148 and Rule 149 should be happy that the Supreme Court has given the verdict in his favour. We welcome it and we have issued orders that all the persons who were parties to that particular suit should be reinstated forthwith.

Dr. L. M. Singhvi: And also to be deemed in service all along the time.

Shri S. M. Banerjee: What about past cases?

Shri Shahnawaz Khan: The other cases are still being examined. We are awaiting their further examination by the Ministry of Law. Certain points have to be clarified and as soon as we get the clarification from the Ministry of Law, we will act accordingly.

We have also issued instructions to all the Railway Administrations that this rule is not to be applied any longer.

Shri Nambiar: Also the President's special powers under article 311.

Shri Shahnawaz Khan: That is beyond us.

Shri Nambiar: Now when this is gone you have started the other.

Dr. L. M. Singhvi: Would the Administration review cases which have been decided in the past under these rules but which did not form the subject-matter of any legal controversy during these years though many people were actually thrown out of their jobs under these rules which have now been declared *ultra vires*? They are not legally entitled to any relief, but would you consider those cases?

Shri Shahnawaz Khan: I have just now stated that the whole question is before the Ministry of Law and as soon as they give a clarification on it, we will act accordingly.

A number of my hon. friends have talked about the unpunctual running of trains. I would very humbly beg to submit that there has been a steady increase in the punctuality of trains. In 1961-62 the punctuality percentage of broad gauge was 84.48 and in 1963-64 it has come to 87.2. There has been a distinct improvement on the broad gauge as well as on the metre gauge. We shall continue to improve the punctuality and bring it some day, I hope, to 100 per cent punctuality.

Shri J. B. Singh: Are you sure that these figures are correct?

Shri Shahnawaz Khan: I can assure that to hon. Members.

Dr. M. S. Aney (Nagpur): Has the punctuality of the Grand Trunk Express increased or is it better than last year?

Shri Shahnawaz Khan: I have said, the overall punctuality of all the trains has improved.

Dr. M. S. Aney: Overall is a different thing.

Shri Shahnawaz Khan: My hon. friend, Shri Trivedi, used as he is to

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speaking in bitter terms, said that the Railway Minister's Fund was being misused. In a very dramatic manner he quoted the number of the cheque and the amount of Rs. 7,500 that was paid to a gazetted officer.

An Hon. Member: Class A officer.

Shri Shahnawaz Khan: Yes. In order to avoid any wrong impression going about the operation of the Railway Minister's Relief Fund, I would like to make a submission. Nothing is contributed to this fund from the Railway revenues. It is a fund which is collected mainly by the efforts of the railway employees, and the wives of gazetted officers have been taking a leading part in this. While I am on this subject I would like to pay my respectful compliments to those batches of ladies who have been working indefatigably, without getting tired, and have been raising funds and sending clothes for our jawans and have been raising funds for the welfare of railway employees, that is, for the Railway Minister's Relief Fund. To this fund, contributions are made by the gazetted officers also. In fact, the bulk of it comes from them. I may mention this to my hon. friend, In Delhi, one lady—she is an artist and a wife of one of the senior officials—painted New Year greeting cards and those were sold from door to door and something like Rs. 2000 to Rs. 3000 were collected by her own individual effort. Certain shows were staged by ladies and in one show an amount of Rs. 17,000 was collected. Therefore, the gazetted officers are not debarred from the benefits of this fund. I would like to inform the House that in this particular case—it is rather a pathetic case—the only child of a railway officer, not a very high placed officer but a senior-scale officer, got a very serious heart trouble and he was advised by the most competent doctors in the country that there was no remedy for him here. The only remedy for him was to go to America and get the heart opera-

ted. Now, flying the child to America, asking somebody to look after the child and meeting expenses of actual operation which is something like 4000 to 5000 dollars was beyond the means of the officer and it was under these pathetic circumstances that the grant was made to him and I am sure the House will agree that it was not the misuse of the fund.

Dr. Sarojini Mahishi: We are very much proud of the contributions given by our sisters. But why not the Railways' revenues contribute to this fund?

Shri Nambiar: It was not known to anyone of us, if these are the circumstances, we appreciate it.

Shri Shahnawaz Khan: I would also like to inform the House that the American doctors actually reduced the operation fee by half in this particular case.

An Hon. Member: What happened to the boy?

Shri Shahnawaz Khan: I hope he is improving.

Then, Sir, there was the talk about the ticketless travelling. Yes, there is ticketless travel on Indian Railways. We have been fighting this evil and we hope that less people are travelling without tickets. The number of persons who were detected in 1962-63 was 8.06 millions and we realised Rs. 2.11 crores from them in 1962-63.

Dr. L. M. Singhvi: How many there might be who go undetected?

Shri Shahnawaz Khan: There are other subjects which had been touched upon by my hon. friends which the hon. Railway Minister and my colleague the other Deputy Minister would deal with. With these words, I conclude.

Shri Yashpal Singh (Kairana): What about the S.S. Light Railway?

Shri Shahnawaz Khan: They will deal with it.

Dr. L. M. Singhvi: At least one of the Ministers should deal with the reorganisation of zones.

Shri Dasappa: Sure.

Shri Shahnawaz Khan: It was a matter of policy. So, I left it to the hon. Minister himself.

Shri Warrior (Trichur): Mr. Deputy-Speaker, Sir, I have great hopes in the new Minister for Railways. I had the privilege and fortune of working with him, rather under him, in the Estimates Committee for long and I had known him personally at very close quarters as to how straightforward and how pains-taking he is when he undertakes a job. So, I have every expectation that he will not only put the trains on the proper rail but also the whole Railway administration on the proper rail.

Sir, there is much to be done. My humble opinion is that even now this budget-making is running on the same old lines and no real originality or rationality is brought forward. It is on the old British line. Just as some of our old Railway lines are of the British period, the budget-making also goes on the same line.

Shri Basumatari: We cannot change overnight.

Shri Warrior: The hon. Deputy Minister, Shri Shahnawaz Khan was quoting figures to show us that the actuals always come very close to the revised estimates. But the whole dispute is not that. The whole dispute is about the actual budgeting and the actuals. If you look into these aspects, you will find the summary of this year's budget itself a clear proof showing that there is a wide gap between the actual budgeted revenue or budgeted expenditure

and the actuals. We can understand that the revised estimates will come very close to the actuals. That is not the point. The taxes, the raising of fares, the raising of freights, all these, come not along with the revised estimates but they come actually at the time of budget-making at this time. Now the freights have been increased by 2 per cent for 1964-65. Supposing the revised estimates show that there was a wide gap, that there was an under-estimate of budgeted revenue, will the Minister give back that increase in freights? He is not going to give it back. These taxes collected are just like 'steel drinking water'. Once the steel drinks water, nothing will come out. Once the Government gets the money through taxes, the Government does not give it back. Hence it is very important that the budgetary amounts should be as near to the actuals as possible, or else there is something wrong. My point is this. The gross traffic receipts increased by 36 per cent from Rs. 457 crores in 1960-61, the last year of the Second Plan, to Rs. 622 crores in 1963-64 (Revised Estimates). Of course, over the same period, the working expenses increased by about 25 per cent from Rs. 313 crores to Rs. 393 crores. But as against this, it must be noted that appropriations to the depreciation reserve fund increased from Rs. 45 crores to Rs. 80 crores. Secondly, the net revenue, out of which payment to general revenue in lieu of tax on passenger fares and dividend to them on account of the Railways capital at charge are paid, went up by about 50 per cent, that is, from Rs. 98 crores to Rs. 130 crores. Thirdly, the net surplus creditable to the development fund was also well above Rs. 30 crores during the whole period. That is in a nutshell the financial position of the Railways. Now, for instance, during 1963-64, the revised estimates show that there will be a surplus of Rs. 38 crores or to be exact, it would be Rs. 37.75 crores. Even while the Railway Ministry can say with some sort of accuracy that there will be a surplus

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of Rs. 37.75 crores, they cannot make a budget which will give at least that much surplus. Instead, they have given a surplus of only Rs. 30.87 crores as estimated in the present budget. So, there is an anomalous position there. I think that that calls for an explanation.

15.00 hrs.

With all the arguments to justify the increase in the freight, I would submit that there is no absolute necessity for that. No financial paper in the country—I am not talking of communist papers, but of other papers—has seen any way to justify that. This 2 per cent increase is going to give only about Rs. 11 crores. I would submit that this sum of Rs. 11 crores can be made even by adjusting a few amounts and also by improving efficiency a bit. But there is one aspect which I would like to mention, and I welcome it, because had it not been for this 2 per cent increase, people would have thought that the whole budget was so dull. Now, that is the only point on which people can harp. The Federation of Indian Chambers of Commerce and Industry and other commercial organisations and everybody else are harping upon this only one point.

Shri Dasappa: That 2 per cent increase would give only Rs. 7.5 crores.

Shri Warrior: That may be so. But the hon. Minister must take note of this thing also that one financial paper has gone to the extent of arguing that the Railway Minister did not go to that extent of absurdity as to say that a man was using only one spoonful of sugar daily, and, therefore, the increase will not at all apply to him; if at all, it might apply, the incidence would be only one naya paisa per year. But that argument would not stand. The main point is that the budget must be closer to the actuals. If there is any necessity for taxation, it is well and good. But in the long run, the final burden comes upon the people.

It is not the merchants and traders and manufacturers but the ordinary consumers who will have to pay even this increase of 2 per cent. I am not against raising taxes if that is absolutely necessary. But there are certain reasons why there is no necessity for this increase.

My first complaint is that even now, the railways are run without a perspective planning. In fact, it is not only that, but the old remnants of the British period have not been washed away. For instance, in the preliminary report of the co-ordinating committee, I came across a revealing comment about this matter. That is what they have said:

"No detailed cost studies are done at present by the Indian Railways. The present system of expenditure accounts on the Indian Railways is determined by the needs wholly of budgetary and general administrative control. The expenditure is booked under heads like maintenance, replacements, additions, staff, fuels, stores etc., and this system of accounting does not lend itself to any scientific analysis of costs of haulage of any particular type of traffic hauled by the railways. Most of the expenses incurred in the traffic operations are treated as a whole and are not allocated between the various types of traffic. What we have on these railways are the figures of overall average cost of hauling a ton of goods per mile."

This is what the preliminary report of the committee on co-ordination of national transport has stated. So, I would submit that it must be pinned down on what basis the whole thing must be reoriented. Is that to be done on the basis of the cost of haulage? Let that dispute be settled once and for all, and then only the entire freight structure can be worked out.

The railways say that they have surplus capacity. The reason why there is surplus capacity is well known, namely, that last year there was less of coal and steel. But even with the lessening of the freight on coal and steel, still they had earned more. In spite of the fact that the lesser was the amount of goods carried, the more was the income. The reason is that they had hauled less of those commodities which bore lesser freight and hauled more of the commodities bearing freight of a higher classification. And here comes the point which I want to emphasise, namely that unless the railways can manage for their own benefit and for the country's benefit, to have a freight structure based on the cost of haulage as well as the national demands and necessities, I think that in the long run they would become bankrupt. At least, that has been the history and experience of many of the railways in the Western countries, and although we are a developing country and we have not reached that saturation point, if things go on in this way, a time may come when the railways will be in a position of bankruptcy. So, unless the freight structure is reoriented properly, we would not say that there is good hope.

Another point is that whenever the workers demand anything or when the people demand some amenities, the Railway Ministry trots out the argument that the railways are a public utility concern. But when the freights and fares are increased, they say that the railways are a commercial concern.

Shri S. V. Ramaswamy: It is both.

Shri Warrior: It cannot be both; it can only be one. There is no substance in the sort of argument put forward. As far as I can understand, utility service means a commercial service. The difference is that in the utility service, as you extend and expand, the cost of production goes down; for instance, in the case of electricity, with the extension of elec-

tricity on new lines, it does not follow automatically that the cost of production will go up and up. Only some incidental or marginal increases will be there, but, on the whole, the cost must go down. Similarly, in the case of the railways, suppose they are carrying 500 people and they get some income; the same coaches can carry a thousand people and they can get more income, and there will be no additional expenditure on station masters and pointsmen and so on; only some incidental marginal expenses will have to be incurred. That is what is meant by a public utility service. A public utility service does not mean at least in economic parlance that it is useful only for the people or that only the people are utilising it. That is not the meaning, as far as I can understand it. According to me, it implies some economy. If that concept of economy is applied, then there would not be much necessity to speak on that point here any further. What I mean is that if the Railway Ministry is bent upon having it as a utility service, the nation, the people and the workers and the employees will benefit much more. But that is not being done, and that is my complaint. I hope the hon. Minister will look into that.

As regards construction of new lines, bogies, wagons etc. the same old ideas are still continuing. In this connection, I would like to refer the hon. Minister to a series of articles which have appeared in the *Eastern Economist* last year, from a very eminent authority called Dr. Rao who had been the general manager of the Southern Railway. I made a few researches into those things and found that those articles were good. I wish to pay a great tribute for the masterly analysis that he has presented on the Indian Railways in his articles. He has said very many things which the Ministry should attend to. That is my humble opinion. Of course, I do not agree with all the formulations that he has made, and I think that there are certain anti-people formulations also in those articles which I am sure the hon. Minister

[Shri Warior]

will oppose and repudiate. At the same time, there is evidently a sincere desire in those articles to put things in proper perspective.

Now the most outmoded ideas are adhered to. In the Estimates Committee we had occasion—the Minister will remember it—to go into the coal question. The BOX wagon problem was there. There was so much of stiff opposition from certain quarters about the BOX wagon. At the same time, it is scientifically found that with the same hauling capacity of engines, they can haul more than even what these BOX wagons can take. For instance, instead of a 20-ton wagon, we may have 50-ton wagons, or 100-ton wagons or 500-ton wagons. Even then, with a little additional capacity, the very same engine can haul it.

Then the short-distance traffic should not be taken up by the railways. We enquired about carrying this in trucks. The only difficulty pointed out was that the roads to so many of the coal fields were not maintained in proper order. At the same time, if the culverts, and bridges are strengthened a bit, this much can be taken. As a national policy, not looking at it from the profit motive angle of an individual or concern, why should the railways undertake to lift coal for 100 miles which can be done by trucks? These things must be gone into. Then only there will be efficiency and economy ensured in railway operation.

Another point. The Indian railways must also come up to the level of knowledge in technical and scientific development possessed by other countries, especially developed countries. Although we are a developing country, it does not mean that we have to undergo all those difficulties which the developed countries has had to face in former years. We can gain by their experience. We can also effect much economy and development through these new techniques and scientific methods. In this context, the old, orthodox ideas about tracks must be given

the go-by. New ideas must come into the mind of the Administration.

Another thing is about wastage. When this point is raised, always certain orthodox figures are quoted and we are rather gagged. That is not the point at all. The point is we must see where the wastage is. For instance, take the double tracks. Dr. Rao says in one of his articles—I can quote chapter and verse from it; but that is not necessary—that always doubling is not necessary. There are other methods. We can use more and more tele-communication and avoid certain doublings in certain areas, not all. This must be looked into.

I must add that there is so much of delay in our Cochin track, an old one, with so many curves and gradients and all those things. Why should we not have island platforms so that incoming and outgoing trains can use the different platforms without shuttling up and down and losing time. It takes 3 hours to cover a distance of 46 miles there. Within that time, we can reach Cairo from Bombay. That apart. The speed of modern life has reached such a stage when this thing has become absolutely out of date. If the hon. Minister will be pleased to travel with me from Shoranur to Cochin, he will experience this. It is a comfortable journey! One can sleep. One can have lunch and then dinner. Still it will go on. Such things can be avoided by new scientific methods. But when such points are raised, all of a sudden the old antiquated idea comes out—double the line, double the line. There are other methods suggested by knowledgeable quarters.

Then there are political tracks. I am not mentioning them; the hon. Minister knows what they are. Political tracks means tracks decided upon for political reasons.

Shri Nambiar: For winning elections!

Shri Warior: I will quote an instance. That is about the location of so many of the refineries—an analogous position. There is nothing more

to be said about it. He knows about Barauni—He is laughing. He remembers it. These were all decided on political considerations. They are not only political; they were absolutely against technical advice. But still because of the pull of the politicians, location was decided upon there and the country lost crores and crores.

Shri Dasappa: How are Railways responsible for Barauni?

Shri Warrior: I said analogous position.

I do not want to go into the railways because it might result in their....

Mr. Deputy-Speaker: We are now concerned with the Railways.

Shri Warrior: The hon. Minister comes from the Estimates Committee. He was its Chairman. He has got experience of these things. So it is particularly necessary to remind him that these things occur in his new empire also.

Shri Nambiar: Just to warn him against that danger.

Shri Warrior: If the Minister wants, I will give the information about certain sections. But I am not going to mention them here, for my own political reasons.

Shri S. V. Ramaswamy: He is talking of a new type of track, political track.

Shri Warrior: There is wastage of wagon capacity, bogie capacity and so many other things.

There was so much talk about overcrowding. There are also very many cases of lines having under-traffic. From Cochin harbour, oil is taken up to many places in Madras State. All these oil wagons return empty. What can be put in those wagons—unless they supply us groundnut oil!

Shri S. V. Ramaswamy: Distribu-

tion is divided between Cochin and Madras Ports.

Shri Warrior: The Deputy Minister must be given a chance to reply to all these things later. But I am now concentrating on certain aspects.

For instance, there are certain trains which should not be run at least at that frequency at which they are running now, because there are no passengers. I have seen often when we come through the mail trains that in certain of them there are absolutely no passengers. The trains are going up and down without almost any passengers. At the same time, in some other trains there is overcrowding. To solve this particular problem, you cannot adopt the orthodox method of solution and say that this will be done or that will be done. We have to go into the matter. The Railway Board should not deal with it in its own way. Which trains should be abandoned, which should be strengthened—all these are particular problems on which the Railway Ministry must have a grip. Otherwise, there is no way out.

In the case of certain trains, I have felt this. In the Cochin train, I have felt that if somebody comes and opens the door, there is no safety at all. I am alone. How can I go without any other person? Why should we have that state of affairs? It is a national waste—just like people having their own car in this country and not giving a lift to anyone of us who have no car. No additional expenditure is incurred by offering a lift. It is a national waste because we have to wait in South Avenue and waste time. Why should an officer going in his car not give us a lift?

Shri Nambiar: Very good proposition.

Shri Warrior: How much additional expenditure is involved? Nothing at all. It is a national waste because my time and the time of so many others is wasted.

[Shri Warrior]

This must be gone into. If this is not done by individuals, at least the Government department must look into these things.

Coming to stores purchases, it is scandalous. I do not say much more because the Estimates Committee and the Public Accounts Committee have gone into it. I will remind the hon. Minister of so many reports of the Public Accounts Committee and the Estimates Committee where they have dealt with the import of wooden sleepers from USA and Australia. I will request him to take these matters into his own hands and see that at least such things are not repeated. It is scandalous. We were politically muzzled. The Government of India had to come down and to agree to it, it was a matter in which all sorts of things have been done, and the highest officials in the country and outside had a hand in it. That is given in the Estimates Committee report. I do not quote it. It concerns the question of importing wooden sleepers from Australia, in respect of which there was a stipulation that they should not be imported. And those people who did it are the most efficient people.

Shri Inder J. Malhotra (Nominated—Jammu and Kashmir): They should be promoted.

Shri Warrior: Then I come to the point of co-ordination. Shri Shah-nawaz Khan, the Deputy Minister, was saying that they have no rivalry with road transport, but actually you should not be satisfied with that alone. What is the part that railways have to play in road transport? That is the question. It is not leaving something to them, letting them to go to dogs or to heaven, that is not the thing. The point is that unless and until the railways take up road transport seriously, road transport will take away the cream and the railways will get the shell only. That is what it is coming to.

Why should the railways lose money, give all the high-rated goods to the

trucks? Have not the railways got a better, more advantageous position in traffic? We have to look into it. I am not an expert. We have to look into it and the railways must see that the revenue which is now going into the pockets of certain monopolistic, private concerns, comes to the railway coffers. That is the point. We do not want the railways to undertake the transport of goods for which they are not fitted, and for which trucks are the most fitted, but at the same time, the revenues of the railways should not decrease, then only the railways will have a balanced financial position in times to come. Now everybody is happy, the Minister is happy, all go happily as in a merry-go-round, but it will stop and everything will become stagnant, unless we gain by the experience of other countries where they have co-ordinated all these things, in which case, during the lean periods for railways, the roads can sustain them. That is one reason for co-ordination, not that there is rivalry or elimination of rivalry. It is not a question of rivalry. Immediate attention must be paid to this.

There must also be a classification of what the railways should carry and what the trucks, waterways etc. should carry. Incidentally, Dr. Rao asks a pertinent question. Suppose aeroplanes and other locomotions had come before the railways, what would have been the fate of the railways? Would they still think that they would carry coal and carry on? If there is no traffic in coal and steel, then the railways are gone.

The Britisher had his own classification, I know that, because he was here dominating us, he was here for his imperial purposes, but **Shri Dasappa**, or for that matter, his two colleagues, the Deputy Ministers, cannot have any dominating purposes over the people here. Have they? I do not think so. No, they have not. So, they must think about these things and find out how the railways can be profitably, commercially run, and at the same time as a utility service, so

that the cost of production of articles goes down the more and more they expand. The railways should be designed accordingly, otherwise there is no hope.

The gradual elimination of the metre gauge is also a great problem. I have no time to go into the statistics here which are very voluminous and discourage rather than encourage one to go into them. From them you will find that the metre gauges are absolutely losing concerns in all respects, in mileage, in speed, in revenue, in haulage, in everything. The metre gauges are out-dated, out-moded. It is just like a toy in traction now. So, that must be gradually, not all of a sudden, eliminated, and the broad gauge system must come to the forefront, so that the railways will not be losers in the long run.

Shri Nambiar: Now metre gauge constructions are going on. We are begging against it, but they are not prepared to reconsider.

Shri Warrior: Having said so much, I think I must make a final comment on the constitution of the Railway Board. The Railway Board, I have no hesitation in saying, consists of the old, orthodox people still. They are already senile in their own bureaucratic attitude, and when they reach that period of senility, all of a sudden you give them a boosting, and they sit there. Not physically, I mean mentally. By the time a gentleman of that nature, an administrator reaches there, he thinks: why should I worry, let it go, my time is limited.

Shri S. V. Ramaswamy: I am sorry. The Members of the Railway Board are very distinguished in their own spheres.

Shri Warrior: Who said no? Why is he so nervous about it?

Shri S. V. Ramaswamy: Not at all. I protest against the word "senile". They are not senile, they are very active.

Shri Warrior: He cannot understand things in the proper perspective, that is the difficulty. I did not say they were mentally or physically senile, but only for this purpose.

Shri Dasappa: Which purpose?

Shri Warrior: For this purpose alone.

Shri S. V. Ramaswamy: You are hair-splitting.

Shri Warrior: It is not a question of being active or not active. I did not say they are not very active. After this, they will be liaison officers, and super active also, we know that. But that is not the point.

Shri S. V. Ramaswamy: They are very distinguished officers.

Shri Warrior: We have all compliments only for them. Why worry? But I am basing my arguments on the Estimates Committee and Public Accounts Committee reports, and I will give them to Shri Ramaswamy for that matter, which say that things have been handled not only in a wrong way, but in a way which was old, orthodox, without imagination, without originality, because it is a safe place for them. I do not envy them.

Dr. M. S. Aney: You are giving only adjectives.

Shri Warrior: After all they toil their whole life, the whole of their youth having been spent for the Government, they think they can have a holiday. Why not? Any man will think like that. I do not say it is uncommon. But at the same time, that is not the proper place for them to take rest, because it is a place where people must be more active, more up-to-date, bold enough to shed their old beliefs, old faiths, old ideas, and be receptive to new ideas, and be able to gear up the railways in a new way. The Deputy Minister, Shri Ramaswamy, is saying that I am not complimenting them.

Shri S. V. Ramaswamy: I am just amused.

Shri Warior: They are most eminent persons, I know that, I have all regard for their high quality, equipment, service for the country, everything. It is just like this; there are certain very good people among Ministers; only they should not be Ministers. It is just like that; some of them are good people but only they should not be put on the Railway Board.

About other things, I will speak in the Consultative Committee because there is no time. About labour, so much has been said. Will the Minister just look at the uniforms of the employees; a coat will not come together, it is not fit. Why? Contract. Even from the New Delhi Railway station, I can show you instances. Why not the cloth be given to the employees themselves and whatever under-quoted stitching charges are allowed, be given to them? Then, there are transfers of railway employees. How are their children to be educated? Do you want railway employees' children to be railway employees? He should not have some higher education?

An Hon. Member: He should not become a member of the Railway Board.

Shri Warior: Why not transfers be effected at least when the academic year closes? Can they transfer their children from school to school? Can they maintain two or three family establishments? These are small things apparently but these things accumulate together and do mischief. The contractors' paradise must end in the railways also. May I wish that the new Minister will have all success in his endeavour to put not only bogies and wagons on the rails but also the railway administration on its proper rails.

Dr. Sarojini Mahishi (Dharwar North): Sir, during this discussion, many Opposition hon. Members spoke about things other than Railways. They talked of socialism as if India is adhering to any doctrinaire definition of socialism. It is not the type of socialism that robs Peter to pay Paul. It is an economic structure that is visualised which will counteract to remove the inequalities of the present day. I shall not go into details. My hon. friend Shri warior said that new railway lines are constructed due to political pressure and pull. If that was the case, the classification would be the PSP railway, Communist railway and the Congress railway. But railway classifications are: metro gauge, broad gauge and narrowgauge. (*Interruptions.*)

I congratulate the new Railway Minister. As the hon. Members put it, with his experience as Minister in his State and also as Chairman of the Estimates Committee, and also his experience as a legislator for the past two decades, all this rich experience would go to the working of the Railways efficiently. I also congratulate the 12.5 lakhs of workers at all levels who have laboured hard to make the railways function very efficiently during the Emergency; they rose to the occasion very well.

Railways, the biggest undertaking in the country, contribute a sizable portion to the country's exchequer. The revised estimates, actuals and the budget estimates show a surplus and I do not know whether he thought that it will not be improper on his part to put a little additional supplementary charge on the goods, on some commodities, when the country was rather waiting to find that there would not be any rise in fares. During all these years people in the country are getting themselves mentally ready to face the rise in the passenger and goods fares; it has become an annual recurring feature; this is rather to their disappointment. That is why there were congratulations to the Minister that there was no rise in the passenger

fares. There was a rise last year, to the extent of about ten per cent on goods freight, surcharge on parcels also to the extent of ten per cent. There is now the additional supplementary charge to the extent of 2 per cent which will apply to the goods. It will be on the transport of coal also. This minimum increase itself will go to aggravate so many things and ultimately it is the common consumer who will be heavily taxed. When the distance increases, usually the telegraphic rates are charged. Here we find, the greater the distance, the greater is the freight one is required to pay. When good quality coal is not available in the vicinity, a concern has to get coal from long distances. When you want to encourage new industries and develop the country as a whole, why should there be this two per cent increase? I feel that it is there to fulfil certain new commitments that have been made by the Ministry during this particular year. This argument appears to be sound at the outset but when there is a surplus budget, it will add further surplus. So, the Minister need not go on increasing the freight and surcharge. This tendency to under-estimate the gross traffic receipts will surely have a very undesirable effect. The common man who is required to face rising prices and with a low income will be required to pay for this. The hon. Minister no doubt deserves our praise for having created some welfare amenities, pension fund, city allowance but it should not be at the cost of the common man who will be required to pay for all these things.

During the British period, the Railways in India were constructed for so many reasons: to have direct, immediate contact with points of strategic importance for defending the country; secondly to increase trade and commerce with their own countries, for collecting raw materials from India and exporting it to their own country, etc. Today railways are constructed: firstly, for defence purposes; secondly, to encourage trade, industry and commerce within the

country; thirdly, to exploit the forest and other resources in different parts of the country. Fourthly, for creating passenger amenities also, and fifthly, for earning the highly coveted dollar by encouraging tourism in the country. These are the different outlooks with which the railways are to be constructed today. Taking into consideration—I may refer by way of example to my own State—the construction of the railway from Hubli to Karwar, this need has been voiced more than 20 times during the past one decade by my esteemed friend Shri Joachim Alva on the floor of this House, but no action has been taken yet. The district of North Kanara is a district which is rich in the forest resources like timber, sandalwood and so on. But these resources have not been exploited. As my friend Shri A. S. Alva was repeating here today, at least a line from Hubli to Yellapur may be laid forthwith, so that the iron ore may be taken to the port of Karwar.

The next suggestion that I would like to make with reference to my State is the line connecting Dandeli and Alnavar, which had been taken over by the Central Government last year. Now, Dandeli is developing as an industrial centre. No new amenities have been provided on the line, and the old engines of the FM class are still working with the hundred-years old rickety bogies. If we want to encourage and connect this industrially developing centre with the other ports and create a proper market, by giving transport facilities, etc., we must see that proper amenities and facilities are created on the line. Therefore, I wish to bring to the notice of the Ministry that it is quite essential to make the necessary facilities on this line.

As far as the new line from Hubli to Karwar is concerned, I think the Japanese experts were of the opinion that Karwar is a natural port and if it can be developed then much of the iron ore and such other minerals available in this part of the country

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can rightly be exported through that port and the loading capacity and the lifting capacity of the harbour will also increase. But the Transport and Communications Ministry is not going to take it up unless the railway line is laid, linking Karwar. But then the Railway Ministry is not also going to take up this work unless the Ministry of Transport and Communications invests a certain amount of money on it for developing it as a harbour. For want of co-ordination between the two Ministries—why, for want of co-ordination among a number of Ministries also—very many parts of India, not only my State, are suffering. It is in the interests of the whole country at large, for achieving a better standard of living, and for creating good relations with other countries, for increasing the standard of our living, that we want that this matter should be attended to, and this is a matter in which the railways and the transport and communications play a very important part.

Now, the hon. Minister has been kind enough to refer to some of the railway lines that are being constructed or which have been undertaken and also to such of those lines where the traffic survey is being conducted and where the conversion from metre gauge to broad gauge has been sanctioned, and construction work is going on, that is, from Poona to Miraj. Mention has been made that the proposal for providing a broad gauge line, in substitution of the existing Hospet-Londa metre gauge line *en route* Marmugao port, is dependent on the condition that iron ore potential or prospect is found to be substantial from the Hospet-Bellary region over and above the exports from Goa area. I do not understand why, when Mysore State is contributing one-third of the total export of iron ore from the country, there should not be this particular line. Now, the iron ore that is got from Chitaldrug area district is exported via Madras and Cochin. It is taken over to Bangalore by road and from there it is exported via Cochin

and Vizag and Madras. The iron ore that is got in Hubli and Bellary region is taken over to Bombay and Madras, as if there are no ports at all in our Mysore State. With the liberation of Goa, Marmugao can well be developed, and I hope it is under consideration that it will be developed as a naval base and also as a commercial centre. With this end in view, we shall have to see that the broad gauge is extended up to Hubli and on to Marmugao so that the iron ore can be exported from this port.

Then, incidentally, if this has to take place, the next immediate thing is to see that Hubli is made the zona' headquarters in the interests of the development of the west coast. Just as we have got the Madras zone in the east coast for the development of the east coast, in the interest of the west coast, where we have got rich resources in the form of forests and minerals whose potentiality can be fully exploited, we want this particular zone, a new zone to be situated at Hubli. Hubli has already got a workshop; it is already the headquarters of the division. In the Mysore State, there are already two divisions and this particular zone will be able to operate within a distance of or an area of 2,000 to 2,500 miles, with a third division attached to it from another State.

It is not a political concern or any political pull. Mysore also has got a workshop, but the location of the zone in Hubli will be in the interests of the west coast development. This has been rightly voiced at the meetings of the Chamber of Commerce of the west coast, and they have resolved that as one-third of the total coastline of India is on the western coast and unless the resources are fully exploited, India may not have a richer life.

Mr. Deputy-Speaker: The hon. Member's time is up.

Dr. Sarojini Mahishi: I would need three or four minutes more, Sir. So,

the point is, the headquarters of the zone should be located at Hubli. Secondly, at the Southern Zonal Council meeting also, which was held at Trivandrum, it was decided that all the lines to be constructed hereafter and those lines which connect the defence centres and the industrial centres should always be constructed on the broad gauge and never on the metre gauge. Therefore, when the Southern Zonal Council also has decided like that on this matter, I hope the Government will kindly take into consideration this particular aspect.

Now, the Hasan-Mangalore line has been sanctioned. It is a metre gauge line. The hauling capacity of the metre gauge and the wagon capacity also will be much less as compared to the broad gauge section. Therefore, instead of transshipment at Mangalore port, there can be a transshipment at Hasan, and instead of having a mixed gauge from Mangalore and the port site at Panambur, we could have a broad gauge right from Hasan up to that point, so that once for all a broad gauge will be laid and there will not be double expenditure for a mixed gauge and again for the conversion of it into a broad gauge.

As I said, after the liberation of Goa, we should not forget the fact that Goa is a part which was neglected during the Portuguese period. As far as the remodelling of Vasco and Margao stations is concerned, the Southern Divisional Committee which met at Vasco decided that Vasco and Margao stations should have retiring rooms and such other facilities that the tourists may be attracted to come to Goa. That aspect must also be taken into consideration for the full development of this port.

The Minister has been kind enough to extend so many facilities for the families of railway employees. He has been kind enough to extend welfare schemes and give many such facilities to them. But, as my hon. friend in the Opposition pointed out, the Uniform Committee recommended 2182 (Ai) LSD—6.

that uniforms should be given to Class IV workers, the engineering staff. But that has not been done. Many members of the staff in the railways, working on the platforms, in the waiting rooms and retiring rooms, have not got proper uniform. I am not going to enter into other matters now, but I shall mention only one more point at this stage. A pension fund is being created for those who retire after 1st April, 1957 and option is being granted to those who retired during the period between 1st April, 1957 and 16th November, 1957. It is hoped that the Minister will extend it further. He has made it clear in his speech that those persons who were given the option to choose between the two, may also try to elect the pension scheme only instead of the contributory provident fund of the railways. When you are already extending this facility to those people, why not extend it to a few pensioners also who are still living, fortunately or unfortunately, and for whom it will be a matter of some Rs. 40 lakhs to Rs. 50 lakhs as expenditure for the railways? Then, it may come into operation not with retrospective effect but from 1st April, 1964 itself.

I believe the Railway Minister has taken great pains to study all the things and he has given immediate response to so many things the moment he took over as the Minister of Railways. The number of accidents has also declined; there is efficiency as regards the working of the human element and there is efficiency in the administration; there is efficiency in the utilisation of wagons as was stated by the Deputy Minister in the Ministry of Railways. He mentioned about the efficiency in the working of the engines. I do not know whether it is stable. But, anyway, the people are not convinced with the statistics. The people will be convinced with the actual work that will be turned out. I have great hopes that the hon. Minister for Railways, with all his experience to his credit

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and with the help of his two able Deputy Ministers and also with the co-ordination of such of the other ministries, as are connected with it, will be able to do invaluable service. to the country.

श्री विद्यनाथ पण्डेय (सलेमपुर) :
माननीय उपाध्यक्ष महोदय इस के पहले कि मैं इस रेलवे बजट पर अपने विचार प्रकट करूँ मैं माननीय मंत्री महोदय को बधाई देता हूँ और उनके सहयोगियों को बधाई देता हूँ कि उन्होंने ने कई वर्षों के बाद इस सदन में एक सुन्दर बजट प्रस्तुत किया है।

माननीय श्री शाहनवाज जी ने अपने भाषण में रेलवे विभा के कार्य का बहुत अच्छा चित्र प्रस्तुत किया है उस को मैं ने बड़े गौर से सुना लेकिन मैं ने देखा कि उत्तर प्रदेश में जहाँ कि आबादी साढ़े सात करोड़ है, और विशेषकर उत्तर प्रदेश के पूर्वी हिस्से में जहाँ की आबादी ढाई करोड़ है, और जो सदा से पिछड़ा इलाका रहा है सुधार की कोई व्यवस्था नहीं की गयी है उत्तर प्रदेश के इस हिस्से में उन्होंने कुछ नहीं बढ़ाया है।

मुझे इस बात की खुशी है कि इस साल तीसरी श्रेणी से चलने वाले यात्रियों का किराया नहीं बढ़ाया गया है कौयले पर कुछ भाड़ा बढ़ाया है यह रेलवे हमारे देश का एक बड़ा सार्वजनिक उद्योग है यह हमारे देश को एक सूत्र में बांधता है, इसलिये इस का विकास बहुत उत्तम होना चाहिये क्योंकि विकास कार्यों में इस का विशेष स्थान है।

श्री शाहनवाज जी ने जो चित्र सदन में प्रस्तुत किया है वह सुन्दर है और इस के लिये रेलवे विभाग के कर्मचारियों को बधाई देता हूँ। उन्होंने ने बताया कि देश में रेलवे ५७००० किलोमीटर में फैली हुई है, इसमें २८०० करोड़ की पूंजी लगी है, इस में १२ लाख स्त्री पुरुष काम करते हैं, इस में ११,००० रेलवे इंजिन हैं, ३०,००० कार्चिंग वैहिकल्स हैं और ३३,००० माल गाड़ी के

डिब्बे हैं, दस हजार गाड़ियां चलती और ६,७०० से अधिक स्टेशनों पर से गुजरती हैं और ५० लाख से अधिक यात्री प्रति दिन रेलों में चलते हैं ये सब चीजें बहुत सुन्दर हैं।

इस देश में रेलवे की तीन प्रकार को प्रणाली है। एक बड़ी लाइन है, एक मीटर लाइन है और एक छोटी लाइन है। बजट में इस प्रकार का कहीं भी संकेत नहीं है कि इन दोनों छोटी प्रणालियों को हटा कर देश में केवल बड़ी लाइन कर दी जाएगी अगर ऐसा कर दिया जाए तो इस से देश को एक सूत्रता में बांधने में आसानी होगी, उद्योग में सुविधा होगी, तथा आपात काल में चीजों को इधर से उधर लाने ले जाने में बड़ी सुविधा होगी आप ने बजट में यह बताया है कि आप असम और बंगाल में बड़ी लाइन बनाने जा रहे हैं लेकिन देश के उस भाग में जो कि सीमान्त प्रदेश हैं बड़ी लाइन के समावेश की बहुत आवश्यकता है। बंगाल और असम में तो आप ने बड़ी लाइन का समावेश किया है लेकिन उत्तर प्रदेश के पूर्वी भाग में जो कि पिछड़ा हुआ क्षेत्र है आप ने इस का समावेश नहीं किया है। इस क्षेत्र में कई जिले हैं जैसे देवरिया, गोरखपुर बस्ती, आजमगढ़ और बलिया जहाँ बड़ी लाइन के समावेश की बड़ी आवश्यकता है इस के न होने से यहाँ के उद्योग की प्रगति नहीं हो पा रही है। पटेल कमिटी ने अपनी विचार इस बारे में व्यक्त किये थे कि उत्तर प्रदेश के इस भाग में बड़ी लाइन होनी चाहिए। मेरा निवेदन है कि बड़ी लाइन द्वारा बरौनी से गोरखपुर को मिलाया जाए और बनारस से भटनो को मिलाया जाए। मैं माननीय मंत्री महोदय से आग्रह करता हूँ कि इस ओर ध्यान दें। उत्तर प्रदेश के पूर्वी भाग में न बिजली का साधन है न पानी का साधन है। इसी प्रकार रेलवे का साधन भी यहाँ बहुत कम है। मेरा निवेदन है कि इस बार रेलवे का सरप्लस बजट है, इसलिये इस भाग में रेलवे का अधिक विकास किया जाना चाहिए।

मुझे इस से खुशी है कि मंत्री महोदय ने दिल्ली से मैसूर के लिये एक डाइरेक्ट गाड़ी दी है। मेरा निवेदन है कि बनारस पूर्वी अंचल में एक महत्व का स्थान है। यह एक अन्तर्राष्ट्रीय स्थान है, क्योंकि इस के पास सारनाथ है। मेरा आग्रह है कि बनारस से एक सीधी गाड़ी मद्रास को दी जाए। पूर्वी जिलों से लोग कलकत्ता, बम्बई, दिल्ली और मद्रास जाने को बनारस आते हैं लेकिन मद्रास को बनारस से जाने के लिए कोई सीधी गाड़ी न होने से उन को असुविधा होती है। इसका प्रबन्ध किया जाए।

यह खुशी की बात है कि इस साल रेलवे का बजट सरप्लस है। लेकिन अगर भ्रष्टाचार रोक जाय और कर्मचारी ठीक से काम करें तो यह सरप्लस और भी ज्यादा हो सकता है। हम क्लेमस के आंकड़ों में देखते हैं कि सन् १९६१ से १९६२ में ज्यादा रुपया देना पड़ा और सन् १९६२ से सन् १९६३ में ज्यादा रुपया देना पड़ा। अगर इस को कम किया जाए तो सरप्लस और अधिक हो सकता है।

अब मैं तीसरे दरजे के मुसाफिरों के बारे में कुछ कहना चाहता हूँ। माननीय श्री शाहनवाज जी ने कहा है कि तीसरे दरजे का किराया अन्य कई देशों से हमारे यहां बहुत कम है। लेकिन उन्होंने ने यह नहीं बताया कि जिस प्रकार की सुविधायें अमरीका में और ब्रिटेन में यात्रियों को दी जाती हैं वैसे हमारे यहां नहीं दी जातीं मैं कहना चाहता हूँ कि :

“जिन के पैर न फटे बिवाई, वे क्या जानें पीर पराई।”

हमारे अफसरान और सदन के सदस्य तो पहले दरजे में यात्रा करते हैं, लेकिन जो भाई तीसरे दरजे में यात्रा करते हैं उन को पता है कि किस तरह तीसरे दरजे में मुसाफिर बिटाये जाते हैं। मैं दासप्पा साहब से और उन के सहयोगियों से निवेदन करूंगा कि वे तीसरे दरजे में यात्रा करके देखें। मैं समझता हूँ कि यदि वे यह न

कहें कि वह मंत्री हैं तो शायद उनको बैठने की जगह भी न मिले। कितनी मुसीबत में लोग तीसरे दर्जे में यात्रा करते हैं यह उनको तभी मालूम हो सकता है।

यह अच्छी बात है कि आपने चित्तोजन में रेलवे इंजनों का कारखाना बनाया है, इतने स्टेशन बना दिये हैं और बढ़ा दिए हैं, बहुत से प्लेटफार्म बढ़ा दिए हैं, और भी बहुत से काम किये हैं। लेकिन तीसरे दर्जे में यात्रा करने वाले यात्री तो तभी प्रसन्न होंगे जब उनको आप बैठने की सुविधा दें। मैं समझता हूँ कि जो बातें मैंने कही हैं उन पर मंत्री महोदय ध्यान देंगे।

इसी संदर्भ में मैं एक और बात कहना चाहता हूँ। आपको सब से ज्यादा आय तीसरे दरजे के यात्रियों से होती है, अर्थात् १४२ करोड़। जो लोग ऊंचे दर्जे में चलते हैं उनसे आपको कम आय होती है, लेकिन उनको आप सब सुविधाएं देते हैं, जब कि तीसरे दर्जे के यात्रियों को आप कोई सुविधा नहीं देते। यह जनतंत्रीय सरकार है इसको आम जनता का विधेय ध्यान रखना चाहिए। महात्मा गांधी इसी कारण तीसरे दरजे में यात्रा करते थे क्योंकि इसी दरजे में देश का किसान और मजदूर यात्रा करता है। वह उनके कष्टों को जानते थे।

हमारे देश में यात्रा के और भी साधन हैं, जैसे हवाई जहाज, बसें, मोटरें आदि। लेकिन फिर भी देश की अधिकांश जनता रेलों से यात्रा करती है। लोग गांवों से कई कई मील चल कर स्टेशन पर रेल यात्रा करने को आते हैं। उनको जब बैठने का स्थान भी नहीं मिलता तो उनको दुःख होता है। इसलिए मेरा निवेदन है कि अधिक जनता गाड़ियां चलाई जायें, उनमें तीसरे दरजे के डिब्बे अधिक लगाये जायें और तीसरे दरजे के यात्रियों की सुख सुविधा पर अधिक ध्यान दिया जाए। अगर आप ऐसा करेंगे तो आपके काम की और अधिक सराहना

[श्री विश्वनाथ पाण्डेय]

होगी। इस समय आपका सरप्लस बजट है, आप यात्रियों को अधिक सुविधा दे सकते हैं।

15.58 hrs.

[DR. SAROJINI MAHISHI in the Chair]

इसके साथ ही मैं रेलों पर जो खान पान की व्यवस्था है उसके बारे में कुछ निवेदन करना चाहता हूँ। इस समय २४ जोड़ी गाड़ियों में और २५ स्टेशनों पर विभागीय खान पान की व्यवस्था है और बाकी व्यवस्था लगभग ५००० ठेकेदारों के हाथ में है। ये दोनों प्रकार की व्यवस्थाएँ इस समय खराब हैं। हम लोग जो यात्रा करते हैं देखते हैं कि न तो विभागीय व्यवस्था सन्तोषजनक है और न ठेकेदारों की व्यवस्था। इसमें सुधार की आवश्यकत है। ऐसा जब तक नहीं होगा तब तक यात्रियों के स्वास्थ्य पर बुरा असर पड़ता रहेगा। इस व्यवस्था से यात्री बहुत असन्तुष्ट हैं। इसमें सुधार की बड़ी आवश्यकता है।

इसके बाद मैं दुर्घटनाओं के बारे में कुछ निवेदन करना चाहता हूँ। कुंजरू कमेटी ने जो रिपोर्ट दी है उसका अक्षरशः पालन किया जाना चाहिए। उस रिपोर्ट में बतलाया गया है कि कर्मचारियों की ढिलाई के कारण रेलों में दुर्घटनाएँ होती हैं। ऐसे नियम बनाये जाने चाहिए जिससे स्थिति में सुधार हो, कर्मचारियों को ऐसी ट्रेनिंग दी जानी चाहिए कि ये दुर्घटनाएँ न होने पावें।

16.00 hrs.

इसके साथ साथ जो समपारें हैं जहाँ कि चौकीदार रहते हैं उन पर कम दुर्घटनाएँ होती हैं और जहाँ पर चौकीदार नहीं हैं उन पर अधिक दुर्घटनाएँ होती हैं। यह आंकड़े आपने इसमें प्रस्तुत किये हैं। अब इन समपारों में चौकीदारों के रखने और उनके रहने के लिये गुमटी आदि का प्रबन्ध करने के लिए आप ने कहा है कि प्रांतीय सरकारें इसमें मदद करें।

अब मेरा कहना है कि रेलवे मंत्रालय का सरप्लस बजट है, मुनाफ़े वाला बजट है, दूसरी प्रांतीय सरकारें कई प्रकार के कामों में उलझी हुई हैं और उनके पास इतना रुपया नहीं है कि वह आपकी मदद कर सकें। इसलिए मेरा निवेदन है कि समपारों में चौकीदारों के रखने और उनके रहने के लिये रेलवे मंत्रालय गमती आदि की व्यवस्था स्वयं करे। यह काम रेलवे मंत्रालय स्वयं अपने हाथ में ले और प्रांतीय सरकारों को यह काम न सौंपे।

मैं देवरिया जिले से आता हूँ। सलीमपुर मेरी कांस्टीट्यूसी है। उसके सम्बन्ध में मैं कुछ कहना चाहता हूँ। उसमें बहुत से स्थान ऐसे हैं कि जहाँ यातायात का कोई भी साधन नहीं है। बाढ़ का भी इलाका है और ऊँचे का भी इलाका है। रेलवे लाइंस उसमें बहुत कम हैं। ट्रक और मोटर बसों की भी बहुत कमी है। बड़ी लाइन का कोई निशान ही नहीं है और यह पता नहीं है कि वह कब हो पायेगी। मैं बड़ी लाइन के सम्बन्ध में कहना चाहता हूँ कि जो बजट आपने प्रस्तुत किया है उसमें कोई योजनाबद्ध आप करते कि किस समय तक, किस हद तक आप वहाँ के लिए एक बड़ी लाइन दे सकेंगे और उसकी कमी को पूरा कर सकेंगे। मैं चाहूँगा कि रेलवे मंत्री महोदय बहस का जवाब देते हुए इस पर प्रकाश डालेंगे कि वह समय कब आयेगा और कितने वर्ष में आयेगा जब धीरे धीरे आप यह चीज करेंगे ?

वाराणसी से भटनी तक कोई दूरी नहीं है, बहुत फासला नहीं है, बिल्कुल कम फासला है इसलिये मेरा आग्रह है कि वाराणसी से भटनी तक को बड़ी लाइन से जोड़ दिया जाये।

भटनी के पास बहुत से स्टेशंस हैं जैसे भाटपार, नौतापार, बनकटा, लारोड, तुर्तीपार और सतरांव आदि। इन स्टेशनों पर न पानी है और न बिजली। इन स्टेशनों के

प्लेटफार्म भी बड़े खराब हैं। यहां पर विश्रामालय भी नहीं है। इन चीजों की कमी के कारण मुसाफिरों को भारी असुविधा का सामना करना होता है। रेलवे मंत्रालय को इन चीजों की व्यवस्था वहां पर करनी चाहिए।

मेरा सुझाव है कि बरोनी से लेकर गोरखपुर और बस्ती तक को बड़ी लाइन से जोड़ दिया जाय। इन को मिला देने से हमारे उद्योग पनपेंगे और वह इलाके विकसित होंगे। अब रेलवे लाइन नहीं होगी तो उद्योग नहीं पनपेंगे। जब हम रेल मांगते हैं तो साफ कहा जाता है कि उद्योग नहीं है। कोई मिल नहीं है तो हम कैसे लाइन दें? हमारा देवरिया जिला २४ लाख की आबादी वाला जिला है। उसमें न कोई उद्योग है न कोई एसी लाइन है जिससे कि रा मैटीरियल आये।

इसलिए रेरा आग्रह है कि रेलवे लाइन बनानी चाहिए। बरहज से रुद्रपुर गौरीबाजार कसिया होते हुए खड्डा तक एक रेलवे लाइन निकाली जाय जिससे यातायात के साधन देवरिया जिले के यात्रियों को उपलब्ध हो जायें।

तुर्तीपार से बेलथरा रोड तक एक रेलवे का पुल है जिसका कि नाम भागलपुर पुल है। मेरा निवेदन है कि उस भागलपुर पुल पर फुटपाथ दिया जाय जिससे देवरिया जिले से यात्री बलिया तक जा सकें, आजमगढ़ जा सकें और बलिया से आजमगढ़ और देवरिया यात्री आ सकें। अब इस के लिए भी कहा जायेगा कि प्रान्तीय सरकार इसमें मदद दे। लेकिन मेरा कहना है कि प्रान्तीय सरकार के पास इतना धन व साधन उपलब्ध नहीं है और इसलिए भागलपुर पुल पर यह फुटपाथ बनाने का काम भव्य रेलवे मंत्रालय करे। इसलिए उस इलाके के पिछड़ेपन और उसका विकास करने के नाम पर केन्द्रीय सरकार यह फुटपाथ बनाये।

मैं इन शब्दों के साथ रेलवे मंत्री महोदय के उनके बजट का अनुमोदन करता हूँ लेकिन इसके पहले कि मैं अपने व्याख्यान को समाप्त करूँ मैं रेलवे मंत्री महोदय के ध्यान में यह बात लाना चाहता हूँ कि अवध तिरहुत मेल के द्वारा हम लोग जो छपरा, सिवान, भदनी, देवरिया, गोरखपुर, बस्ती और गोंडा स्टेशनों से दिल्ली पहुंचने के लिए लखनऊ आते हैं तो हमें लखनऊ में दिल्ली के लिए दो ट्रेनों मिलती हैं, एक एक्सप्रेस और एक मेल ट्रेन। अब होता यह है कि अवध तिरहुत मेल एक, एक घंटे और दो, दो घंटे लेट रहती है और परिणामस्वरूप इन दोनों गाड़ियों से हमारी ट्रेन का मिलान नहीं हो पाता है और दिल्ली पहुंचने में हमें देर हो जाया करती है। इस असुविधा व देरी को हटाने के लिए मैं सुझाव दूंगा कि इस हमारी अवध तिरहुत मेल ट्रेन को लखनऊ पर न रोक कर इसको कानपुर तक ले जाया जाये क्योंकि कानपुर आजाने से हमारे लिए दिल्ली जाने के लिए बहुत सी गाड़ियां रहती हैं। मैं इन शब्दों के साथ रेलवे बजट का अनुमोदन करता हूँ।

श्री जगदेव सिंह सिद्धान्ती (अज्जर) : सभापति महोदय, गत वर्ष भी रेलवे बजट पर मैं ने कुछ सुझाव दिये थे। उस समय भी कर्नल साहब ने कहा था कि मंम्बर साहब पता नहीं कैसी हैरानी की बात करते हैं? आज भी मैं उनको हैरानी की बातें सुनाऊंगा।

दिल्ली से रोहतक को जाने वाली जो गाड़ियां हैं व प्रातःकाल ६ बजे से ११ बजे तक चार चली जाती हैं लेकिन ११ बजे से ५ बजे तक दिन में एक भी गाड़ी नहीं है। फिर ५, ६, ७ और ९ बजे इस तरह से जाती हैं। हमारे इलाके में यह ग्राम चर्चा का विषय है कि बस ट्रान्सपोर्ट कम्पनी ने रेलवे के अधिकाधिकारियों के साथ भ्रष्टाचार समझौता किया हुआ है। दोनों के बीच भ्रष्टाचार चल रहा है एसी जनता में ग्राम चर्चा है क्योंकि आखिर इसका क्या सबब है कि ११ बजे से ५ बजे तक

[श्री जगदेव सिंह सिद्धान्ती]

के बीच में यहां से कोई गाड़ी न जाये और उसी तरीक़ से उधर रोहतक से दिल्ली आने वाली गाड़ियों का भी यही हाल है ? इसके लिए आप को सोचना पड़ेगा कि आखिर इस का कारण क्या है ? मैं चाहूंगा कि मंत्री महोदय इस के बारे में अपने जनरल मैनेजर से पूछें कि आखिर ऐसा क्यों हो रहा है ?

यह मेरा सौभाग्य है कि आप ने पिछली बार की यह मांग स्वीकार की और आपने बहादुरगढ़ और रोहतक से आने वालों के लिए दिल्ली किशनगंज से सीधे विनयनगर तक आपने गाड़ी पहुंचा दी । लेकिन अभी विनयनगर से केवल शकूरबस्ती तक एक रेलगाड़ी ८.१० पर जाती है । अच्छा यह हो कि वह गाड़ी रोहतक तक बढ़ा दी जाये जिससे कि कर्मचारी भी जा सकें और जो प्राइवट फर्मों में काम करने वाले हजारों आदमी हैं वह भी उस से लाभ उठा सकें । इसलिए वह बहादुरगढ़ और आगे रोहतक तक शटल बढ़ा दी जाय ।

यह बहादुरगढ़ का जो क्षेत्र है यह दिल्ली का एक उपनगर बन चुका है । हजारों कर्मचारी और लोग प्रतिदिन दिल्ली वहां से आते और जाते रहते हैं । अब तमाशा यह है कि दिल्ली से जो गाड़ी चलती है बहादुरगढ़ को, हालांकि बहादुरगढ़ यहां दिल्ली से केवल १८ मील के फासले पर है लेकिन दिल्ली से गाड़ी को बहादुरगढ़ पहुंचने में सवा घंटा लगता है । इतने कम फासले में उन बेचारे मुसाफिरों को पहुंचने में इतना अधिक समय लगना है । इसके अलावा शाम के समय मुसाफिरों को बड़ी मुसीबत पेश आती है क्योंकि जो भाई थके, मांटे यहां दिल्ली से बहादुरगढ़ और दूसरे स्टेशनों पर जाते हैं उनको जगह मिलने में बड़ी दिक्कत रहती है और इसलिए मैं चाहता हूं कि उसकी कैपेसिटी बढ़ायी जाये जिससे कि यात्री ट्रेन में जगह पा सकें और अपने घरों को पहुंच सकें ।

इसके साथ ही साथ मेरा सुझाव यह है कि बहादुरगढ़ तक डबल लाइन कर दी जाये जिससे कोई झगड़ा किसी तरह का न रह जाय ।

रोहतक जो गाड़ियां जाकर खड़ी होती हैं और प्रातःकाल वहां से इधर आती हैं उनके लिए भी कोई शीड नहीं है और टर्मिनल का कोई प्रबन्ध नहीं है । इसलिए रोहतक में दोनों चीजों का प्रबन्ध कर दिया जाये जिससे कि वहां पूरा लाभ हो सके और गाड़ियां और इंजन की भी सुरक्षा रहे और उनसे जो लोग आने वाले हैं उनको भी पूरा फायदा पहुंचता रहे ।

कनल साहब को खूब मालूम है क्योंकि इनके सैकड़ों साथी आजाद हिन्दी फौज के उस क्षेत्र में बसते हैं जिस क्षेत्र से कि मैं आता हूं । अभी बहादुरगढ़, से लेकर रोहतक पर जाकर पंजाब मेल ठहरती है । वह सांपला स्टेशन के ऊपर नहीं ठहरती है । उसका सांपला स्टेशन पर रुकना बहुत आवश्यक है ।

वहां पर पंजाब मेल के न ठहरने से हमारे सैनिकों को बड़ा कष्ट और असुविधा होती है । वह क्या करें ? अब या तो वह बस का रास्ता पकड़ें या फिर रोहतक जाय या बहादुरगढ़ जाय । रेल के सांपला स्टेशन पर न ठहरने के कारण उन सैनिकों बड़ी असुविधा का सामना करना होता है और कई बार वह ड्यूटी से गैरहाज़िर भी हो जाते हैं । इसलिए मेरा अनुरोध है कि यह पंजाब मेल को वहां सांपला स्टेशन पर रोका जाया करे ताकि यह असुविधा और कष्ट यात्रियों का दूर हो जाय ।

पिछली बार भी मैं ने यह मांग की थी कि पानीपत से लेकर रेवाड़ी तक एक लाइन बिछा दी जाये । पहले पानीपत से रोहतक तक ही यह लाइन थी । पानीपत से लेकर गोहाना तक अभी लाइन नहीं है । अभी गोहाना से रोहतक ही है । इस लाइन को बढ़ा कर रेवाड़ी तक ले जाया जाये । यह बहुत

बड़ा क्षेत्र है, उपचाऊ है, सैनिक क्षेत्र है। इस लाइन से हमारे क्षेत्र को भी पूरा लाभ हो सकता है और रेलवेज की भी बहुत बड़ी आमदनी हो सकती है। इस के अतिरिक्त पानीपत से जमुना पार कर के मुजफ्फरनगर को भी बड़ी सुविधा से जाया जा सकता है।

मैं मिनिस्टर साहब का ध्यान इस तरफ भी दिलाना चाहता हूँ कि हमारे इलाके में कई सालों से बाढ़ आ रही है— और यदि मैं यह कह दूँ कि बाढ़ लाई जा रही है, तो कोई पाप नहीं होगा। उस बाढ़ का एक कारण रेलवेज की असावधानता भी है। निचले हिस्सों में पानी के लाइन के दूसरी तरफ निकलने के लिये पुलियां बनाई जानी चाहिये, लेकिन उस रास्ते पर पुलियां बहुत कम हैं। इस का परिणाम यह होता है कि रेलवे लाइन के दोनों तरफ पानी टकराता रहता है, जिस से रेलवे लाइन के भी टूटने का डर रहता है और पानी भी नहीं निकल पाता है। मैं निवेदन करूंगा कि इस विषय में जांच कराई जाय और जहां पर बाढ़ का पानी रेलवे लाइन से टक्कर खाता है, वहां पर अधिक से अधिक पुलियां बनाई जायें, ताकि पानी नीचे से निकल सके। इस से खेती को भी नुकसान नहीं होगा और रेलवेज को भी किसी प्रकार की हानि नहीं होगी।

रेलवे बोर्ड ने यह अच्छा किया था कि कुछ स्टेशन मास्टरों को अपग्रेड कर दिया। बड़ी अच्छी बात है। परन्तु होता यह है कि जिन का हक था, उन को न दे कर वहां पर और लोग ला कर बिठा दिये जाते हैं। उन को एसिस्टेंट स्टेशन मास्टर बना दिया जाता और जो एसिस्टेंट स्टेशन मास्टर हैं, उन को सिग्नल वगैरह बना दिया जाता है। अगर वे बेचारे मेरे जैसे जनसेवकों के पास न जायें, तो क्या करें? मैं किसी का नाम नहीं ले रहा हूँ। उन को धू प्रापरचैनल अप्लाई करने के लिये कहा जाता है, लेकिन वह प्रापर चैनल तो इम्प्रापर चैनल बन जाता है। अगर

वे धू प्रापर चैनल अप्लाई करते हैं, तो उन को डर होता है कि उन के खिलाफ डिस्पिन्डरी एक्शन न लिया जाये। धू प्रापर चैनल अप्लाई करने पर उन पर मार पड़ती है। फिरोजपुर डिवीजन और मुरादाबाद डिवीजन में यह हक-तलफ़ी की गई है। इस बात पर विचार करना चाहिये कि जब रेलवे बोर्ड उन को अधिकार देता है, तो बीच के आफिसर क्यों अपने भाई-भतीजों, चाचा और ताऊ को ले आते हैं और उन को छोड़ देते हैं।

जहां तक माल के बुकिंग का सवाल है, कोई भी माननीय सदस्य जा कर देख सकते हैं, डिप्युटी मिनिस्टर साहब जा कर देख सकते हैं कि वहां पर कितना भ्रष्टाचार होता है। माल के बुकिंग, लदान, के लिये कुछ लेना अपना हक समझा जाता है। वहां पर बिना कुछ लिये दिये कोई काम नहीं हो सकता है। यह एक बिल्कुल प्रत्यक्ष बात है। नई दिल्ली नजदीक है। डिप्युटी मिनिस्टर साहब जा कर स्वयं देख सकते हैं कि वहां पर क्या हाल है। (Interruptions). वहां पर कर्नल शाहनवाज खां थोड़े ही जायेगा? वहां पर तो साधारण व्यापारी ही जायेगा।

दिल्ली में भ्रष्टाचार के बारे में मैं ने पिछली बार भी कहा था। यह एक खुली बात है। मेरे पास एक मिलिटरी आफिसर का फोटो है। उस से ज्यादा रुपये लिये गये। जब गदंन पकड़ी गई, तो वे रुपये लौटा दिए गए। चिट्ठी लिखी गई और चिट्ठी का फोटो मेरे पास है।

एक मुसाफिर दस रुपये का नोट देता है, तो उस को नीचे गिरा दिया जाता है और पांच रुपये का नोट दिखा कर कहा जाता है कि वह दिया गया है। इस प्रकार की घटनाएं दिल्ली के बुकिंग आफिस में होती हैं। पीछे यहां पर भल्ला साहब जनरल मैनेजर थे। उन के दरवाजे पर भी गए और चिट्ठियां भी लिखी गईं। विजिलेंस ब्रांच को भी

[श्री जगदेव सिंह सिद्धान्ती]

लिखा गया कि हम आप के पास आवेंगे। लेकिन इस सब का कोई फल नहीं निकला। होता यह है कि जो अच्छे कर्मचारी हैं, जो भ्रष्टाचारियों को पकड़वाते हैं, उन को तो यहां से उठा कर दूर फेंक दिया जाता है और भ्रष्टाचार करने वालों को एक दो महीने के लिये अलग भेज दिया जाता है और वहीं ले आते हैं। दिल्ली स्टेशन की ऐसी मिसालें हैं कि ऐसे लोगों को थोड़े थोड़े समय के लिये कहीं भेज दिया गया और फिर वहीं बुला लिया गया। वे अब भी भ्रष्टाचार में मूर्खता हैं।

इस प्रकार के भ्रष्टाचार की मार पड़ती है गरीब थर्ड क्लास के पैसेजर्स पर। इसी तरह खरीज के पैसों के बारे में भी गड़बड़ की जाती है। पुलिस वाले भी वहां पर खड़े रहते हैं और देखते रहते हैं। शायद उन में मिली-भगत हो। इस तरह की घटनायें हो रही हैं। स्टेशन पर इनके बारे में जांच की जा सकती है। मैं निवेदन करना चाहता हूँ कि रेलवेज का विभाग बहुत महत्वपूर्ण है और वह जनता की सेवा के लिए है। अगर उसके द्वारा सामान्य जनता को कष्ट पहुंचे, तो इससे अधिक भ्रष्टाचार क्या हो सकता है ?

यह भी होता है कि अगर कोई व्यक्ति भाग कर आता है, तो उसको कहा जाता है कि चलो बैठ जाओ गाड़ी पर। उसको पांच सात स्टेशन आगे उतरना होता है, लेकिन उस को सिर्फ एक स्टेशन पहले का टिकट दे दिया जाता है और बाकी पैसे अपनी जेब में रख लिए जाते हैं। अगर वह नहीं मानता है, तो कहा जाता है कि तुम्हें पकड़वा देते हैं। वह बचारा क्या करे ? वह सिर्फ एक स्टेशन पहले से टिकट लेकर और पूरे पैसे देकर अपनी जान छुड़ाता है।

अगर भ्रष्टाचार की घटनायें इसी तरह होती रहेंगी, तो इस से देश की बहुत भारी

हानि होगी। मैंने कहीं दूर का उदाहरण नहीं दिया है, बल्कि मैंने दिल्ली के बारे में बताया है, जहां कभी भी जा कर इस बात को चेक किया जा सकता है। सरकार की ओर से रेलवे अफसरों और पुलिस वालों को जाकर भ्रष्टाचार का निरोध करने के लिए नियुक्त किया जाता है, लेकिन भ्रष्टाचार का निरोध करने वाले भी भ्रष्टाचार में फंसे हुए हैं— भ्रष्टाचार निरोध समिति में भी भ्रष्टाचार है। जैसे कुएं में अगर भांग डाल दी जाये, तो जो भी उस का पानी पिपगा, उमका वही हाल हो जायेगा। माननीय डिप्युटी मिनिस्टर तो फ्रीज के जवान हैं। उनको तगड़े होकर कार्यवाही करनी चाहिए और ऐसे लोगों को सख्त मजा देनी चाहिए, जिनको वह भ्रष्टाचार में फंसे हुए पाते हैं।

मैं बहुत ज्यादा समय नहीं लिया करता हूँ। मैंने सारी बातें आपका बता दी हैं। सरकार का मुख्य काम भ्रष्टाचार को रोकने का है। इस की खुली जांच करनी चाहिए। यह कोई छिपी हुई बात नहीं है। मन्त्री महोदय दंग से वहां जायें, व्यापारी की शकल में वहां माल गोदाम या थर्ड क्लास के बुकिंग आफिसिज में जायें और सारी स्थिति को स्वयं देखें।

स्टेशनों पर जो लोग यात्रियों की सहायता के लिए नियुक्त होते हैं, वे वहां पर बैठे बैठे मंगजीन पढ़ते रहते हैं। अगर उन को कुछ कहा जाता है, या स्टेशन मास्टर को भी शिकायत की जाती है, तो उसका कोई फल नहीं निकलता है। एक जगह पर एक गरीब के साथ यह घटना घटी। मैंने इस के बारे में वहां के स्टेशन मास्टर को कहा। वह कहने लगा, "आप कौन होते हैं ?" मैंने कहा कि मैं पालियामेंट का मेम्बर हूँ। तब पेशाब निकला उसका।

16.17 hrs.

[MR. SPEAKER in the Chair]

अगर गरीबों के साथ ऐसा व्यवहार होता

रहेगा, तो उसकी प्रतिक्रिया हो सकती है। रेलवे जैसे अच्छे महकमे में, जो कि जनता के लिए लाभ और मिलीटरी के लाभ के लिए है, जो कि देश की सुरक्षा के लिए बहुत महत्वपूर्ण है, इस प्रकार का भ्रष्टाचार असह्य है। इसको हटाना चाहिए। मैं निवेदन करना चाहता हूँ कि मैंने बड़ी शुद्ध भावना से ये बातें कही हैं। बड़ी अच्छी भावना से मैं चाहता हूँ कि इन बातों में सुधार किया जाये। अगर सुधार नहीं किया जायेगा, तो बहुत हानि होगी और लोगों में असन्तोष पैदा होगा।

जो अच्छे कर्मचारी हैं, जो भ्रष्टाचारियों को पकड़वाते हैं, उन को प्रोत्साहन दिया जाये, उनको आगे बढ़ाया जाये और भ्रष्टाचारियों को कठोर दण्ड दिया जाये, जिसे उनकी आंखें खुलें और कि अगर आईन्दा वे फिर ऐसा करेंगे, तो उसका यह नतीजा निकलेगा।

यही मेरा निवेदन है। बहुत बहुत धन्यवाद।

अध्यक्ष महोदय : मेम्बर साहब की शुद्ध भावना तो ठीक है, लेकिन पालियामेंट के मेम्बरों को भी ऐसा रौब नहीं डालना चाहिए और यह नहीं कहना चाहिए कि उसका पेशाब निकल गया। यह मुनासिब नहीं है। बेट इज नाट फेयर। ऐसी बात नहीं कहनी चाहिए। माननीय सदस्य दूसरी जुबान में कह सकते हैं कि उस वक्त उसको अकल आ गई या उसने अपने आपको दुस्त कर लिया।

श्री जगदेव सिंह सिद्धान्ती : मुझे स्वीकार है।

अध्यक्ष महोदय : ऐसी बात नहीं आनी चाहिए।

श्री के० एल० मोरे ।

Shri K. L. More (Hatakanangle): Mr. Speaker, Sir, I am grateful to you for giving me this opportunity. In various ways the Railways have done

and promise to do, a good job. They have fully explored the ways to increase the earnings and bring about improvements. I, therefore, wholeheartedly congratulate the Railway Minister and the Railway administration for their achievements.

Sir, having congratulated so, I would like to deal with some of the aspects of the Railway Budget. With regard to the hon. Minister's review of the Railways performance in relation to the Third Five Year Plan targets and in particular his observations with regard to the construction of new lines and targets, I would like to say a few things. It appears that the hon. the Railway Minister is following certain policies with regard to the construction of new lines and conversion of lines into broad gauge.

Firstly, there is a policy of giving priority to lines required for strategic purposes. Secondly, there is a policy of giving priority to the requirements of export of iron ore. Thirdly, there is the policy of giving priority to the lines required for increased traffic needs. Fourthly and lastly, there is the policy of giving priority to the purposes of both increased traffic needs and export of iron ore.

Under the first category come the strategic lines of Assam and North Bengal. As you know, in the light of the emergency, these lines have assumed a special importance. So, the hon. Railway Minister deserves our congratulations for taking up these lines. Under the second category lines like the Virudhunagar—Manamadurai and Hospet-Guntakal lines and other lines come. I welcome the inclusion of these lines also.

With regard to the third category, under which the conversion of the Poona-Miraj metre gauge line into broad gauge comes. I would submit that this line in 261 km long or

[Shri K. L. More]

nearly 162 miles long. This project, though laudable, is by itself incomplete and will fail to conform to the policy of meeting the increased traffic needs. Unless this project is extended to Kolhapur via Miraj, the purpose will not be served. You are aware that this line is a very short line, that is, only 48 km. or 30 miles, but this is most important from the traffic point of view, because 80 to 90 per cent of the traffic is carried through this region alone. There are six co-operative sugar factories in this area and they produce more than 10 lakhs sugar bags every year, and as you know, sugar is important in the matter of earning foreign exchange. Further, gur is also produced to the extent of about Rs. 5 crores. That is also an exportable commodity, and it is exported to foreign countries and it is also consumed internally. Further, surveys have revealed that there are rich deposits of iron ore, manganese ore and bauxite in Kolhapur area. Thirdly, Kolhapur also is the bee-hive of industries concerned with agricultural activities. Diesel engines and parts of various machinery are manufactured in this area and they need handling or movement through the railways. So I wish to impress upon your mind most respectfully that this line is most important, and if it is not taken up, there would be a great national loss.

There is one more point that I would urge, and that is that this line is connected to the coastal side, to Ratnagiri and Mirabandar through 80 miles of highway road. So, you will realise the importance of this line. Men and material from the western coastal side come to Kolhapur through Ratnagiri, Malwan etc., and then the traffic goes through Miraj to Poona and then onwards to Bombay and other parts of the country. So, you will realise the great importance of this railway line.

One thing more. There is no reference to this line, when there is reference to another line, the Miraj-Londo-Marmugao. There is also reference to the Hospet-Londo-Marmugao line. The Miraj-Kolhapur line is not less important than these two. When these two lines find a place in the speech, but the other one does not, I would urge upon the Minister to reconsider the matter and take up this line for conversion into broad gauge.

As regards the fourth category, you will find that the Hospet-Londo-Marmugao and the Miraj-Londo-Marmugao lines fall under it. The Miraj-Kolhapur line also should fall under that. Such is its importance. I wish to suggest that this region served by these three lines is most important, and their simultaneous development should be taken up. This third line should in fact be developed first because the others are long lines: the Hospet-Londo line is 261 kms. and the Miraj-Londo line is also long. But this shorter one can be taken up quicker so that one part of the traffic is complete. So I earnestly request the Minister to take up this line.

Another point is that there is no relief to the third class passenger from overcrowding. The Minister has not promised much in this direction. He has given figures to show that there is a reduction of overcrowding from 14.6 per cent to 13.6 per cent and so on. This is a reduction of only one per cent. This is not a satisfactory state of affairs. I wish to suggest most respectfully that he should go into this matter once for all with his rich experience and fresh energies, and appoint a committee to look into it and solve the problem, because it is an urgent and most important aspect of public life. So it should be taken up first.

With these words, I welcome the Budget.