

**Mr. Speaker:** We will now take up the general discussion on the Railway Budget.

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12.17 hrs.

RE: ALLEGED BREACH OF  
PRIVILEGE

**Shri Indrajit Gupta** (Calcutta South West): Sir, with your permission, I would like to raise the question of the privilege of the House and I seek your guidance in the matter. As you know, on many previous occasions references have been made in this House to statements or declarations of Government policy which have been made outside the House while the House was in session. Several such instances have occurred in the past and you were pleased to observe . . .

**Mr. Speaker:** If he has some such instance, he should write to me and inform me. He should not raise it in this manner.

**Shri Indrajit Gupta:** I am now drawing his attention to this matter.

**Mr. Speaker:** He ought to have written to me so that I could have come prepared.

**Shri Indrajit Gupta:** There was no time. It has come only in today's paper.

**Mr. Speaker:** Then he can write to me today and raise it tomorrow.

**Shri Indrajit Gupta:** Sir, please bear with me for a minute.

**Mr. Speaker:** Not in this manner. I would request him to give me notice just now. I will consider it and if I feel it is so urgent, I will take it up in the afternoon.

**Shri Indrajit Gupta:** I have already given notice of a Calling Attention Notice.

**Mr. Speaker:** Action must have been taken on it if it has been given.

**Shri Indrajit Gupta:** It is a matter on which a decision has been taken by the Cabinet.

**Mr. Speaker:** I have taken action on that.

**Shri Indrajit Gupta:** It is a very important matter. It amounts to a fundamental revision of the industrial policy resolution and the House has not been informed about it.

**Mr. Speaker:** I would request him not to raise it in this manner. Let him have patience.

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12.18½ hrs.

RE: BUSINESS OF THE HOUSE

**Shri Nambiar:** Sir, I would request that the date for the food debate may be announced so that hon. Members may know when we are having it.

**Mr. Speaker:** The Business Advisory Committee is meeting tomorrow when it will scrutinise everything and decide what subjects should be taken up when. It will be meeting at 4 O'clock. He can also attend the meeting.

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12.19 hrs.

RAILWAY BUDGET—GENERAL  
DISCUSSION—Contd.

**Mr. Speaker:** The House will now take up general discussion of the Railway budget. The hon. Minister of Railways was on his legs.

**The Minister of Railways (Shri Dasappa):** Mr. Speaker, Sir, I rose yesterday evening to thank hon. Members for the good reception, by and large, which they have accorded to the Railway Budget, I find that

45 hon. Members have taken part, apart from the two colleagues of mine, and I had the pleasure and the privilege of listening practically to all the speeches. While they have generally appreciated the budgetary position of the Railways, they have also done me an additional favour of paying me a personal compliment. They have referred also to my chairmanship of the Estimates Committee. The Estimates Committee is one of the two most important parliamentary committees and I am glad that the reports of these two committees are receiving more and more attention at the hands of hon. Members.

May I, in the first place, deal with some of the financial aspects that arise from out of the discussion. It is somewhat interesting and I may say, strange that there have been contrary observations made by hon. Members with regard to the position of the Railway's finances. My hon. friends, Shri Nambiar, Shri A. P. Sharma and Dr. Sarojini Mahishi have said that the position has been very satisfactory. While my other hon. friends, Shri U. M. Trivedi and Shri Peter Alvares, have not exhibited that amount of satisfaction as the other hon. Members and proceeded to say that the position must be strengthened much more. That only shows that the Railways have been steering through a golden mean.

My hon. friend, Shri Warior, referred to the increase in the net revenue of the Railways before making payments to the general exchequer as having increased from Rs. 99 crores, which roughly was the figure for 1961-62, to about Rs. 130 crores during the current year and he proceeded to say that it was an increase of 50 per cent. That is rather an arithmetical inexactitude, if I may be permitted to say, because it makes just 33 per cent. He also referred to the net surplus creditable to the Development Fund being well above Rs. 30 crores during the whole

period. It was not brought out, however, that the capital-at-charge which was Rs. 1,683 crores at the end of 1961-62 had risen to Rs. 2,136 crores at the end of the current financial year—an increase of 25 per cent.

Sir, the reasonableness or adequacy of any particular level of surplus depends upon two aspects, firstly, in its relation to the assets of the capital investment which earned it and, secondly, in relation to the immediate uses to which the surplus is to be put. In 1950-51 the surplus amounted to Rs. 15 crores when the capital-at-charge was Rs. 827 crores, which worked out at 1.82 per cent. Then, in 1956-57, as against a capital-at-charge of Rs. 1,072 crores, the Railways earned a net surplus of Rs. 20 crores, that is, 1.87 per cent. Strictly therefore the net surplus for 1964-65 when the capital-at-charge is expected to be Rs. 2,389 crores, should be substantially very much in excess of Rs. 40 crores which my hon. friend said would be reasonable. The second and the other important aspect to which I made an allusion in my budget speech is the increasing demand for rail users' amenities, staff welfare works and works on operational improvement which are essential for progressive modernisation of railway assets. These have resulted in an anticipated expenditure chargeable to surplus of nearly Rs. 30 crores in the current year and of Rs. 33 crores in the coming year. I leave it, therefore, to the House to judge whether the rise in surplus which is expected to be Rs. 30.8 crores only in the coming year, even with the marginal revisions in freight rates which I have proposed can be considered as prosperous as it is made out. My two colleagues have already explained how the estimates of earnings have been consistently realised. It was almost one of the stock arguments that the receipts were under-estimated and the expenditure was over-estimated. They have conclusively shown how very

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realistic it has been whether taken year by year or taken over a series of years. As for 1964-65, not only is there no ground to think that the surplus is in any way under-stated, but the House will appreciate that the recent trends in traffic give some room for anxiety and concern. We had expected to lift 17 million additional tons during the current year, and we hope to lift the same tonnage in 1964-65. But, as I have stated, the recent trends give us some room for concern, because during the last one or two months, there has not been the same traffic offering itself for the railways.

Another point which Shri Nambiar referred to was with regard to the depreciation provision being unreasonably high. He suggested that the railways were providing more for the depreciation fund than was necessary. He took a figure for the total capital of Rs. 1700 crores and computed depreciation at 2½ per cent per annum as working out to an annual provision of not more than Rs. 42½ crores. I believe he is an expert accountant. But I am rather surprised that he should have taken these figures. I shall presently show how some of these figures are wrong. Shri Warior also made a specific reference to the appropriation to the depreciation fund having been increased from Rs. 48 crores during the Second Plan period to Rs. 80 crores in the current year of the Third Plan period. I am heartened, however, by the contrary views expressed by Shri U. M. Trivedi who suggested that the depreciation fund and the development fund should be built up in such a manner that the railways became self-sufficient and did not have to draw upon the general revenues for building themselves up. I believe Shri B. K. Das also said more or less the same thing.

I cannot see from where Shri Nambiar took the capital investment figure as Rs. 1700 crores.

**Shri Nambiar** (Tiruchirapalli): I have taken the 1961-62 figures.

**Shri Dasappa:** I do not know why my hon. friend should go back to that year. The actual capital-at-charge at the end of 1962-63, the last completed year for which we have placed the figures before the House, as will be seen from page 75 of the Explanatory Memorandum, was Rs. 1896 crores nearly, and it is expected to increase to Rs. 2136 crores at the end of March, 1964, and to Rs. 2389 crores at the end of 1964-65. Now that he has got these figures before him I am sure he will realise that there was some inexactitude in asking for the cutting down of the depreciation amount.

**Shri Nambiar:** Even granting that it is about Rs. 2000 crores, at the rate of 2½ per cent per annum, it can only come to about Rs. 50 crores. How can it go up to Rs. 80 crores as is claimed?

**Shri Dasappa:** When I come to the demands on the utilisation of this fund, then my hon. friend will understand the real position. My hon. friend must also know that during the Second Plan period we had to draw very much more from these funds than what we had provided for, which provision was, to the tune of about Rs. 45 crores every year.

It has to be remembered that according to the recommendations of the Railway Convention Committee, the depreciation reserve fund has to finance not only replacement of assets—with which Shri Nambiar was satisfied—originally created from capital but also other assets. The value of all assets on this basis, with reference to which depreciation will have to be computed, is of the order of Rs. 3,000 crores, as shown in page 77 of the explanatory memorandum, in relation to which the depreciation provision of Rs. 80 crores in 1963-64, which includes an additional provision of Rs. 10 crores provided by this Parliament last year, will work out to 267

per cent—about the same percentage as my hon. friend wants. Whether the depreciation reserve fund is kept unnecessarily large or affluent can be judged by the simple fact that the balance anticipated at the end of 1964-65 in the fund will not be more than Rs. 50 crores in relation to the total capital at charge of Rs 2389 crores taking only assets charged in the books to capital and not the value of all capital assets, to which I have already referred.

It may also be pointed out that the actual withdrawal from the depreciation fund in 1962-63, the last completed year, was more than Rs. 75 crores, and this is expected to be of the same order or even more in the coming years with progressive replacement of overaged railway assets, the need for which was rightly pointed out by Shri Nambiar. You cannot have the cake and eat it too. In fact, the average annual provision for depreciation of Rs. 45 crores in the second plan period did not, as I said, prove adequate. Its inadequacy has been corrected more recently.

It should not be overlooked that the depreciation reserve fund at any time should have enough money to meet the full replacement costs of assets which are replaced, and further the amount set apart each year from revenue should suffice to cover the up to date depreciation accruing in each particular year in respect of assets which will come up for replacement later. I do not, therefore, see the point in Shri Nambiar's criticism that depreciation fund should be only for depreciation purposes and not for the purposes of renewal charges. Successive Railway Convention Committees, of 1949, 1954 and 1960, on the last of which an important Member of the affiliation of my hon. friend sat, have recommended the salutary principle of charging the full renewal and replacement costs to the depreciation fund, so as to arrest the

increase of capital. I take it that he is in wholehearted agreement with his erstwhile colleague and friend, Shri Vittal Rao.

**Shri Nambiar:** If it is no secret, I can reveal that I differed from that decision.

**Shri Dasappa:** If they speak with divided voices, I would much rather go by the vice of one who has made a thorough study of it than that of the other person who bases his remarks on doubtful facts.

Our purpose is not only a sound commercial practice, but will save the general exchequer to that extent—I am sure the House will appreciate this fact, the obligation of raising further capital loans for railway purposes such as has been advocated by Shri Nambiar. The railways will thus finance a substantial portion of the development programme in successive plans, including requirements of renewal and replacements from their own resources, which is what the country expects, which is, as I said, what the representative of his own persuasion on the Committee expected.

I would like to refer to the freights and fares question which has, to some extent, agitated some hon. Members, who have harped on resorting to economy measures and thereby eliminating any enhancement of these freights and fares. It is very easy for any one to say that if sufficient economies are only resorted to the need for enhancing these tariffs could be easily obviated. What is more, this is expected irrespective of the unavoidable increases in working costs arising from increase in the *per capita* cost of staff and in the cost of fuel and other materials consumed in the course of railway operations.

It is necessary for me to recall that the Railway Freight Structure Enquiry Committee of 1955-57, consisting of eminent persons including two MPs, went into the whole matter of

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efficiency of railway operation before they came to the conclusion that an overall increase of freight rates was inescapable. As I mentioned in my budget speech, even with the increase proposed by me, we shall be going beyond the increases which were recommended by the Freight Structure Enquiry Committee some 7 years ago with respect to the working costs of 1955–57 by a very much smaller percentage than would be justified by the increase in working costs since 1957. It is because of continued measures of economy and operational improvements by way of better utilisation of equipment and personnel that the railways have been able to keep down the increases in fares and freights in this manner. These measures will be continued. It will be seen that the costs have increased by 33 per cent since 1957 and we have not increased fares by anything like that, because the increase which comes to 13 per cent was reached on 1-7-62 and we added 5 per cent last year and 2 per cent this year. I certainly do not say that there is no scope for further economies, which, I may assure the House, will be pursued vigorously.

There is no doubt about the need to keep down prices to the maximum extent possible and I have kept this aspect very much in mind. But I would point out that an increase in freight by 1·8 per cent can have only a very small effect, a fraction of a percentage on the cost going into the prices of various commodities. This is one of the aspects some hon Members referred to, namely, that the moment you raise the surcharge by 2 per cent, which works out effectively to 1·8 per cent, you would at once practically dislocate prices and they would be shooting up.

It should also not be forgotten that the measure of rationalisation proposed will mean an appreciable reduction in the transport cost of certain consumer goods of common use

like medicines, cigarettes and machines. The House would surely appreciate that is not practicable to expect there should not be even the slightest effect on the cost of rail transport when wages go up and prices of commodities purchased for the railways from different industries like steel, coal etc. go up.

**Shri Kashi Ram Gupta:** On cigarettes, the cost should not be reduced, because they are cancer-producing.

**Shri Dasappa:** For that, he must refer to my hon. colleague, the Finance Minister, to see how he could step in and bring down the consumption of lady nicotine.

Finally, by increasing the utilisation of railway assets, it has been possible for the railways greatly to reduce for the users of the railways the impact felt by the railways of rising costs, prices and taxes.

I would like to deal now with the increased demands for repairs and renewals and the improved standards that are required. The House and the country rightly want extensive plans of adequate repairs and renewals. My hon. friend Shri Warior and other hon. Members also been stressed. All this means a standards in every direction. I need not detail all those points. The need for expansion and development has also been stressed. All this means a higher level of expenditure, both revenue and capital. If there were to be no increase in fares and freights at all, it will only mean that the gap will have to be made good by general taxation. This, as rightly pointed out by the Railway Freight Structure Enquiry Committee, will probably affect more adversely the prospects of industrialisation and further expansion of trade.

I would like to deal with a certain doubt that has been expressed, which surprised me not a little, about the increases in freights and rates not

being fully rational. It was the question whether a flat increase in the surcharge by two per cent in basic rates was well-conceived, or it was, as some hon. Members suggested, arbitrary, because it applied uniformly to all commodities except export ores. I had referred in the Budget speech to several factors which have increased the working expenses and other obligations of the railways. To recount some of them, increased payment to workers on account of night duty allowance, improved cadres, increased dearness allowance, improved family pensions, reclassification of cities for purposes of compensatory allowance, to mention only a few, have all raised the expenses of the Indian railways and have affected the cost of haulage of all commodities uniformly without exception. The same is obviously true of factors like increase in coal and diesel oil costs or in steel prices. These affect the cost of haulage of all commodities uniformly. Then again, the increased dividend payable at 5·75 per cent on the new capital has also an identical effect. A rational basic rate structure of the railways was evolved and adopted in October, 1958, after the Railway Freight Structure Enquiry Committee had made recommendations in 1957, and there have been even one or two additional steps taken since then by way of further adjustment and rationalisation where this was considered just. If the basic freight structure is fairly reasonable and not open to serious objection, and if the cost of moving all commodities has been increased uniformly by the different factors such as those I have mentioned, it is clearly reasonable and fair that the surcharge devised to compensate for increased working costs and to maintain a fair return on capital should also apply uniformly to all commodities.

It has to be remembered also that the increase is not much, and is effectively not more than 1·8 per cent on existing rates. If the freight rates of different commodities stood to each

other in a certain ratio before the enhancement of the surcharge—and also, I may say, the ratio to cost—this ratio still obviously remains unaffected even after the additional element of this surcharge. There is, therefore, no ground to question whether the application of the increase is well conceived. It was certainly not arbitrary.

**Dr. L. M. Singhvi** (Jodhpur): Why not appoint a committee for freight rates?

**Shri Dasappa:** We had done it, and it is on the basis of their recommendations that we are now proceeding. Another committee is hardly necessary. They are not going to differ very widely from the recommendations of the previous Freight Structure Enquiry Committee.

**Shri Nambiar:** We have now overstepped the recommendations of the Committee.

**Shri Dasappa:** We have not overstepped in any sense; on the other hand, we have understepped as I have shown. If my hon. friend has not followed what I have said . . .

**Shri Nambiar:** The present two per cent increase is overstepping.

**Shri Dasappa:** When there has been a 33 per cent rise in working costs, and the rise in freight rates so far after the 13 per cent rise is five per cent, I do not think the additional two per cent is going beyond the 33 per cent rise in costs which stands in relation to five plus two or seven per cent.

On the importance of securing an adequate return on capital, I share the views of the hon. Members who have

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expressed themselves on this subject. It will be seen from the tables on page 78 of the Explanatory Memorandum that the net return on the capital-at-charge before dividend payment, which had averaged 6·2 per cent in the first three years, will now come down to 5·6 per cent in 1964-65, even after, let my hon. friend Shri Nambiar note, the intended adjustments in freights for the reasons which I have set out at some length in the Budget speech. The relevant facts have been set out in the Budget speech and the Explanatory Memorandum. I am thankful to see that in general they have been duly appreciated by the House.

Some of the hon. Members have chosen to say that the comfortable position in which the railways find themselves today is not so much due to improved efficiency as to a slump in business. I want to enter my caveat and say a few words on this. I thought the Budget speech had made the position clear, but I want to explain a few facts there. The originating traffic lifted by the Indian Railways in the calendar years 1961, 1962 and 1963 were 160·7, 173·7 and 190·5 million metric tons respectively. Thus, an interval of two years witnessed an increase of almost 30 million originating tons. What was it in the First Plan period? It was not more than 4·6 million tons on the average. What was it during the Second Plan period? The average went up by 8 million tons. That is to say, for the entire Second Plan period it was 40 million tons. But in the first two years alone of the Third Plan we have lifted an additional tonnage of 30 million. I ask the persons who are rather grudging in giving, I will not say the devil its due, but the Indian railways their due, to say if this is not a real achievement on the part of the Indian railways. Is not lifting an average increase of 11 million tonnes yearly in the first two years something very much better than an average of 8 million additional tonnes yearly in the Second

Plan period and an average of 4·6 million additional tonnes yearly in the First Plan period?

It is this significant and continuing increase in rail capacity in two successive years that has mainly contributed to the railways' present position of being able to tackle the traffic offered more or less currently. It is not at all correct that the railways' good position is due entirely to a slump in the demand for rail transport. I do not want to dwell very much on this subject. I am sure the House will recognise this fact and appreciate that it is after reaching much higher levels of capacity that doubts are being felt now whether the traffic demand will rise any further in order to fully use up available capacity. As my hon. colleague has also said, now we have come to a position when we are rather doubtful whether, having geared up the railways to meet additional traffic, so much of additional traffic as we have envisaged will offer itself for us to lift. That is what we are worried about, not the question of lessening the pace of our progress and efficiency.

**Shri Thirumala Rao (Kakinada):** On a point of clarification, is not the Minister optimistic that the Third and Fourth Plans would call upon the railways to lift much higher loads? He is expressing a little diffidence whether the acquired capacity will be fully utilised. Has he not got a proper estimate of the economic tempo that is going to be brought about in the Third and Fourth Plans?

**Shri Dasappa:** My hon. friend forgets that we are in the middle of the Third Plan. I am not referring to what we are going to plan for the Fourth Plan; we shall consider that in conjunction with the Planning Commission. We have got to reach at least 245 million tons by the end of the Plan period. I am not able to appreciate his point.

**Shri Thirumala Rao:** Is your pessimism justified?

**Shri Dasappa:** My pessimism is justified because in the year of grace 1964 we are not getting such traffic as we are capable of lifting. I am sure this will not last long. Maybe, people have built up heavy stocks of coal and they are not lifting more now; when their stocks diminish, they will lift more coal. Actually, I would also like to make it clear beyond doubt that the Railways who have equipped themselves for an increase in traffic continuing steadily accordingly to the Plan would welcome nothing better than the full impact of such a developing traffic. This would offer the stimulus of challenge as well as the opportunity to utilise fully and effectively the investments that have been made, and to earn the income that has been forecast. Although current traffic demands are being currently met, these demands in recent weeks have not been appreciably above the levels of the corresponding period in 1963. But the Budget itself, may I say again, is on the hope that traffic demands will once again pick up and rapidly increase so as to give the Railways a chance to meet the targets of lifting the additional 17 million originating tons in 1964-65 over the levels of the current year. The very fact that an outlay of Rs. 370 crores is programmed for expansion and development programmes for 1964-65 indicates that there is no complacency and that the Railways are getting further geared up for any eventuality. I was rather surprised that certain Members were harping on this question that we should not be complacent. If any such word or even thought had escaped me when I presented the Budget, they may have had some justification for saying it. On the other hand, we are going through our programme and we are not going to lessen the pace of our progress. Still I cannot understand why certain Members say: The Ministry should not be complacent.

Another query or conundrum was raised by Shri Warior whether Railways should be a utility service or a commercial service. I think he got a

right answer when immediately afterwards it was said that it should be both utility and commercial service. (*Interruptions.*) It is both—a utility service and a commercial service. We have never said that it was either the one or the other.

**Shri Hanumanthaiya** (Bangalore City): Mixed economy.

**Shri Dasappa:** Let us not mix our thoughts now. It was said that if the Railways worked as a commercial concern, the rate of return on capital would be much higher. The Railway Convention Committee specifically dealt with this problem and in 1954 came to the conclusion that the Railways should be both—a utility service and a commercial concern.

**Shri Warior** We have been that too. But whenever it is convenient for the Government, they say it is a commercial concern and they rely upon it. Whenever it is convenient to say that it is a public utility service, they rely on it and do not say the other.

**Mr. Speaker:** Because both are there.

**Shri Dasappa:** I will presently tell my hon. friend that it ought to be both and it is both. Railways have to provide as cheap and efficient a mode of transport as possible in the overall interests of national economy. They have at the same time to maintain their solvency and contribute substantially towards the resources required for their own development. The Railways, as a commercial department, pay cess together with sales-tax and excise duty on coal as well as sales tax on other materials, import duties on rolling stock and other items and municipal and local taxes on railway buildings, all of which aggregate to several crores of rupees a year. In fact, the general taxation changes made after the Railway Budget for the last year

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had been formulated has led to a substantial increase in the Railways' expenditure, both capital and revenue for which supplementary demands had been presented and which the House has been asked to vote. It would appear from the speech of Shri Peter Alvares that it is not generally appreciated that the Railways have to meet all these liabilities arising out of taxation.

An hon. Member said that if only the Railways were in the private sector it would have made double or four times the profit. Luckily for me, there are a few railways still in the hands of the private sector. Do my hon. friends realise in what plight they are? We saw only the other day what the position was with regard to the SS light Railway... (An Hon. Member: Narrow gauge) No matter what the gauge is. Let us not confuse the issues. It is in the hands of the private sector which is alleged to have all the capacity to manage things most efficiently. But they are in difficulties. I do not want to say more.

**Shri Nambiar:** They are toy railways.

**Shri Hari Vishnu Kamath** (Hoshangabad): Scrap the narrow-gauge.

**Shri Dasappa:** They are now seeking assistance from the U.P. State Government.

Some hon. Members were concerned with co-ordination between roads and railways. I do not know why they could have dealt so much with that question because they knew that when Mr. Neogy resigned from his office of chairmanship of the co-ordination committee, there has been an announcement in the Press that this work is being continued with Mr. Tarlok Singh as Chairman of the Committee. The Committee have gathered a large volume of very useful material.

13.00 hrs.

**Shri Hari Vishnu Kamath:** What about Shri Neogy's own statement about his resignation? He made a long statement on his resignation throwing a different light on the matter.

**Shri Dasappa:** We are now talking of co-ordination and not Shri Neogy's resignation. He may have his own reasons for it. But the fact is that the work is now not going to stay put but it will be continued without any break. He had, I believe, a term of two years to go by still; I really do not know what exactly had been done then by Shri Neogy. But the point is, it is now going to be taken up, and I though I have no business to give any assurance on behalf of the Planning Commission, I think I may hold out some assurance that the final report on the matter will emerge in about six months. I expect that you want a studied report and not a patchy report.

**Shri Hari Vishnu Kamath:** We have studying it for a long time now, three years.

**Dr. M. S. Aney** (Nagpur): You have referred to the report of Shri Neogy. Is he still continuing to be the Chairman of that Committee?

**Shri Dasappa:** He has resigned and his place has been taken over by Shri Tarlok Singh, a member of the Planning Commission.

**Shri Nambiar:** The point was that this committee—not about Shri Neogy's resignation—has been made subsidiary to the World Bank agency's enquiry which is uncalled for, and whether the railway has any share in this changed pattern. That was the point which was raised.

**Shri Dasappa:** I have not much idea of that causal relation between one thing and the other. The Planning Commission is seized of it and the Committee members are at their job.

**Dr. M. S. Aney** (Nagpur): We agree.

I am sure that it would be wise on the part of Shri Nambiar to reserve whatever remarks he has till the report comes out.

**Shri Sham Lal Saraf** (Jammu and Kashmir): The Government of India has a committee of the World Bank for advising coal movement, etc. What some hon. friends pointed out was whether there is any overlapping between the two committees—the Neogy Committee and that committee.

**Shri Dasappa:** I do not think it would be proper on my part to go into those facts until and unless I study the whole question. I do not think this committee which is now to be presided over by Shri Tarlok Singh is going to be influenced in any wrong direction because of any other committee in the world. They are going to do the job in a purely scientific manner and you will see when it comes out that much of the apprehensions of some of my hon. friends are wholly unfounded.

Another point that was raised was that the improvement effected in the Indian railways by way of container service—which is really welcomed by the trade and commerce—is going to hit the industry. This is one other extraordinary statement that has been put forward. I think hon. Members will appreciate that if we can also render what is known as door-to-door service from one city to another city, from one town to another town, it is a thing which has got to be welcomed, because there will be no question of trying to interfere with the bulk of the commodity; it will be absolutely safe and there will be no room for pilferage and so on. It will also help the business because the railways will be able to go to the door of the consignor and it will be picking up there and then loading it by themselves and delivering it at the other end. So, this is a thing which I thought everybody should welcome, but anyway, one hon. Member has chosen not to appreciate this good service which the railways have planned for themselves.

**Shri Dasappa:** Thank you. It is clearly desirable that transport of goods of any category should be through the medium best-suited to carry it at minimum best-suited to nation. In order to facilitate the attainment of this objective and for other sound economic reasons, there is a continuous effort in all the advanced countries to make freight rates cost-oriented to the extent feasible. The proposal made in regard to making slight increases in the coal rates for long distances, as well as reducing the classification of the commodities now classified at very high classifications are both motivated by this consideration.

I now come to a very important point which was raised by some hon. Members, notably by my hon. friend Shri Hanumanthaiya who, I think, rightly stressed the importance of a definite policy regarding the conversion of metre and narrow gauges to wider gauges.

**Shri Hari Vishnu Kamath:** He was here just now. Where has he disappeared?

**Shri Dasappa:** I would like to explain the policy that the Government have adopted for good and clear reasons. There is no doubt that, although on the Indian railways well over 80 per cent of the originating tonnage in freight is lifted by the broad gauge, the existence of a multiplicity of gauges, with the need for transhipment of traffic, does detract from what would be the ideal situation. I referred, however, in my budget speech to the practical difficulty of embarking on wholesale or even large-scale conversion. I do not know exactly.....

**Shri Koya** (Kozhikode): Why is the Government now constructing the Bangalore-Salem railway line on the metre gauge only?

**Shri Dasappa:** That is exactly what I am going to answer. As I have said, however desirable may be the programme of wholesale conversion of these smaller gauges into broad gauge, it is a difficult thing to resort to, because the cost itself, as computed by experts, may run into more than a thousand crores of rupees, and if we have got to exhaust all our energies and resources for this purpose, namely, only on conversion, of the gauges, what is it that we can do by way of giving additional amenities and facilities in other respects? That is not possible.

**Shri Sezhiyan** (Perambalur): It need not be in a single year; it may be done in 20 years.

**Shri Dasappa:** Therefore, the policy is very clear: that wherever there is traffic justification, in areas where we have the metre gauge system now, there, we will consider the question of converting the metre gauge into broad gauge. That is the first principle. Secondly, when laying down new lines, if the traffic justifies and if one or other end of that line is a broad gauge, then also we have got to consider the question of having a broad gauge line. Thirdly, where neither of the ends has a broad gauge, it would be impossible to think of a broad gauge between those two lines, because it is not worth-while. Then we can only think of a metre gauge. These are certain basic principles by which we are going. I entirely agree that the ultimate design should be to have one gauge all over India and that gauge, there is no dispute, should be the broad gauge.

**Shri Sezhiyan:** For the Salem-Bangalore line, both ends are broad gauge.

**Shri Dasappa:** If the traffic justifies. It is a very important provision. If, supposing, the traffic does not justify, then the likely result would be that having the broad gauge would mean more losses. That also is a simple matter for anybody to appreciate. Therefore, the question is, what we

have chosen now is a very happy formula which we have adopted, namely, with regard to these new lines where the traffic does not justify a broad gauge, when we build up the track, culverts and the bridges—everything—will be fore the broad gauge standards, so that if in the course of years it is found necessary that the metre gauge is not enough to lift the traffic, then we could easily convert it into the broad gauge. That is not such a problem, once we have the bridges, culverts and tunnels, if any.

**Dr. M. S. Aney** (Nagpur): So far as the existing lines are concerned, that formula might hold good. But when new lines are constructed, will they be uniformly broad gauge?

**Shri Dasappa:** I am in entire sympathy with my respected friend that all new lines should be broad gauge, but—the 'but' is inescapable because as I said, if the traffic does not justify it, and if you have broad gauge instead of metre gauge, the losses will be much more than otherwise.

**Shri Hari Vishnu Kamath:** What about Hassan-Mangalore line?

**Shri Dasappa:** It is natural that my friend from Mangalore is very much interested in that line. We shall consider certainly at the right time whether we should have a metre gauge or broad gauge. But as we have assessed it at present, according to our survey, it is only metre gauge that is justified at the moment. But whether it is Salem-Bangalore or Hassan-Mangalore, the bridges, culverts, tunnels, etc. are all for broad gauge—I substantially. I think I have made the position very clear and I do not think there is any need for any further explanation on this point. I take it that Mr. Hanumanthaiya and others who have referred to this will be satisfied with this stand that we have taken up.

I know that one of the things that works as a handicap in the case of

multi-gauges is transhipment. It cuts speed, causes more delay and there are also the attendant incidental disadvantages of possible pilferage, damage and so on. We are fully conscious of that, but even so, as I said, we have got to hasten slowly with regard to this matter.

I now come to the important question of electrification and dieselisation. I am thankful to the House for having laid emphasis on a switch-over to either electrification or dieselisation. All of us are agreed on this point that the steam locomotive is out of date and obsolete. I would like to draw attention to a few figures which I have got here, which would be of interest to the House. On page 21 of this book on performance of our Railways they are given. The Canadian National Railways have 100 per cent dieselisation. The Canadian Pacific has 99.80 dieselisation. In Italy, it is 83.11 per cent electrification and 1.02 dieselisation. In France, it is 10 per cent dieselisation and 51 per cent electrification. The British railways are also now dieselising to a large extent. They have got 11.55 per cent dieselisation. In the United States, it is very interesting to know that 98.72 per cent is diesel and 1.22 per cent electric traction.

In India, the position is, taking all the gauges together, we have 7.90 per cent diesel traction and 5.41 electric traction. Having regard to the trends all over the world and the convenience and advantages of electrification and dieselisation, the Indian Railways have not lost time in taking up the manufacture of electric locomotives and diesel locomotives. We have manufactured quite a number of electric locomotives. The first AC locomotive was commissioned only the other day by the Prime Minister and the first diesel locomotive was commissioned by Shri Lal Bahadur Shastri in the first week of January. The advantages are obvious. As between electrification and dieselisation, there are more advantages in electrification in certain cases and in dieselisation in certain other cases.

Both are able to give us more speed and more haulage. But where the density of traffic is very high, there electric traction is better than even diesel. But in diesel traction, there is more of manoeuvrability, which advantage is not there in electric traction. Diesel loco can go on any track, whether there is electricity or not. So, we feel that in India, the answer to the problem today is to see what are our requirements in each line.

**13.17 hrs.**

[MR. DEPUTY-SPEAKER in the Chair]

If the density is very much, then it would be to our advantage to go in for electric traction. If the density is greater than what the steam locomotives can negotiate, then we should go in for diesel traction. There is no doubt about that.

In regard to this, the cost of diesel and the cost of power also come into play. Luckily for us, it looks as though we will be able to have high-speed diesel oil for the purpose of traction. I may incidentally say to those who want to put the roads against railways that the diesel locomotive consumers per tonnage of hauling not more than one-fifth of what the road vehicles consume. For every ton of goods moved, by railways, it costs substantially less than what it would cost if it is moved by road. That is really an advantage for dieselisation.

**Shri Hari Vishnu Kamath:** Is it a fact that the cost of electrification per kilometre in India is much higher than in some other countries and if so, what are the reasons for this?

**Shri Dasappa:** I thought my hon. friend, more than all of us, myself included, knew this simple fact that we have got to import a lot of those parts which go for traction on the one side and also electrification of lines on the other.

**Shri Hari Vishnu Kamath:** What is being done to make those components here?

**Shri Dasappa:** That is exactly the problem which we are tackling now.

**Shri Kashi Ram Gupta** (Alwar): How does cost of diesel compare with cost of coal in the railways? Let us not compare railways with roads.

**Shri Dasappa:** It depends on the location of coal. If it is on the pit-head it costs so much less and if it is far-off it costs more. But in any case, the advantage with diesel is that when you do not use the locomotive, you do not have to use diesel oil. In the case of steam locomotives, whether it is on the run or otherwise, the steam has got to be kept up.

**Shri D. J. Naik** (Panchmahals): How does the cost of diesel engines compare with the cost of steam engines?

**Shri Dasappa:** It is very much more. We are now absolutely self-sufficient so far as our requirements of steam locomotives are concerned, and we have brought down the price enormously. The cost of a steam engine is just about Rs. 4.5 lakhs, for an electric engine it is about Rs. 11 lakhs and for a diesel engine it may be a couple of lakhs more.

Another factor which we have got to take into consideration is the availability of cheap power. We have got to work out what the running cost would be, quite apart from the non-recurring cost of capital outlay. That would be necessary. If, for instance, we are able to get power very cheap, even a little extra cost in electrification could be more than made up by the cheap electric power that we can get. Therefore, I would, say to any State which is thinking of having electrification to try and offer power very cheap because otherwise they would not have any electrification done.

I was talking about the gauge. I might illustrate as to how we are at this job and we are trying to do as much as possible by way of conversion of these gauges. I can give one instance straightforwardly. From Guntakal to Hospet we are having a parallel line of broad gauge, but from Hospet to Hubli and Londa and then on to Marmagao we are surveying now for con-

version of the metre gauge into broad gauge. That is mainly required for the export of iron ore. The density of traffic between Poona and Miraj is already pretty heavy. Therefore, we are now going on with the conversion of that into broad gauge. We have got these things on our anvil.

Sir, I am afraid I am taking a little more time than I should.

**Shri Hari Vishnu Kamath:** To make it more comprehensive.

**Shri Dasappa:** My hon. friends are naturally interested in the other question which is agitating certain people of certain States, and that is the question of having new zones. I do not think I should hold the House very long on this point because this is a matter which has got to be guided entirely by the operational necessities of the particular area. I have already referred to this, I think, in my Budget Speech, stating that the Efficiency Bureau of the Railway Board has been continuing its study of the work-loads and the operating-cum-efficiency indices of the different zonal railways. On the basis of this data, if it is found necessary that any further re-organisation is necessary, we would not hesitate to do that, as we have done in other cases in the past, but it will be primarily on operational grounds and for reasons of efficiency and service to the users.

**Shri Kashi Ram Gupta:** Every year this is being repeated.

**Shri Dasappa:** I believe, if my hon. friend was in my position, every year he would be creating a new zone.

Sir, we have already resorted to re-organisation by way of having the divisional system in many of the railways. We were having it only in two railways. Now we have introduced the divisional system in all the railways, except in two smaller railways where we have still not got the divisional system.

**Dr. L. M. Singhvi** (Jodhpur): In what way is the Railway Administration considering this question of rezoning. What are the criteria that they

have arrived at for re-zoning—we know of operational-cum-efficiency and all those things. We want to know at what stage the thinking on re-zoning is in the Railway Administration?

**Shri Dasappa:** I think I told you that we are continuously on the job of assessing work-loads of various zones. I am glad that Shri Singhvi has put this question. I might tell the House that when we have got to think of a new zone we must take not only what is immediately before us but what is held out before us. We have to take a perspective view of things. We must look a little far ahead and assess what exactly is the kind of traffic that will offer itself in different areas. Supposing you have a steel plant that is coming up somewhere. What happens then? You will have very much more to cater to in that area where a steel plant comes up. Therefore, all these things have to be looked into. The moment we find that there is need for a new zone we will not hesitate. There is no doubt that it means more money. For instance, roughly, for a new zone headquarters 3000 new hands would be required and the recurring cost of administration would be about Rs. 2 crores a year apart from the non-recurring cost. Therefore, I am not too anxious to jump into this affair until I am thoroughly satisfied that it is very necessary for the purpose of improving the system. And, as I told you, in this matter I am anxious to be in as close a touch as possible with the representatives of the different areas.

**Shri Kashi Ram Gupta:** What about the change of headquarters from Bombay to some other place of the metre gauge section of the Western Railway? Some hon. Member has referred to it.

**Mr. Deputy-Speaker:** Order, order.

**Shri Dasappa:** Now, Sir, I would like to deal with certain things which may directly concern the users. One thing is about the speeding up of

trains. I can assure the House that I am not myself satisfied with the rather slow movement of many of these trains. It is always easy for me to explain the matter. I would say that there is the question of building up of loops, doubling of tracks and so on affecting movement. I can give various reasons. But I would like to say that it shall be my endeavour to see that trains are speeded up as much as possible.

I am glad to find that these de luxe trains are very much appreciated all over. We have got four such rakes on the move in the Indian Railways. I am hoping to double this number as early as possible, because I know it will be very much appreciated by the people. So, instead of four we can have eight of them in the Indian Railways. I think this is a thing which my hon. friends would be happy to hear.

Then there is the question of sleeper coaches. This is another facility which is greatly appreciated by my friends all over. I entirely agree with them that much of our passenger receipts are from the third class passengers. I am also more than convinced that there is a lot of overcrowding. Therefore, I do not think it is necessary for any of the hon. Members to paint this picture of overcrowding in very lurid colours. I doubt very much if some of those hon. friends who do paint in that manner have travelled in third class as much as I have done. I may be for the moment in this office, but I have done a great deal of third class travel.

**Shri Hari Vishnu Kamath:** That was when there was not so much congestion.

**Shri Dasappa:** I have had no place to sit and I had to get upon the luggage rack.

**Dr. L. M. Singhvi:** Let that experience not be forgotten.

**Shri Dasappa:** There is no difference of opinion or controversy and I am one with them on this matter. I want to improve the position. There are

[Shri Dasappa.]

so many ways of doing it. We could introduce a few more trains. We are attempting to do it, as stated by my hon. friend, Shri Shah Nawaz Khan the other day. I would like, if possible, to introduce more of janata trains. I would be going into all this.

So far as sleeper coaches are concerned, we have already ordered 145 broad-gauge and 150 metre-gauge sleeper coaches. If it is possible, I shall increase the number of sleeper coaches. But there is a limit on our capacity to produce sleeper coaches. I will certainly ask the Railway Board to see if they can gear up the production machinery so as to have more of sleeper coaches.

I am glad that many Members have appreciated the three-tier coaches. Of course, some said that their head gets knocked sometimes.

**An Hon. Member:** Not three tiers; two tiers.

**Shri Dasappa:** I have listened to all the speeches and I have got the notes here. The moment you talk of two-tier coaches the number of sleeper berths will be less. I would like my friends to settle the quarrel between themselves as to whether two tier or three tier is more preferable. Of course, if all my friends say they want two-tier coaches, I will go in for that. But when there is some preference shown by some people for three-tier coaches, I cannot ignore them.

**Dr. M. S. Aney:** Do not wait for agreement by conflicting views. Do what is good.

**Shri Sham Lal Saraf:** As the issue of tickets is restricted in the first and second class to the number of seats available, similarly the issue of tickets for the third class should also be limited so as to avoid ticketless travel.

**Mr. Deputy-Speaker:** Now he is on the subject of sleeper coaches.

**Shri Dasappa:** Dr. Aney was perfectly right. I may assure him and others that it does not matter what difference of opinion there may be, we

will go on our own way, doing what we in all conscience feel is the right thing to do. Nobody can deflect me from that course of action. Having given sympathetic consideration to all the suggestions, I hope hon. Members would still like me to take my own decision.

Then, some hon. Members suggested that there should be only one class in the railways, a classless railway. Here I may point out that in Russia, which is the most Socialist state you can think of, there are five classes.

**Shri Warior** (Trichur): Shri Alvares is questioning it.

**Shri Dasappa:** I will give you the authority and then I suppose you will be satisfied. Otherwise, I have no objection if he makes a trip to Russia and studies it himself.

**Shri Hari Vishnu Kamath:** Will you send him?

**Shri Dasappa:** Even here what is the present position? Our present first class is not the original first class but second class; similarly, our present second class is the original Inter class. There is only change in name.

**Dr. M. S. Aney:** All forgery classes.

**Shri Kishen Pattnayak** (Sambalpur): What about the air-conditioned class?

**Shri Dasappa:** We have introduced it because there is demand. Apart from being a utility concern, we are a commercial concern also. So, we have to play a dual role. If people want air-conditioned coaches and are prepared to pay for them, we shall introduce them. Here I will ask one question. Do we not want tourists in this country? Or do we want to shut the door against all tourists? If we want tourists in India, we cannot do away with air-conditioned coaches.

As I said, we are making every effort to improve third class. Now we have got better bathrooms, fans, mirrors and other facilities.

**Shri Kashi Ram Gupta:** What about the five classes in Russia?

**Shri Dasappa:** I will give you the authority.

Another matter which has caused me a lot of anxiety and distress is ticketless travel and alarm chain pulling.

**Shri Hari Vishnu Kamath:** Which railway is the worst?

**Shri Dasappa:** I do not think I should expose any railway. The unfortunate thing is, we restored the blanked alarm chain in the hope that it will be used very judiciously and that too only when there is a necessity. But the moment we restored the alarm chains ticketless travel increased enormously. I am sorry. I have not got the figures with me. Here we have to remember that the railways are the wealth of the nation and no politics should be introduced into it. By trying to eliminate ticketless travel we would be rendering some service to the nation. So, I want my friends to co-operate with me in this matter. What are the suggestions that my hon. friends could offer me in order to eliminate this malady of ticketless travel? In fact it is best that all the constructive suggestions of my hon. friends should find free play. If hon. Members could help me in eliminating ticketless travel I shall ever be grateful to them. This is a matter which depends more upon the atmosphere or climate of the area. No doubt, an improvement in the educational system will have its own effect. Now if there is ticketless travel and if a railway employee questions such a person, he is manhandled. In the normal course, the other passengers should go and assist the railway employee. But, unfortunately what usually happens is that the public rush to the aid of the rowdy elements which manhandle the railway employees.

**Shri P. R. Patel:** Perhaps, the railways are not helping these people....

**Shri Dasappa:** Because he tries to do the public duty of going and collecting the fare whereas the man wants to travel without paying the

fare. That is the kind of thing which I would beg of the hon. Members here to help me in eliminating. In no case should we show any sympathy with people who travel without tickets. It should be deemed to be an indecent thing and social evil if anybody were to travel without paying the necessary fare.

There are many other things which I would like to refer to. I am sure, my hon. friends would like me to say a word on the question of labour relations, but I will take some other occasion to do so. They wanted the negotiating machinery at the Centre to give them a regular, standing tribunal but we do not give in to that because that might mean encouragement for referring a hundred things to this tribunal. We have always been ready and sympathetic to refer any important matter to an ad hoc tribunal, like, the Shankar Saran Tribunal. We have accepted his recommendations *in toto*. So, what I would like my hon. friends now to think of is this. Let us all feel that the cause is one and the same, the objectives are the same; so, let us bend all our energies to the task of putting forth our best, whatever the position may be, and see that we improve the efficiency of this great national undertaking, the Indian Railways.

Before I conclude....

**Shri Hari Vishnu Kamath:** You have not referred to corruption in the Railways.

**Shri Dasappa:** You know, there is the Vigilance Department. Nobody will say that he would like to countenance corruption in any form. Corruption takes a variety of forms. It is not merely money but nepotism and various other things, like, not meeting out punishment where it is justly due, not holding a proper inquiry and all these things. I am hoping to give some better account of the work of the Indian Railways so far as corruption is concerned and, I hope, next time they would not be able to say so much.

**Shri Kishen Pattnayak:** What about dearness allowance?

**Shri Dasappa:** I am glad he put that question. They second Pay Commission had said that if the cost of living index went up 10 points beyond 115 and remained there for 12 months, for one whole year, that has got to be made up. I think, Shri Peter Alvares said that it must be cent per cent. neutralisation. The Pay Commission did not say that. So, when it went up from 115 to 125, we did give this benefit. I believe from November 1960 to October 1961 when it stood at 125, they have been given this neutralisation and there has been a rise in dearness allowance; I think, neutralisation went up to as far as 75 per cent. and that is the thing which you must kindly welcome because it could not be better than that. Beyond 125 to 135 we have not yet had a full twelve-month period; even so, we have done something by way of giving Rs. 2, Rs. 5. and Rs. 10 as *ad interim relief*.

**Shri Nambiar:** That was for the increase up to 125 and not beyond 125, which is yet to be covered.

**Shri Dasappa:** I said, from 115 to 125 it was there from November 1960, if my memory proves correct, to October 1961; so, that was given. The neutralisation then was up to 75 per cent. But the Pay Commission did not say that it must be hundred per cent. neutralisation as my hon. friend, Shri Peter Alvares, said. Further than that, up to 135, we want to wait for another 12 months. Anyway, that is a general thing and not merely concerning the Railways. I go with the rest of the Central Government employees. I can assure you that so far as I am concerned when the time for neutralisation comes whatever formula is to be applied Railways will not lag behind at all.

**Dr. L. M. Singhvi:** Substantial neutralisation of rising prices can be done only if some commodity benefits can be conferred on the Railway employees, for example, cheap grain shops and things like that, so that

they do not have to come up again and again to you for neutralisation.

**Shri Dasappa:** I think, my hon. friends will have ample opportunities to talk even about this demand and so on.

I want to say two things before I conclude. A number of friends have made a number of suggestions. Many of them are worthy of our consideration and examination. We have noted all of them and I have an idea of informing every one of the hon. Members who have spoken about the points which I have not covered as to what action it is possible for us to take on the particular suggestions; whether they are acceptable or not is a thing which we will indicate. So, let not hon. friends who find that we are unable to accept the suggestions feel aggrieved because we have not found it possible for us to accept them if, after the closest examination and the most serious thought it has not been found practicable or feasible, or there have not been enough resources for the purpose.

**Shri Nambiar:** What about the bonus proposal? It is very important.

**Shri Dasappa:** All that can be taken up later on.

There is one other thing on which, I think, you will permit me to say a few words. Certain hon. friends have let fall from their lips certain words which I wish they had omitted. They have characterised—some of them—the Railway Board with which I am intimately associated and whose working I have had the opportunity to see at close quarters as Grand Moghuls and so on. I do not want to say the other words which they have used and which they should not have used. I am sure, in calmer moments they will themselves think that they have done wrong to the members of the Board for having used those words. I do not want them again to go into the record here.

**Shri Hari Vishnu Kamath:** Grand Moghul is not a term of abuse.

**Shri Dasappa:** No, it is not; but were they paying a compliment to me as the Minister of Railways, for the moment entrusted with this job, when they said that I am heading a set of Grand Moghuls....

**Shri Warior:** That is not the fault of the Minister.

**Shri Dasappa:** ....and I am not able to manage the Ministry in the manner in which the House would like me to handle the Ministry and the Board?

**Shri Hari Vishnu Kamath:** It is only descriptive, not abusive.

**Shri Dasappa:** It is not abusive. I am glad, he at least tries to mollify the effect of it. But I will say this. So far as the Board are concerned, I have had a pretty long experience to deal with bureaucrats and officials and I do not find the Railway Board members anything so vitally different from the rest of the people with whom I have had the privilege to work in a different State, of course. I think, they are doing a mighty good job. Every letter that goes out from an MP receives the closest attention. I have not seen another Ministry where so much of attention is paid to every letter that has been sent by an MP.

**Shri Hari Vishnu Kamath:** What about non-MPs?

**Shri Dasappa:** Shri Kamath cannot say that I can be different in one thing from another. That is not possible.

**Shri Hari Vishnu Kamath:** I did not mean that. On a point of information I asked.

**Shri Dasappa:** I am glad, Shri Kamath also appreciates this fact. I want to make it amply clear here and I want it to go on record that so far as the Railway Board and the rest of the Ministry are concerned, they are doing a very hard job and they are not of the wooden or orthodox type. You will see that every new improvement that is required is being made, whether it be by way of integral coaches, or locomotives,

either steam or electric, or diesel engines, the Railways or signalling and so on; we are taking the quickest action, and trying to make as modern as possible.

I am very thankful to hon. Members for having supported this budget. As I said earlier, we shall all try to do our best to see that the Indian Railways will give even a better account next year than what they have done so far.

#### DEMANDS FOR GRANTS—RAILWAYS 1964-65

**Mr. Deputy-Speaker:** The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1964-65.

25 hours have been allotted for the general discussion and the Demands for Grants. About  $16\frac{1}{2}$  hours have already been taken on the general discussion, and so, about  $8\frac{1}{2}$  hours remain for the Demands.

**Shri Hari Vishnu Kamath** (Hoshangabad): 10 hours were allotted separately for the Demands for Grants. So, it cannot spill over.

**Mr. Deputy-Speaker:** The total time allotted is 25 hours. We have already taken  $16\frac{1}{2}$  hours and we are now left with  $8\frac{1}{2}$  hours. We should stick to this schedule; otherwise, the entire time-schedule will be upset.

**Shri Sonavane** (Pandharpur): Demands for Grants constitute a separate item.

**Shri Sezhiyan:** 10 hours were allotted separately for the Demands.

**Mr. Deputy-Speaker:** 25 hours were the time allotted for the entire Railway Budget.

**Shri Kashi Ram Gupta** (Alwar): 15 hours for the general discussion and 10 hours for the Demands for Grants.

**Mr. Deputy-Speaker:** We shall go by the decision of the Business Advisory Committee.

**Shri Nambiar** (Tiruchirapalli): It was also made clear in the Business Advisory Committee that we shall have 15 hours for the general discussion and 10 hours for the Demands for Grants.

**Mr. Deputy-Speaker:** We have already taken  $16\frac{1}{2}$  hours. If we do not stick to the time-schedule, we may not be able to get through the budget discussion in time.

**Shri Nambiar:** What transpired in the Business Advisory Committee was this. 15 hours were allotted for the general discussion and 10 hours for the Demands for Grants; then it was said if there was a little more stretching required, that could be done, but there was no suggestion to reduce the time allotted for the Demands to something less than 10 hours. That was the understanding reached. All of us were there.

**Shri Hari Vishnu Kamath:** On a point of order. The note received for this afternoon's meeting of the Business Advisory Committee, from the Department of Parliamentary Affairs also makes it clear. For Wednesday, we find that.....

**Mr. Deputy-Speaker:** That is for today's business.

**Shri Hari Vishnu Kamath:** The Government's note itself says that the speech of the hon. Minister was scheduled to go on up to 2 p.m.; apart from that, 10 hours are allotted for the Demands for Grants.

**Mr. Deputy-Speaker:** I do not know. I was not present at the Business Advisory Committee. We shall proceed with the discussion now, and we shall leave it to the Speaker.

We shall take up Demand No. 1 first. Shall we have  $5\frac{1}{2}$  hours for Demand No. 1?

**Shri Nambiar:** No; till the end of today, we shall have the discussion on Demand No. 1 relating to the Railway Board. And the hon. Minister may reply tomorrow morning, and then we

may have some cut motions for voting. After that, the rest of the Demands may be taken up together.

**Mr. Deputy-Speaker:** That is, till the end of today's sitting, we shall have the discussion on Demand No. 1. Hon. Members who have cut motions to this Demand may move them now.

**Mr. Deputy-Speaker:** Motion moved:  
**Demand No. 1—RAILWAY BOARD**

"That a sum not exceeding Rs. 1,09,50,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965 in respect of 'Railway Board'."

**Dr. Ranen Sen** (Calcutta East): I beg to move:

That the demand under the head Railway Board be reduced to Re. 1.

[Top heavy administration in Railway Board (1)].

**Shri Bade** (Khargone): I beg to move:

That the demand under the head Railway Board be reduced by Rs. 2,40,000.

[Need to abolish the Directorate of Vigilance(3)].

**Shri Dinen Bhattacharya** (Serampore): I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to (i) build over-bridges connecting Kasba and Ballygunge areas and Tiljala and Boudel Road in Calcutta and at Serampore, Sheoraphuli and Baidyabati level crossings on G.T. Road, (ii) extend the over-bridge at Dum-Dum Cantonment station to connect platform No. 3 with platform Nos. 1 and 2 with an exit outside the station, and construct an over-bridge at Dum-Dum Junction station leading from southern

side with a staircase exist down from embankment, (iii) provide a level-crossing or an over-bridge between girls college and the boys school at New Barrackpore Halt station, (iv) broaden the subway at Konnagar, (v) construct sheds on Belur, Hind Motor Halt, Begumpur, Haripal and Balarambati stations in Howrah Division, (vi) introduce a fast train on B.A.K. Loop of Eastern Railway, (vii) improve and speed up the electric suburban railway on Eastern Railway, (viii) introduce more sleeper and reserved coaches in long distance trains between Howrah, Delhi, Madras, Cochin, Mangalore, Bombay and Pathankot, (ix) introduce a daily Janata Express named Kerala-Bombay Janata Express to satisfy the traffic needs, (x) provide through third class-sleeper coaches from Delhi to Cochin and Delhi-Mangalore, (xi) provide more trains between Calicut and Mangalore especially during night, (xii) provide an additional Express train between Mangalore and Ernakulam, (xiii) provide more third class sleeping accommodation for long distance passengers at Tellicherry station, (xiv) absorb the staff of Railway Electrification Department, (xv) grant dearness allowance according to the rising cost of living, (xvi) upgrade the posts of Foremen grade 'C' to Foremen grade 'B' in South Eastern Railway Workshops, Kharagpur, (xvii) reinstate all employees whose services have been terminated under rules 148 and 149 of the State Railway Establishment Code arising out of the Supreme Court Judgment of 5th December, 1963, (xviii) discontinue the practice of transferring class IV employees to far-off places, (xix) grant night duty allowance to

all employees performing night duty, (xx) implement the award of Shankar Saran Tribunal by upgrading the artisans in workshops, (xxi) condone the break in service of certain workmen of Golden Rock Workshop and Tirunelveli (Southern Railway) for alleged stay on strike, (xxii) stop suburban trains at Mandalpara between Kankinara and Shyamnagar on Eastern Railway, (xxiii) provide a second station for Baranagar people on Eastern Railway on the direct Barrackpore route, (xxiv) create a new zone out of Southern Railway and Central Railway for efficient transport, (xxv) continue repairs to railway quarters and colony roads even during emergency, (xxvi) reduce the rent of railway quarters (xxvii) retain the loco-shed at Calicut, (xxviii) permit carrying of mango consignments by Cochin and Mangalore Expresses (Southern Railway) for quick transit, (xxix) evolve a formula to grant recognition to trade unions on principle of membership strength, (xxx) grant recognition to the Dakshin Railway Employees Union and the Chittaranjan Railwaymen's Union, (xxxi) absorb the casual labour after six months of service, (xxxii) grant house building advances to all employees including Class III and class IV, (xxxiii) grant at least a month's emoluments as bonus per year to all Railwaymen, (xxxiv) evolve a coordinated transport policy not in line with the World Bank agency's purpose of limiting only low-rated freight to Railways, (xxxv) refuse the World Bank Agency's proposal of a pattern for haulage of coal to short distances, and (xxxvi) retrenchment of existing staff and recruitment of new staff in Railway Electrification Department, (xxxvii)

[**Shri Dinen Bhattacharya**]

non-payment of full dues to retired employees even after several years of their retirement, (xxxviii) failure in strengthening and assisting the Committee on Transport Policy and Coordination under the chairmanship of Shri K. C. Neogy. (4)].

**Shri Bade:** I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100

[Need for one fast train between Bhopal and Ratlam(6)].

**Shri Sivamurthi Swami (Koppal):** I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to introduce new railway lines and new trains in the developed areas particularly in Tungabhadra project area in Mysore State, and (ii) inefficiency in goods transport especially in mining areas.(7)].

**श्री किशन पट्टनायक :** मे प्रस्ताव करता हूँ :

कि रेलवे बोर्ड शीर्षक के अन्तर्गत मांग को राशि घटा कर एक रुपया कर दो जाय।

[(1) रेलवे कर्मचारियों के बेनन तथा सेवा का यातौ में विषमता, (2) कुशलता के प्रयोजनार्थ सेवाओं को मन्त्रिता प्रदान करने में असफलता, और (3) विनाकिरण की यात्रा एवं रियायतों सम्बन्धी नियमों का पूर्णाधरण करने में असफलता। (८)]

**Dr. L. M. Singhvi (Jodhpur):** I beg to move:

That the demand under the head Railway Board be reduced to Re. 1.

[(i) Ambiguity, equivocation and uncertainty in the matter

of reorganisation of Zones, and (ii) failure to undertake changing of metre gauge to broad gauge on an extensive scale (9)].

**Shri Narasimha Reddy (Rajampet):** I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to (i) provide proper amenities for the third class passengers, and (ii) provide proper food in the dining cars and absence of dining cars in G.T. Express from Madras to Delhi and from Gantakal to Secunderabad.(10)].

**श्री किशन पट्टनायक :** मे प्रस्ताव करता हूँ :

कि रेलवे बोर्ड शीर्षक के अन्तर्गत मांग की राशि १०० रुपये कम को जाय।

[(1) रेलवे के भाजन-व्यवस्था विभाग में अधिक मूल्यों एवं क्रपबन्ध रोकने की आवश्यकता, (2) अमलोषजनक शिकायत संगठन, (3) रेलवे में भारतीय भाषाओं की उपेक्षा, (4) उड़ीसा में नई रेलवे लैरीओं की आवश्यकता, (5) रेलवे में पर्याप्त सुरक्षा प्रवर्धनों का आवश्यकता, (6) रेलवे में भ्रष्टाचार रोकने की आवश्यकता और (7) तीमरी दर्जे के यात्रियों के लिये अधिक यात्रा सुविधायें उपलब्ध करने की आवश्यकता। (१२) ]

**Shri Hari Vishnu Kamath (Hoshangabad):** I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[(i) Need to grant dearness allowance according to the high cost of living, (ii) need to reinstate in service all those who

were victimised after the strike of Central Government employees in July, 1960, and (iii) elimination of monopoly in the matter of Book stalls at railway stations. (13)].

**Mr. Deputy-Speaker:** These cut motions are now before the House.

**Dr. Ranen Sen:** I want to say a few words in connection with certain things. I do not know whether I shall get an opportunity to speak afterwards on the other cut motions, and, therefore, I shall deal with the important points right now.

Yesterday, the hon. Deputy Minister of Railways, Shri S. V. Ramaswamy, was talking about the catering arrangements. Probably, he does not know the horrible state of affairs in respect of the catering arrangements in the railways. This point was raised by many hon. Members in this House during the railway budget discussion last year also, and then also it was promised by the hon. Minister that the affairs would be looked into and things improved.

But I am sorry to say that during the last one year, the catering arrangements in the railways as a whole have deteriorated so much that there is a general tendency among the public to carry food with them, and to avoid the dining cars and the food available at the stations. Not only have the prices of the items sold by the Catering Department increased, but the quality also has deteriorated. Of course, I can understand if the prices have risen because the prices of other things also are going up, and, therefore, I do not hold the Ministry responsible for that. But while the prices are rising, I do not know why the quality should deteriorate and why the passengers should be kept in a difficult position in respect of food, particularly passengers who are travelling long distances. I want to pinpoint this particular thing in order that the Ministry may take serious steps in this regard.

Secondly, in connection with the employees of the dining car, I was surprised to know very recently that they were not regular employees of the railways. The Catering Department is a regular Department of the railways, but the employees working in this department, such as the waiters and cooks etc. are not regular employees of the railways, but they work on the commission system. The commission system works out like this. They get two annas per rupee on what they sell. It comes to nearly Rs. 90 a month including tips from passengers. During the summer days when the traffic is less, the amount is less. I may also point out that for a cup of tea that they take in the dining car, they have to pay the necessary amount; and similarly for the food that they take, one rupee is deducted every day. I was surprised to know all these things in detail a few months back. There was a regular complaint by these waiters in this regard. So, if we want to eradicate corruption on the railways, particularly in the Catering Department and in the dining car, it is high time that the authorities should look into this matter and do something to make the waiters etc. regular employees of the Catering Department.

Further, during the winter days, in the Northern Railway particularly, and also part of the Western Railway, where there is extreme cold—for example, this year, the temperature went down below freezing point in Delhi—these people who were working had no winter clothes at all. At least from the humanitarian point of view, I would request the Ministry to give them some winter clothing so as to protect them from the biting cold that is found in the northern parts of India. If the winter clothes are supplied once in two years, that would suffice.

The third point which I want to raise is in connection with electric traction in the Sealdah division. Electric traction was introduced there after a long delay. This is probably

[Dr. Ranen Sen]

one of the most crowded divisions in India. At least that is my impression. I am not quite sure of that, but that is my impression. The electric train system which is running today in the Sealdah division is really scandalous. Only 9 or 10 EMU units start from Sealdah and then come back. This was the position in the Ranaghat section about fifteen days back. In the Bongaon section, I am told that only four or five trains are running.

**The Deputy Minister in the Ministry of Railways (Shri Shahnewaz Khan):** We are increasing the number.

**Dr. Ranen Sen:** I know that the Railway Administration is increasing the number, but considering the tremendous volume of the crowd in Sealdah, it is high time that the railway authorities take serious steps to increase the number of electric trains. I might also point out that the number of suburban electric trains that run in the Bombay Central and VT sections is much higher than the number of passenger trains in Howrah and Sealdah divisions which are more crowded than the former. As a consequence, a large number of accidents take place in the Sealdah division, particularly in suburban sector. Considering all these points, the railway administration should take early steps to increase the number of trains as early as possible.

**14.00 hrs.**

The last point concerns my constituency. It is a very important point. It is about the construction of an overbridge connecting Kasba with Ballygunj. Last year, I got a letter from the Railway Board or from the then Minister, Shri Swaran Singh, that the matter was being discussed between the Railway Ministry and the Calcutta Improvement Trust of the State Government. This is being discussed for the last 1½ years but nothing tangible

has taken place. So I had written to Shri Swaran Singh to expedite it. I was told that there was a hitch somewhere between the Railway Ministry, the State Government or the Calcutta Improvement Trust.

But this is a very important point connecting two important areas of Calcutta. During most of the time in the day, the level crossings are closed to vehicular traffic to make room for the railways to pass. There are people coming from the Kasba area to Ballygunj, Calcutta proper. But because of this, so many mishaps have taken place. Therefore, I request that this matter be attended to very quickly, this part of the construction work done and whatever bottleneck is there removed as early as possible.

**Shri S. N. Chaturvedi (Firozabad):** The Railways have been able to cope with the increasing demands of a developing economy and this is a matter for satisfaction. But a good deal remains to be done in regard to efficiency and quality of service. The standard of cleanliness has deteriorated, and lavatories particularly, both in trains and at stations, are unclean, and stink. The same thing applies to maintenance and repairs. Some of the first class compartments have descended to the level of old inter class compartments. Fans and lights have now been provided even in third class compartments. But I do not know wherefrom the batteries are imported. It is a very common experience that even in the summer months the fans barely move but do not give any breeze. It is almost impossible to read even in first class compartments during night time without straining one's eyes.

Amenities provided in third class compartments have certainly made travelling easy, but all this is nullified by the heavy overcrowding, which has been commented upon by almost every Member who spoke. Level crossings have frequently figured in the discussions either in connection

with the large number of accidents on unmanned level crossings or in connection with traffic hold-ups in the neighbouring towns or cities. The railways have taken up the position that it is not possible for them to man every level crossing. That is understandable. But I think some system could be devised in this modern age of science whereby some sort of automatic signalling contrivance could be installed to indicate whether a train is coming or not.

As regards traffic hold-ups, the railways have taken the stand that the local bodies should make the matching contribution for construction of overbridges or under-ways. I do not know how far this is equitable. These thoroughfares existed before the railways came upon the scene, and it is because of the railways that traffic is being obstructed. Secondly, they are a commercial enterprise. Their earnings are large which the resources of local bodies are not adequate to meet this demand. Even so, if something has to be contributed by them, it should be in the ratio of 25 to 75, in no case more. It should be possible in this manner to remove this cause of complaint at many places, where virtually the roads are closed for a quite a long time, the traffic cannot flow smoothly and easily. This complaint is not only because of long detentions but leads to malpractices. Near rural areas, I have myself experienced detensions of two hours and more when shunting was going on. I have also mentioned this in the consultative committee, but I do not think things have improved very much.

This also becomes a source of corruption. Complaints have been made that money has been realised from gadiwallas at night quite often. This matter needs constant vigilance.

I should like to put in a word for the restoration of a railway line which was dismantled sometime in 1938 in my constituency. It was the Agra-Bah line, a stretch of about 50 miles

or so. As a matter of fact, the initial conception of the project was too narrow because the line was not connected with either Jaswantnagar or Etawah on main line. That was one of the handicaps. Even as it was, there were many shortcomings. Virtually condemned stock and material was used there. There were no signalling arrangements on all the intermediate stations. Quite a few were merely halts. The result was that it took about 4 hours to cover the 50 mile distance which by bus would take only about two hours. No ballast was laid on the track, and the train raised so much dust that passengers had to gasp for breath. Finally, when they came out, they had all a very ghostly appearance. The goods traffic, for want of sidings, was not properly exploited. Tickets were sold in the train, with the result that the major part of the income went into the pockets of the staff. Naturally, for no fault of the people of that area, but on account of the mismanagement and mishandling of this line, the income was very poor. As a result the line was dismantled. This has done a double disservice to us. Not only the facility which existed was withdrawn, but it also gave the area a bad name, which has barred future consideration of the matter. Whenever we have raised it in representations from the public and otherwise, the usual reply has been that it proved unprofitable. Nobody has cared to go into the reasons why this venture failed. So, I would earnestly request the hon. Minister to kindly look into this matter. This is an area which has gained notoriety for dacoity and gangsterism, and good communications are an urgent need even for the mobilisation of the police force. In that context, too, it is very necessary that this line be restored. It will also help in the economic development of a hinterland of about 3,000 square miles or more, which is now lying backward and undeveloped. I therefore plead for the restoration of this line which was dismantled not because there was insufficient passenger or goods traffic.

[Shri S. N. Chaturvedi]

but because the railways themselves accorded it a most stepmotherly treatment.

**Mr. Deputy-Speaker:** Shri Bade.

**Shri Hari Vishnu Kamath:** On a point of order. Before my hon. friend Shri Bade speaks, I wish to say it is rather sad that when these important Demands are being discussed, there is profound emptiness on the benches opposite, and I would request that the quorum bell be rung. There is no quorum.

**An Hon. Member:** It is empty on your side also.

**Shri Hari Vishnu Kamath:** It is proportionately better on my side.

**Mr. Deputy-Speaker:** Do you challenge quorum?

**Shri Hari Vishnu Kamath:** Yes, of course.

**Shri S. N. Chaturvedi:** Do not mar the profundity of the emptiness.

**Shri Shah Nawaz Khan:** I thought there was an understanding that during the lunch hour quorum would no be insisted upon

**Shri Hari Vishnu Kamath:** That convention has been smashed. We smashed it in the last session, which ended on that note.

**Mr. Deputy-Speaker:** The quorum bell is being rung.

**An Hon. Member:** Nobody is coming.

**Shri Hari Vishnu Kamath:** Then we will have to adjourn.

**Mr. Deputy-Speaker:** If there is no quorum, I will adjourn the House. Now there is quorum. Shri Bade.

**श्री बडे (खारगोन):** माननीय उपाध्यक्ष महोदय, रेलवेज की डिमांड्ज के बारे में मैं

यह कहना चाहता हूँ कि यहां पर अपर इंडिया के बहुत मिनिस्टर्ज हैं, इस लिए अपर इंडिया की सब लोग फिक्र करते हैं। इसी तरह मद्रास और साउथ इंडिया की भी सब फिक्र करते हैं। लेकिन ऐसा मालूम होता है कि मध्य प्रदेश और राजस्थान नैट्वेकिटड परियाज हैं।

मध्य प्रदेश में हमारे यहां मीटिंग रत्नाम में खंडवा और अजमेर जाती है, लेकिन वहां पर ब्राडगेज नहीं है। राजस्थान में फलेहपुर से चुरु पक्के रेलवे लाइन तैयार हों गई और वहां की जनता ने रेलवे मंत्रालय को २१,००० रुपये दिये। लेकिन जब किराया चार्ज होने लगा तो यह कहा गया कि ४३ किलोमीटर के वजाये ८६ किलोमीटर का किराया देना पड़गा, क्योंकि रेलवे नुकसान में जा रही है और अभी तक वह नुकसान में जा रही है। वहां की जनता ने इस के विरोध में बहुत आवाज उठाई, वहां पर पैम्पलेट बाटे गए और जोगों ने रेलवे में ध्यान नहीं दिया। फलेहपुर से चुरु तक के लिए ८६ मील का जो किराया लिया जाता है, उस की तुलना में रोड ट्रांस्पोर्ट कम किया जाता है। इस लिए रोड ट्रांस्पोर्ट से ज्यादा जोग जाते हैं और इस कारण रेलवेज को नुकसान होता है। वहां पर रेलवेज को नुकसान होने का कारण यह है कि वहां पर टिकटनैस ट्रैवल बहुत होता है और वहां पर कर्प्शन भी बहुत ज्यादा है।

इन्दौर में भोपाल जो गाड़ी जाती है, वह रात को ८ बजे चलती है। केवल ६६ मील जाने के लिए—शायद इस से कुछ ज्यादा होगा—वह गाड़ी कम से कम बारह घंटे लेती है और सुबह साढ़े सात बजे पहुँचती है इस की तुलना में बस में इन्दौर से भोपाल के बीच चार घंटे में जा सकते हैं। इस लिए इस को फ़ास्ट ट्रेन बनाया जाना चाहिए। इस गाड़ी के द्वारा इतना अधिक समय लिये

जाने के बारे में जब पूछा जाता है तो बताते हैं कि इस गाड़ी को उज्जेन में डाई घटे पड़े रहना पड़ता है। बड़ौदा से भोपल जो गाड़ी जाती है उस द्रेन के साथ इस के डिब्बे कनेक्ट किये जाते हैं। अगर वह कनेक्शन नहीं हुआ, तो पैसेंजर वहां पर पड़े रहते हैं और साढ़े ग्यारह बजे भोपाल पहुँचते हैं। इन बातों को कोई देखता नहीं है। वहां पर कोई कन्डक्टर नहीं होता है और डाइनिंग कार की व्यवस्था भी नहीं है।

हम रेलवे बजट में देखते हैं कि दिल्ली, कलकत्ता, बम्बई और साउथ इंडिया में लाइन की डर्विलिंग हो रही है। चूंकि साउथ इंडिया के माननीय सदस्य यह मांग करते हैं, इसलिए उन के यहां भी डर्विलिंग हो रही है। मैं बताना चाहता हूँ कि मध्य प्रदेश में खंडवा से दाहोद तक अभी तक कोई रेलवे लाइन नहीं है। वहां पर दो सौ मील तक चारों ओर कोई भी रेलवे लाइन नहीं है। पूरे मध्य प्रदेश में यही स्थिति है। पहले श्री लाल वहाड़ुर शास्त्री रेलवे मन्त्री थे। उनके बाद श्री जगजीवन राम और श्री स्वर्ण सिंह आए। अब श्री दासपा रेलवे मन्त्री बने हैं। मुझे मालूम नहीं कि उनके सामने आवाज उठाने से भी मध्य प्रदेश में रेलवे लाइन्ज मिलेंगी या नहीं।

वह पूरा ट्राइबल एरिया है, जहां नौ लाख आदिवासी रहते हैं। मैं शासन से पूछता चाहता हूँ कि क्या उसने उन ट्राइबल्ज के लिए कोई रेलवे लाइन दी है। शासन ट्राइबल्ज के लिए सर्विसिज रिजर्व करता है, लेकिन क्या उसने ट्राइबल्ज के लिए कोई रेलवे लाइन बनाई है या नहीं? मध्य प्रदेश में सबसे ज्यादा ट्राइबल एरिया है। खंडवा से दाहोद तक रेलवे लाइन बिछाने के लिए, पहले भी डिमाण्ड की गई थी। खारगोन और बड़वानी बीच में पड़ते हैं, जहां कि मेरी कांस्टीट्युएन्सी है। वह ट्राइबल एरिया है। इस सम्बन्ध में

मध्य प्रदेश से शासन के पास बहुत से लोग आए, लेकिन रेलवे मन्त्रालय की ओर से कहा गया कि चाइना के साथ वार हो गई है, इस लिए इस समय, यह लाइन नहीं बनाई जा सकती है। फिर कहा गया कि कौलफ़ोल्ड्ज को डेवेलप करना है। कोई न कोई कारण बता कर हमेशा इस डिमाण्ड को टाला जाता रहा है। मैं चाहता हूँ कि यह रेलवे लाइन शीघ्र बनाई जाये।

जहां तक ठेकेदारों का सम्बन्ध है, अभी करारी दतिया एण्ड सोनागिर डब्लिंग के लिए एक ठका दिया गया। उस ठेके के बारे में पैम्फ़लेट बाटे गए हैं कि इसके लिए चार टेंडर आए थे, लेकिन उनमें से पांच लाख रुपये के लांग्स्ट टेंडर को मंजूर न करके छः लाख के टेंडर को मंजूर कर दिया गया। इसके परिणामस्वरूप सरकार और रेलवे मन्त्रालय को ७८,००० रुपये का लास हुआ। मैं पब्लिक एकाउण्ट्स कमेटी का मेम्बर हूँ। मैं वहां देखता हूँ कि जब कभी रेलवे मन्त्रालय के एकाउण्ट्स आते हैं, तो कंट्रैक्टर्ज की कुछ न कुछ गड़बड़ी रहती है। मुझे मालूम है कि सी० पी० ३० डब्ल्यू ३० डी० में कंट्रैक्टर्ज के द्वारा बहुत करप्शन होता है। कंट्रैक्टर्ज के द्वारा हर जगह करप्शन होती है और उनकी एक अलग क्लास तैयार हो गई है। मैं शासन से पूछता चाहता हूँ कि इस ठेके में ७८,००० रुपये का लास क्यों हुआ। कंट्रैक्टर्ज एक प्रकार से अभिशाप बन गए हैं और उनके कारण करप्शन बढ़ रही है। इसलिए उन पर वाच रखनी चाहिए।

जहां तक पैशनर्ज का सम्बन्ध है, १-४-५७ को जिन रेलवे सर्वेन्ट्स को पैशन हो गई, उनको पैशनरी बैनिफ़िट्स मिलने चाहिए। इस सम्बन्ध में कर्मचारियों ने शासन को प्रार्थनापत्र भेजा है। जब श्री दासपा एम० पी० थे, तो उन्होंने उन लोगों को एक पत्र में कहा था कि “आई एप्रिशेट यूअर डिमाण्ड” अब जबकि वह इस आसन पर आ गए हैं और मन्त्री बन गए हैं, तो वह कहते

[श्री बड़े]

हैं—उनका कहना नहीं है, रेलवे बोर्ड का कहना है—कि “इट विल एम्बैरेस दि होल फिनांसिज आफ दि रेलवेज”।

**श्री हरि विणु कामथ :** गदी का असर पड़ गया है।

**श्री बड़े :** जी हाँ, गदी का असर पड़ गया है। वह पड़ता ही है। मैं चाहता हूँ कि उन लोगों को पैन्शनरी बैनिकिट्स मिलने चाहिए।

इसके बाद मैं सिग्लर्ज और गार्डज के बारे में कुछ कहना चाहता हूँ। आज गार्डज में बड़ा असन्तोष है।

**Dr. L. M. Singhvi:** And rightly so.

**श्री बड़े :** वे कहते हैं कि ड्राइवर्ज को जो एलाउन्स मिलता है, वह उन को क्यों नहीं दिया जाता है। अगर इंजिन के साथ ड्राइवर रहता है, तो गार्ड भी उसके साथ ही रहता है। गार्ड को भी उनने ही दिन ड्राइवर के साथ व्यतीत करने होते हैं। गार्डज का कहना है कि “सी” में उनको १.५५ रुपये मिलते हैं, जबकि ड्राइवर्ज को २.५० रुपये, “वी” में उनको १.६० रुपये मिलते हैं, जबकि ड्राइवर्ज को २.६५ रुपये मिलते हैं और “ए” में उनको १.७० रुपये मिलते हैं, जबकि ड्राइवर्ज को २.८० रुपये मिलते हैं। इस प्रकार का फर्क क्यों रखा गया है, मैं समझ नहीं पाया हूँ। यह फर्क समाप्त होना चाहिये। मैं चाहता हूँ कि जो स्थिति है, उसको मन्त्री महोदय साफ करें।

सिग्नेलर्ज के बारे में यह कहना चाहता हूँ कि उनकी वहुद सी पोस्ट्स खाली पड़ी हुई हैं। उन पोस्ट्स को फिलअप क्यों नहीं किया जाता है। साथ ही साथ जो एवार्ड था शंकर सरन का, उस पर आपने आभी तक अमल नहीं किया है और जो उनको मिलना चाहिये था, वह उनको नहीं मिला है। अभी मन्त्री महोदय ने अपने भाषण में कहा है कि शंकर

सरन का जो एवार्ड था, उसको उन्होंने पूरी तरह से इस्प्लेमेंट किया है। लेकिन मैं समझता हूँ कि जहाँ तक सिग्नेलर्ज का सम्बन्ध है, उन पर इसको पूरी तरह से लागू नहीं किया गया है। मैं चाहता हूँ कि उस पर पूरण अमल हो।

अब मैं केटरिंग डिपार्टमेंट के बारे में कुछ कहना चाहता हूँ। केटरिंग डिपार्टमेंट जो फूड देता है, वह सबा रुपये में हम को मिलती है। जो चाय दी जाती है, वह बहुत ही खराब होती है। उस चाय को एक बाटल में भर कर मैं भ्राता महोदय को ला कर देने वाला था ताकि उसका एनेलेसिस हो सके और पता चल सके कि उस में चाय कितनी है, शूगर कितनी है, पानी कितना है, दूध कितना है। तेरह नये पैसे लेने के बाद भी चाय ऐसी होती है जो पीने के काबिल नहीं होती है। जो खाना मिलता है सबा रुपये में उसकी क्वालिटी भी बहुत खराब होती है और उससे पेट तक भी नहीं भरता है। मैंने एक बार एक से पूछा कि क्या बात है कि क्वालिटी इतनी खराब होती है। उसने जवाब दिया कि जब हम प्राइवेट केटरर थे, तब तो काम चल जाता था लेकिन अब हमारे ऊपर इंस्पेक्टर हैं जोकि इंस्पेक्शन के लिए आते हैं और जब तक उनको चाय न मिले या खाना न मिले तब तक काम नहीं चल सकता है। उसके बाद सुपरवाइजर होते हैं, उनको भी खाना देना पड़ता है। उनके ऊपर दूसरे अफसर होते हैं। जिस तरह से पी० डब्ल्यू० डी० में हिसाब किताब चलता है, उसी तरह का हिसाब किताब यहाँ भी चलता है। यही कारण है कि चाय आदि खराब मिलती है। यह जो बात है मुझे केटरिंग डिपार्टमेंट के एक आदमी ने बताई है। जहाँ तक सबा रुपये में खाना दिये जाने की बात है, जो चपाती दी जाए है वह इतनी पतली होती है और साथ साथ इतनी छोटी होती है कि उस में से मैं और कामत साहब एक दूसरे का श्रगर मृह देखना चाहें तो देख सकते हैं। इतनी पतली वह चपाती होती है।

उन चपातियों को खाने से पेट तक नहीं भरता है। यह मैं वेजीटेरियन खाने की बात कर रहा हूँ। नान-वेजीटेरियन खाने में क्या कुछ दिया जाता है और उससे पेट भरता है या नहीं, मुझे नहीं मालूम। वेजीटेरियन खाने की ही बात मैं आपको बतला रहा हूँ। जब आप पैसे पूरे लेते हैं तो जो अन्न आप देते हैं, वह अच्छा तो होता चाहिये और साथ साथ वह इतनी मात्रा में तो मिलना चाहिये कि एक आदमी का पेट भर सके। थड़ क्लास के मुसाफिरों को जो चाय मिलती है, वह कैसी होती है, इसको भी आप देखें।

आपने अजमेर और इंदौर के बीच में एक फास्ट ट्रेन चलाई है। लेकिन बीच में जवात स्टेशन जो पड़ता है, उस पर वह ट्रेन ठहरती नहीं है। वह एक तहसील हैडक्वार्टर है। वहां से गरोट को जाने के लिए गाड़ी बदलनी पड़ती है। गरोट एक डिस्ट्रिक्ट हैडक्वार्टर है। इसका नतीजा यह होता है कि गरोट जाने के लिए मुसाफिरों को जवात में रुकना पड़ता है। कई बार मैंने इसके बारे में कट मोशन दिये हैं और मैंने यह भी कहा है कि जवात स्टेशन पर एक प्लटफार्म और एक शैड की व्यवस्था की जाये, लेकिन कोई ध्यान नहीं दिया गया है। वहां पर आदमियों को और लेडीज़ को धूप में खड़ा होना पड़ता है और बच्चों को बड़ी मुश्किल का सामना करना पड़ता है। आपको चाहिये कि आप इस ओर ध्यान दें।

मीटर गेज से ब्राइड गेज आप जब करेंगे तब करेंगे, यह तो ईश्वर के हाथ की बात है, वही जब चाहेगा तब यह काम होगा, आपके हाथ से तो वह हो नहीं सकता है। इसलिए मैं आप से इतनी ही प्रार्थना करता हूँ कि जहां जहां पर भी मीटर गेज है वहां वहां पर जो जो मुविधाएँ मिलनी चाहिये उनको देने की व्यवस्था आप करें।

अन्त में मैं इतना ही कह कर समाप्त करता हूँ कि मध्य प्रदेश में जहां जहां ट्राइबल ऐरिया हैं, वहां आप नई रेलवे लाइनें देने की कृपा करें।

**Shri P. Venkatasubbaiah** (Adoni): I am sorry, Sir, I have not much time and so I would only touch upon some important points. I am constrained to say that my greatest regret is that it appears that my State of Andhra Pradesh is not in the railway map of India. Several times, our people and also the State Government put forward certain legitimate and well-reasoned demands but I am sorry to say that they did not find favour with the Railway Board. The Railway Development Programme in the Third Plan period envisages an outlay of Rs. 147 crores on 1200 miles of new railway lines and Rs. 70 crores on the electrification of 1100 miles for existing railway track. The only new railway lines proposed for implementation during the Plan period in the Southern Region are: Mangalore-Hassan; Bangalore-Salem and Manamadurai-Virudhunagar. Not even one new railway line has been taken up in Andhra Pradesh.

Then again, we have been demanding the creation of a new Railway zone out of the Southern and the Central Zones, not on parochial considerations or provincial fanaticism but because of the hardships that come in the way of the users and the commercial interests and also on grounds of administrative efficiency. We never said that this new zone should be co-terminus with the boundaries of our State. The Central and the Southern zones are working hard; they are far-flung and the interests of the people are not well-served by these unwieldy zones. I was told that the present Railway Minister's predecessor, Shri Swaran Singh, was almost on the point of creating a new railway zone. I therefore, earnestly request the hon. Minister Shri Dasappa to consider this matter not on any parochial considerations

[Shri P. Venkatasubbaiah]

nor on any linguistic basis but purely on administrative convenience and rendering better service to the people. Our State Government has been urging upon the Railway Ministry here, for a long time, the necessity for some new lines in our State. A broad gauge line from Ongole to Hyderabad via Nagarjunasagar to be later extended by a broad gauge line to Sirpur Kagaznagar in Adilabad district; a metre gauge line from Raichur to Kothagudem via Srirangnagar, Nalgonda and Khammam with branch line to Mancherla; a broad gauge line from Kothagudem to Visakhapatnam via Bhadrachallam, with a line between Bhadrachalam and Bailadilla in Bastar District, Madhya Pradesh; a broad gauge line from Ramagundam to Nizamabad; a broad gauge line from Nellore to Mydukur; a broad gauge line from Nandyal to Katpadi via Mydukur, Cuddappah, Pileru and Pakala and a separate broad gauge line from Renigunta to Trupati. They have suggested the construction of an overbridge at Adoni.

I am constrained to say that these proposals had not been considered by the Railway Administration. Recently, replying to a question whether the lines suggested by the State Government of Andhra Pradesh for inclusion in the Fourth Plan have been considered, the hon. Deputy Minister, Shri S. V. Ramaswamy, said that no consideration had been given as yet to any proposals for construction of new lines in the Fourth Plan. Justice and fairplay demand that there should be all round development in every corner of the country, without regional imbalances. The policy of Railway Administration in laying new railway lines is to promote economic development generally taking into consideration the needs of industry, commerce and agriculture. In actual practice, however, the benefits of the new railways projected during the Third Plan go substantially to areas lying outside Andhra Pradesh. When a principle is

enunciated it is just and fair that it should be applied everywhere, and I would earnestly request the Railway Administration to go into the demands of these people.

Coming back, again, to the new railway zone, the new Railway Minister has been very considerate in telling us that it is engaging his active consideration. In this connection I would like to tell the hon. Minister that if he wants to rationalise the entire railway zonal system in this country it will take many, many years. I know, the bureaucratic set-up is such that it will not be possible for the hon. Minister to rationalise the entire railway zonal system. So I would earnestly request him to make a good beginning so that it may soon follow in the other zones, and I would request him to see that a separate new zone is created as early as possible so that it may serve the interests of the people in a better way.

There is another matter with respect to my constituency. There has been a proposal to construct an overbridge at Adoni. Adoni is a big commercial centre where there is always a terrific traffic jam, and the railway gate is closed for most part of the day with the result that the vehicular traffic comes to standstill. I have been urging upon the Government to take up the construction of this over-bridge. I would mention for the information of the hon. Minister that the municipality concerned has also come forward to give its share of the contribution for laying the approach roads, etc. I would therefore, request the hon. Minister to see that the construction of an overbridge there which is a long-standing demand and a genuine demand of the people is taken up as immediately as possible.

**Shri Dasappa:** There is no trouble. I can assure him that if the approach roads are made there is no trouble at all.

**Shri P. Venkatasubbaiah:** I am very thankful to the hon. Minister for having given this assurance. I will certainly go and see him so that he may be able to help us in this regard.

There is another thing. The State Government has also sponsored proposals for the electrification of existing railway sections in the State in the order of priority indicated below :

- (1) Vijayawada—Waltair;
- (2) Hyderabad—Warrangal;
- (3) Hyderabad—Kurnool.

These are the three proposals that have been put forward. I would like to request the hon. Minister to give his best consideration to this and see that these sections are electrified as soon as possible.

My last point is this. I would like to impress upon the hon. Minister that the Hyderabad-Bangalore railway line, which is a metre-gauge line, should be converted into a broad-gauge line as immediately as possible, because it serves two States, Mysore and Andhra Pradesh. Both the States will be benefited by this. This will be beneficial not only for passenger traffic but also for carrying of iron ore and other materials that go for the development of industry in this part of the country. So it will be in the best interests of commerce and industry and also of passenger traffic if this line is converted from metre-gauge into broad-gauge.

With regard to the catering system I will state only one point. Wherever the catering is being done by a contractor it is terribly bad. I can say that, though there are certain shortcomings, the catering that is being done by the administration is by far satisfactory when compared to that done by the private contractors. And I would request the hon. Minister to slowly replace the contractors by departmental catering.

One last word. The coaches that

are put from Hyderabad to Bangalore are so much out-dated—I do not know whether they were in the Nizam's Railway and have just been put in the same condition—that they are terribly bad and do not give any sort of comfort to the passengers. The Railway Administration should see that new railway coaches are put on this line as far as possible.

**Shri Alvares (Panjim):** Sir, there are only two important references in the cut motion that I have proposed to this Demand. The first is in respect of dearness allowance for the staff, and the other is in respect of the victimisation of those employees who participated in the strike of July 1960.

It does not need any elaboration to make out a case for the grant of adequate dearness allowance, particularly when Government have accepted the principal that neutralisation is the only rational form of keeping wages up to a certain standard. I would like to draw the attention of the Railway Administration to a statement made many months ago by Prof. Mahalanobis that during the last twelve years the real wages of industrial labour had gone down. If wages have gone down principally because of the high cost of living, it is incumbent upon Government, to say the least, to maintain the standard by adequate neutralisation. The Second Pay Commission rather than doing any service, really did a great disservice to the Central Government employees by leaving it to the fluid discretion of Government to determine the quantum and the rate of dearness allowance. The result has been that even after the consumer index rose by ten points and remained constant for about eleven months, and it fell down by a degree after eleven months, the entire amount of the high cost of living accumulated during those past eleven months was completely wiped away, and the Central Government employees and railwaymen have to bear the burden of this without compensation. It is quite possible that this cycle is

[Shri Aluares]

repeated every time for a constant period of eleven months without materialising completely in the twelfth month. It is very easy for the Government to calculate the total loss that the railwaymen have to suffer on account of this procedure. It is therefore incumbent upon Government, and I hope Government will give its consideration to this fact that the paltry increase of two, five and ten rupees last month does not adequately neutralise the high cost of living which today is 13 points above 125. When Rs. 2 was granted, and that also on the basis of the consumer price index, in the month of January twelve months had been completed on an average of ten points in the consumer price index, thereby qualifying, even according to the conservative recommendations of the Second Pay Commission, for another increase in dearness allowance. There is so much of hesitation on the part of the Government and I cannot understand why Government insist that there must be an application from labour first before they will consider it. Already twelve months have elapsed, and therefore at least the grant of dearness allowance should have been automatic. At the same time it is necessary for the Government to take into consideration the great upheaval in the country because of the denial of adequate neutralisation on account of the out-dated, outmoded and unjust formula. Already the Government of Maharashtra has undertaken a revision; and unless this revision is undertaken by the other twenty-six principal cities to determine the average of the all-India consumer price index, the Central Government employees will not be able to get complete neutralisation to maintain a salary scale that has been fixed as far back as 1947. I hope Government will take this issue into consideration.

Equally important of urgent decision is the question of victimisation of the employees. In the debate on the budget speech, I related how the

Supreme Court has struck down one decision after another by invalidating many laws that the Establishment Code had maintained on the statute book. I am surprised that no reference has been made yet to reinstate all those whom the Supreme Court decision reinstates. Therefore, the Government and the railways are guilty not merely of not honouring the letter of the Supreme Court's decision but also of not honouring its spirit.

In the strike of July, 1960, the railways removed a number of people from service. After a time, when the Government commuted the punishment meted out to all those who were convicted, all other departments of Government reinstated almost everybody in service, and I have been told on authority, on behalf of the Defence Ministry, that all minor punishments have already been commuted and negatived and the persons concerned have been taken back. But in the railways there has been a persistent policy to ignore the general trend of liberalisation that Government announced during that period. I refer to the announcement of the Home Ministry that, barring certain conditions, those who took part in the strike should be reinstated forthwith. In the Secunderabad Division alone, there are 16 employees who had been sentenced by the court and who have been released after commutation of the sentences. This is the only instance in the entire Central Government employees' section where the railways have removed from service those persons without referring them to the procedure of a charge-sheet. Repeated representations have been made and even after the Nagpur Bench of the Maharashtra High Court restored some employees of the Posts and Telegraphs department on the ground that discrimination was against natural justice, the railways remained adamant to this case law. I know no other Government department that refused to accept the spirit of law or the rule

of law as laid down by the Supreme Court and by the other courts. Therefore, this House must take note of a very serious situation whereby the entire atmosphere of the trade union movement of the Central Government employees is vitiated by this adamant attitude.

In the railways there is a provision of reference of the employees' cases to the Railway Rates Tribunal. It is a tribunal of a recommendatory character. The Railway Rates Tribunal has in the past reviewed many cases. It is a sort of tribunal like the one to which recourse can be had by trade and commerce in regard to industrial disputes. It is also permissible for Class III employees to make reference to it in certain disciplinary cases. When the review promised by the former Minister of Railways did not materialise after year and a half of waiting, the Railway Ministry sent some of these disputes to the Railway Rates Tribunal at Madras. I know of at least one instance where the Railway Rates Tribunal made a recommendation for the reinstatement in service, but the Railway Board has turned down that recommendation and refused to take that person back into service. What I desire to ask is, what is the policy governing the tribunals. A tribunal of this nature makes a recommendatory award; the nature of the tribunal is of a character whereby the third party without any prejudice, brings to bear its expert knowledge upon the merits of the case and gives its decision. Is it proper, in the spirit of labour laws in which they should be implemented, that the Railway Board can sit in judgment over the recommendation of the tribunal and negative what the tribunal recommended? If this happens, as has happened often in the railways and they are the most guilty party of all the other departments of the Government of India—I can warn you that labour relations are bound to deteriorate, especially because the Railway Board does not honour the spirit of the tribunals and as far as is possible tries to avoid a reference to

them. Therefore, there must be a statement of policy issued on the question governing the tribunals.

In the first instance, the railways refused to make a recommendation to the tribunal in regard to cases referred through the permanent negotiating machinery, and if it becomes mandatory to refer them, and if a favourable recommendation comes, that recommendation is turned down. Therefore, the Government must answer this important statement that I am making in regard to policy, and reinstate all those who have been removed from service both because of the decision of the Maharashtra High Court on the ground of natural justice, and the recommendations of a high-power tribunal.

**Shri Basumatari (Goalpara):** At the outset, I must convey my heart-felt thanks to our Railway Minister for whom I have great respect. I have also had the great privilege of working with him as a Member of the Estimates Committee of which he was the Chairman. I know his sincerity and ability. Therefore, I have no doubt in my mind that what we suggest here will not go out of his mind.

In the debate on the general budget of the railways many things have been suggested and I want to point out only the cases which had been left by my hon. friends, Shri N. R. Laskar and Shrimati Jyotsna Chanda who come from the same railway zone as mine, namely, the Eastern Zone, which comprises Assam, Manipur Nagaland and Tripura. This is surrounded by all foreign countries: on two sides by Pakistan, on the other side by Burma and on the northern side by China. Therefore, everybody knows and the hon. Minister knows very well of what strategic importance Assam is. A suggestion has been made to the Railway Minister that there should be a railway line from Bongaigaon to Gauhati via Goalpara, connecting the Garo Hills. In the Garo Hills there are vast deposits of cement and coal and other

[Shri Basumatari]

things. So, for want of transport, there is a bottleneck there, and we are unable to exploit the rich resources in that region.

I then suggest that there should be a line with a second bridge crossing the Brahmaputra from Jogighopa to Panchratna and this bridge should be a road-cum-rail bridge. If that is done, it will be very great help for defence purposes also.

I must thank the Railway Minister for having taken up the broad gauge line from Siliguri to Jogighopa. In fact, he used to joke with me by calling me Jogighopa! This line has been taken up with a view to make transhipment up to Gauhati, along the river Brahmaputra with port at Jogighopa besides the one at Pandu. Therefore, I suggest that both the ports should be taken up and immediate arrangements should be made to construct these ports. I do not know the reasons why this is delayed. I request the Minister just to take up this matter and expedite the work.

Another small suggestion which I wish to make is this. There is already a line from Rangapara to North-Lakhimpur, and now this line is going to be extended up to Morkek Selek the construction of which has been resumed. Just now, in his reply, the hon. Minister said that sleeping cars are very popular and that people are demanding it. I want to point out what has been suggested by the people in that part of the country. There is no sleeper car service from Tejpur to Rangapara and North to Lakhimpur. So, the people do not have the benefit of this service. They have to come to Gauhati by crossing Brahmaputra, to get their accommodation reserved. I hope the same facilities must be given to these people also.

I once suggested that there should be one shuttle train from Dhubri to

Bongaigaon to carry students and the people coming to the courts at Kokrajhar. I have received a letter today that it has been done up to Kokrajhar. The request was made that it should be taken up to Bongaigaon. I hope the hon. Minister will keep it in mind.

A suggestion has been made that there should be a line from Maranhat to Dibrugarh, a distance of 20 miles. The present existing line is more than 125 miles. So, the suggestion has been made to the hon. Minister that a line should be constructed from Maranhat to Dibrugarh.

Whenever we go by train to Assam, we have difficulty because the Toofan Mail has no dining car attached to it. I, therefore, request the hon. Minister to consider this. The standard of the buffet car has deteriorated very much. Therefore, the standard should be raised.

The most touching point I have to make is this. I am very glad that a man like the hon. Minister is at the helm of the affairs. Railways are the biggest public undertaking employing 12½ lakhs people. But when one looks at the appointment of scheduled castes and scheduled tribes, one cannot but feel disappointed and frustrated because only 13 per cent from scheduled castes and 2.5 per cent from scheduled tribes have been appointed so far. I do not know how the problem can be solved if the railways employing 12½ lakhs, do not appoint more scheduled castes and scheduled tribes, to whom the Constitution has given a guarantee. When I raise this question with higher authorities like the Railway Board and others, they say that suitable candidates are not available. I do not know what suitable candidate means. It is a misleading term. For clerks, you need only matriculates. But so many graduates come to me and say that they have applied so

many times, but still they have not been appointed on the ground of unsuitability. I hope the Minister will take note of this and try to redress the grievances of the scheduled castes and scheduled tribes in this regard.

From the strategic point of view, there should be a line along the foot-hills of the Himalayas from Jungduar to Darranga. The reason why I am suggesting this is that the present line is near the Pakistan border. The House knows what the attitude of Pakistan is. So, there should be a stand-by line. Hope, the hon. Minister should bear in mind the construction of a new line from Jungduar to Darranga.

**श्री अचल सिंह (आगरा) :** उपाध्यक्ष महोदय, रेलवे मंत्रालय के सामने मैं इस अवसर पर पांच, छँ शिकायतें रखना चाहता हूँ और मैं आशा करता हूँ कि रेलवे मंत्रालय तथा मंत्री महोदय उन पर सहानुभूतिपूर्वक विचार करेंगे।

पहली बात तो यह है कि आगरे में एक पुराना पुल है वैस्टर्न रेलवे का जोकि कई वर्षों से बेकार पड़ा है। वह पुल ५० साल से ज्यादा पुराना हो गया है और कई वर्षों से उस पर से रेलों का आना जाना बंद कर दिया गया है। उस की वज्र से यातायात में बड़ी दिक्कत पैदा होती है। उस पुल का लोड का जो स्ट्रक्चर और गर्टस बगैरह हैं वह चेंज होने चाहिए तभी वह पुल फिर से काम में आ सकता है। वहां पर सिर्फ एक नया पुल है जिस पर से कि होकर तमाम रेलें आती जाती हैं। उस पुराने पुल का जोर्डार शीघ्र किया जाना चाहए ताकि अभी जो रेलों के आवागमन में दिक्कत पैदा होती है उसमें आसानी हो सके।

दूसरे यह कि आगरा केंट के पास जगनेर रेलवे छोसिंग का फाटक क़रीब क़रीब बंद रहता है जिसके कि कारण मोटर, ट्रक वालों

को बड़ी दिक्कत का सामना करना पड़ता है। वहां पर एक ओवरहैड ब्रिज बनाने के लिए कई वर्षों से कोशिश हो रही है। फाटक के आमतौर पर बंद रहने के कारण रोड ट्रैफिक में बड़ी वाष्पा उत्पन्न होती है और जनता को बहुत तकलीफ महसूस होती है। अभी दो, तीन महीने हुए एक दिन गाड़ी और ट्रक वालों ने जब फाटक खुला तो उन्होंने अपनी गाड़ियां और ट्रक्स आदि वहीं फाटक पर रोक दिये और सत्याग्रह कर दिया और दो, तीन घंटे तक उन्होंने रेलों का आना जाना बन्द कर दिया। उन्होंने फाटक पर अड़े रह कर इस बात को कहा कि हम यंग आ गये हैं स्योंकि फाटक हमेशा बंद मिलता है। जब पुलिस आई और रेलवे के अपसरान अधिक और उँहें विश्वास दिलाया गया कि अब ऐसा नहीं होगा तभी वह लोग वहां से हटे और तब कहीं जाकर रेलों का आना जान दूर हो सका। वहां पर ओवरहैड ब्रिज होना बहुत ज़रूरी है जिसके कि बारते गर्वनेमेंट को काफी लिखा गया है और रेलवें डिपार्मेंट ने कहा भी है कि वह ओवरहैड ब्रिज बनाया जायगा लेकिन अभी तक वह नहीं बन रहा है। इसलिए इस ओवरहैड ब्रिज को फॉर्म बनाया जाये।

वहां की जनता की तीसरी मांग यह है कि आगरा फॉर्ट टु बियाना के बजाय रेल गंगा नगर तक जाय। महावीरजी स्टेशन पर हजारों यात्री महावीर जी के मेले और कैला देवी के मेले के अलावा रोजाना जाते हैं। वे करीब दो बजे रात में वहां पहुँचते हैं। अब बियाना में उस बक्त उनको गाड़ी चेंज करनी पड़ती है और दूसरी गाड़ियों में भीड़ टसाठम रहती है जिसके कि कारण उनको बड़ी मुश्किल पेश आती है। इसलिए हमने प्रार्थना की थी कि इस गाड़ी की बजाय आगरा फॉर्ट टु बियाना के आगरा फॉर्ट टु गंगानगर कर दिया जाये। हमारे द्वारा इस की मांग करने पर भी यह चीज स्वीकार नहीं की जा रही है। मैं आशा करूँगा कि हमारी बाई

## [श्री अचल सिंह]

सालों से चली आ रही इस मांग को रेलवे मंत्री महोदय स्वीकार करेंगे।

इसी तरह से आगरा-झांसी पैसेजर गाड़ी में जो फर्स्ट क्लास के डिब्बे लगे रहते हैं वह पुराने ढंग के हो गए हैं और उन डिब्बों में पंखे वह रोशनी की भी व्यवस्था नहीं है। पानी का भी समुचित प्रबन्ध उनमें नहीं हो पाता है जिसके कारण यात्रियों को बड़ी तकलीफ होती है। इस लिये मेरा अनुरोध है कि पुराने डिब्बों को हटा कर उनके स्थान पर उस गाड़ी में नए डिब्बे लगाए जायें।

इसी तरह से जो पीटर गेज ट्रेन आगरा टु अहमदाबाद जाती है उस में भी जैपुर व अजमेर के जो फर्स्ट क्लास के डिब्बे लगते हैं बहुत पुराने हैं। उनमें वर्धम युश्किल से माढ़े पांच या ६ फिट लम्बी होती है उन पर पैर फैलाकर नहीं सोया जा सकता। आज जबकि रेलवे में चौमुखी उत्पत्ति हो रही है तो ऐसे जो खराब डिब्बे हैं, पुराने डिब्बे हैं उन को हटा कर उनकी जगह पर नए डिब्बे लगाए जायें।

रेलवे में चल रही कैटरिंग के बारे में मेरी यह शिकायत है कि जब से रेलवेज ने यह डिपार्टमेंटल कैटरिंग का काम स्वयं अपने हाथ में लिया है तब से खाने पीने की हालत बजाय सुधारने के और अधिक खराब ही हुई है। आज खाना अच्छा नहीं मिलता है और दाम उसके ज्यादा चार्ज किए जाते हैं। अब चूंकि स्वयं रेलवे विभाग द्वारा यह काम किया जाता है इस लिये कोई शिकायत नहीं मुनता और कोई करता भी है तो उसको मुना नहीं जाता है उसको सुधारने के लिये ऐक्शन नहीं लिया जाता है। अगर यह कैटरिंग का काम किसी पब्लिक के प्राइवेट ठेकेदार के पास होता तो शिकायत होने पर उसकी कनपकड़ी बड़ी आसानी से की जा सकती थी और इस डर से वह अपने खाने की क्वाब लिटी को अच्छा रखता साथ ही अपना लाइ-

सेंस बरकरार रखने के लिये दाम भी मुनासिब रखता। लेकिन डिपार्टमेंटल कैटरिंग में खाने की क्वालिटी भी खराब हो गयी है साथ ही दाम ज्यादा चार्ज किये जाते हैं। एस्टी-मेट्स कमटी ने इस बारे में रिमार्क किया है कि इस डिपार्टमेंटल कैटरिंग से हर साल काफी घाटा रेलवेज को हो रहा है। इसमें करीब ५०-६० लाख रुपये का नुकसान हो गया है। प्राइवेट व्यक्तियों को कैटरिंग का ठेका देने से काफी लोगों की आजीविका का भी प्रबन्ध हो जाता था और चूंकि उनको हर समय अपना ठेका खत्म होने का भय रहता था इसलिये वह यथासम्भव शिकायत का मौका नहीं देने थे और यात्रियों को खाना अच्छा और सस्ते दाम पर मिल जाता था। मैं चाहूंगा कि मंत्री महोदय इस डिपार्टमेंटल कैटरिंग के मामले को अच्छी तरह से देखें और जांच करें। मेरा सुझाव है कि रेलवे मंत्रालय इस डिपार्टमेंटल कैटरिंग को हटा कर फिर से प्राइवेट कंट्रक्ट सिस्टम जारी कर दे ताकि लोगों को अच्छा वह सस्ता भोजन मिल सके और साथ ही इससे हजारों पब्लिक के आदमियों की जो प्राइवेट ठेके से रोजी चलती थी वह भी चल सके।

मैं इन्हीं शब्दों के साथ आपने भाषण को समाप्त करता हूँ और प्रार्थना करता हूँ कि मेरी इन चंद बातों पर गौर किया जाय।

## 15.00 hrs.

**Shri Krishnapal Singh (Jalesar):** Sir, I would confine my remarks only to three points. The first one which I would like to raise is about the Barhan-Etah Railway. This unfortunate line was badly planned and very badly constructed. It is, therefore, serving no useful purpose. It is doing more harm than good, and it is responsible for causing a number of floods in those areas and inconvenience to passengers who by mistake board the train. The reason is, Sir, that it was planned, for some reason or the other—I understand it is due to certain

political influences—from a place which is not an important railway centre, a place called Barhan, and by a circuitous route it was taken to Jalesar, an important town in Etah District and then to Etah. Unfortunately, at Etah it terminates. The time taken over a journey from Barhan to Etah is about 5 hours, although the same distance is covered by a bus in about 2½ hours. Therefore, very few people make use of this railway. The railway stations are far from the towns with the result that no goods traffic passes by this line. There are hardly any approach roads and people find it very difficult to reach the railway stations during the rainy season. Therefore, as I have said before on one or two occasions, unless this railway line is extended to some other centre like Kasganj or Kaimganj, there is no earthly use for retaining this railway. I hope the Railway Ministry will consider this suggestion. I think all sections of people including the legal profession are of this opinion. The local lawyers' association has passed resolutions that this line should be extended to some other centre when it will be able to carry passengers and goods in a more satisfactory manner. I therefore, hope that the Railway Ministry will consider this question seriously.

The other point which I wish to raise is about the posting of low-paid staff away from their homes. This is a very important matter. The low-paid staff should always be posted near their homes as far as possible. I find quite a number of them are posted away and their representations do not bear any fruit. It is very hard on them. Whenever they go to their homes it takes them a long time. It is difficult for them to get adequate leave, in the first place, and, then, they are put to a lot of inconvenience also. I therefore, suggest, as is done in most other departments, that all the low-paid staff should as far as possible be posted to stations near their homes.

The third point, which I consider to be very important, these days, in view of the shortage of foodgrains and fodder, is that the time has come when the Railway Ministry should seriously consider organising an agricultural department of its own. The reason for it is this, that they have vast areas of land on either side of the railway lines. In some cases, in big railway centres like Mathura alone I think the Railways have got several hundred acres of land which, until it is used for other purposes, could usefully be utilised for growing foodgrains and fodder. This matter was discussed at one of the meetings of the Board of Animal Husbandry and Fisheries in Uttar Pradesh, and I think quite a number of people suggested that the Railways should utilise this land. If the land on either side of the railway lines has not got irrigation facilities, it can be utilised for growing fodder during the rainy season. Where there is depression, they can easily grow rice or other crops. I think, if they start organising an agricultural department of their own they will be able to contribute several lakh maunds of fodder and foodgrains to our country's needs. It is a very serious matter, and I hope the Railway Ministry would take this into consideration and do whatever it can as early as possible.

Sir, these are the three points that I wanted to bring to the notice of the Railway Ministry.

**श्री तुलशीदास जाथव (नादेड) :**  
उपाध्यक्ष महानदय, डिमांड नं० १ पर बोलते हुए मैं रेलवे बोर्ड के काम के बारे में अपने विचार प्रकट करना चाहता हूँ।

आज रेलवे की जो आय है और जो पैसे-न्यर्ज उन में प्रवास करते हैं, उन के आंकड़े देखने से मानूम होता है कि उन में थर्ड क्ला के पैसेजर्ज ज्यादा से ज्यादा प्रवास करते हैं १६६२-६३ में कुल १७७० मिलि-

## [श्री तुलशीदास जाधव]

पैसेंजर्ज ने हमारी रेलवे ज में प्रवास किया, जिन में से १७१२ मिलियन ने थर्ड क्लास में प्रवास किया। दूसरे आंकडे देखने से भी मालम होता है कि थर्ड क्लास के पैसेंजर्ज बहुत बड़ी तादाद में प्रवास करते हैं। जहां तक रेलवे ज की आमदनी का सम्बन्ध है, १९६२-६३ में उन की कुल आय १७०.१८ करोड़ थी, जिस में से १४६.८० करोड़ रूपये को आय थर्ड क्लास के प्रवासियों से हुई।

मेरे कहने का तात्पर्य यह है कि जब थर्ड क्लास में लोग ज्यादा से ज्यादा तादाद में प्रवास करते हैं, तो उन लोगों को ज्यादा सहलियत दी जानी चाहिये। मैं प्रवास में देखता हूँ कि थर्ड क्लास में बहुत भारी भीड़ रहती है, जिस से लोगों को बहुत टकलीफ होती है। स्टेशनों पर जो स्टाफ होता है, उस को जिस तरीके से इन्तजाम करना चाहिए, इस बवत्त वह उस तरीके से इन्तजाम नहीं करता है और उस के काम में बहुत कमियां और दोष होते हैं। मेरी रिक्वेस्ट है कि थर्ड क्लास प्रवासियों के बढ़ने की व्यवस्था ज्यादा अच्छे ढंग से होनी चाहिए और उनका ज्यादा से ज्यादा स्थाल किया जाना चाहिए।

नैरोगेज लाइन के बारे में एक्सीडेंट्स कमेटी ने बहुत सी बातें लिखी हैं। उस ने बताया है कि कुल २६७१ मील नैरोगेज लाइन है, जिस में से ७७ मील कम हो गई है। उस में कुल ३४ लाइन्ज हैं, जोकि फायदेमन्द नहीं हैं, मुनाफा नहीं देती है, लेकिन उस में से छः लाइन्ज मुनाफा देती है और वे सदरत रेलवे में हैं। इन छः लाइनों में ऐसे एक लातूर-मिरज लाइन है। वह ज्यादा से ज्यादा मनाफा देती है, ऐसा मेरा अन्वाज है। मेरी रिक्वेस्ट है कि वड़ा में नैरोगेज हटा कर या तो मीटरगेज बना दो जाए और या ब्राडगेज बना दी जाये। यह लाइन मण्ठवाड़ा में से जाती है, जो

कि इकानोमिकली और डैवलपमेंट की दृष्टि से बैकबैंड है। वहां से मांग भी ज्यादा है। श्री दासप्पा और रेलवे बोर्ड से मेरी रिक्वेस्ट है कि वे इस पर विचार कर के लातूर-मिरज लाइन को ब्राडगेज बनाने की व्यवस्था करें।

एक बात मैं कुरडवाडी से रामगुंडम तक की लाइन के बारे में कहना चाहता हूँ। इस लाइन के एस्टीमेट और प्लांज सब नैयार कर लिये गये थे। १९४७ में इस काम को करने का आईर भी दे दिया गया था और काम शुरू भी हो गया था। काम शुरू होने के जो निशान हैं, वे अब भी वहां पर मौजूद हैं। इसी तरह से लातूर जो कि बाच में पड़ता है, रामगुंडम तक कुरडवाडी से ब्राडगेज लाइन बनाने के आईर भी हो चुके थे, प्लान और एस्टीमेट संक्षण भी हो चुके थे। मैं चाहता हूँ कि इस को बनाया जाए। क्यों इस में देरी हो रही है, मेरी समझ में नहीं आता है। जल्दी से जल्दी इस काम को हाथ में लिया जाना चाहिये। आप जानते ही हैं कि मिरज से पूना तक की लाइन का काम शुरू हो चुका है। अब अगर आप कुरडवाडी से मिरज तक का जो टुकड़ा है, इसको भी ब्राड गेज का बना दें और इसके भी एस्टीमेट बगैर ह तंयार करवा लें तो लोगों को बहुत सुविधा हो सकती है। इस तरह से रामगुंडम से मिरज तक एक ब्राडगेज लाइन बन सकती है। पूना, मिरज, जो कि आगे कोल्हापुर, बंगलौर, तक गयी है, रामगुंडम तक भी एक प्रकार से यह बहुत अच्छी लाइन हो जाती है। मैं चाहता हूँ कि इस काम को जल्दी हाथ में लिया जाए। यह बताया गया है कि पिछले सात बरसों में छोटी लाइनों पर २२ करोड़ ६८ लाख रूपये का नुकसान उठाना पड़ा है। लेकिन जिस लाइन के बारे में मैंने आपको यह मुझाव दिया है, उस में नुकसान होने का कोई सवाल नहीं है। इस पर तो मुनाफा ही होता रहेगा।

जोनल एडमिनिस्ट्रेशन ने भी आप से रिक्वेस्ट किया है कि नैरोगेज को हटा दिया जाए। दुनिया की रेलों के इतिहास में कहीं भी आपको नैरोगेज नहीं मिलती है, ऐसा एक्सीडेंट्स कमेटी की रिपोर्ट में कहा गया है। आपको भी चाहिये कि आप नैरोगेज को हटा दें।

मनमाड से कांचीगुड़ा इस बक्त मीटर गेज है। इसको ब्राउड गेज करने को जरूरत है। मराठवाडा बैकवर्ड इलाका है। इसको इस बैकवर्डेन्स से मुक्ति दिलाने के लिए यह जरूरी है कि इसको ब्राउडगेज में बदल दिया जाए। इस से पांच डिस्ट्रिक्ट्स का एक साथ सम्बन्ध हो जाएगा और इनको बैकवर्डेन्स को दूर करने में आप सहायक हों सकेंगे। यहां पर जो पैदावार होती है, वह भी आमानी से एक जगह से दूसरी जगह भेजी जा सकती है। इस दृष्टि से भी यह बहुत आवश्यक है।

नांदेड स्टेशन को बनवाने के लिए इसका एक्सटेंशन करने के लिए कई बार आपको लिखा गया है। बम्बई आफिस में इसके बारे में कागजात पड़े हुए हैं। समझ में नहीं आता है कि इसका काम अभी तक शुरू क्यों नहीं हुआ है। इसका कुछ एस्टीमेट भी बना है। इम स्टेशन का बनवाने के लिये रकम का इन्नेजाम कीजिए। नांदेड स्टेशन के ईस्ट और वैस्ट दोनों साड़ों में लेवल क्रासिंग आप प्रोवाइड करें। यहां ब्रिज न होने से लोगों को बड़ी तकलीफ का सामना करना पड़ता है। घन्टों तक वहां साइकल सवारों और मोटर वालों को इंतजार करना पड़ता है।

आपने कहा है कि आप नए जोंज बनाने वाले हैं। इसका इशारा हमारे दासप्या साहब ने आपने भाषण में किया है। या तो आप नए बनाने वाले हैं या इनको आपस में मिलाने वाले हैं या हेरफेर इन में करने वाले हैं। शोलापुर एक डिविजन है। वह

सिकन्दराबाद डिविजन में जाने वाला है ऐसा मैंने सुना है। मैं कहना चाहता हूँ कि बाड़ी से दौड़ तक का जितना एरिया है उसको आप बम्बई डिविजन में डाल दें। यह वहां के लोगों की मांग है। इसका कारण यह है कि बम्बई से उन लोगों का व्यवहार व्यापार आदि अधिक है। सभी दृष्टियों से वे लोग बम्बई के ज्यादा नजदीक हैं।

लातूर-बारशी लाइन पर ढोकी गांव के नजदीक ढोकी-उस्मानाबाद रोड पर लेवल क्रासिंग है। वहां पर एक एक्सीडेंट पहले बहुत भारी हुआ था। अभी भी थोड़े दिन की बात है एक भयंकर एक्सीडेंट होते होते बच गया। अगर वह हो जाता तो पचासों आदमियों की जानें चली जातीं। लेकिन वह होते होते बच गया। इस तरह के एक्सीडेंट न हो सकें, इस पर आपको विचार करना चाहिए। अगर वहां पर आदमी रखने की आवश्यकता आप महसूस करते हों तो आप आदमी रख दें। जिस तरह से भी हो, आप इन एक्सीडेंट्स को होने से बचायें।

हमारे मंत्री महोदय ने टिकटलैस ट्रेवल का जिक्र आपने भाषण में किया है और हमारा सहयोग मांगा है। पब्लिक को भी उन्होंने अपील की है। मैं आपको बतलाना चाहता हूँ कि नांदेड से आदिलाबाद लाइन पर टिकटलैस ट्रेवल बहुत ज्यादा होता है। इसको जो टी० सी० होते हैं या जो दूसरा रेलवे का स्टाफ होता है, वह प्रोत्साहन देता है, वह भिला रहता है। आप हम से सहयोग की मांग करते हैं। हम आपकी मदद करने के लिये तैयार हैं। लेकिन आप को आपने अधिकारियों पर भी अंकुश लगाना चाहिये, उनके व्यवहार को भी ठीक आपको करना चाहिये।

उपायक भहोदय : अब आप खस्म करें। श्री काशी राम गुप्त ;

**श्री तुलजीबास जाधव :** एक मिनट और दे दीजिये। तीन दिन से मैं इंतजार कर रहा हूँ।

**उपाध्यक्ष महोदय :** अब और नहीं। मैंने दूसरे मैम्बर साहब को बुला लिया है।

**श्री काशी राम गुप्त (अलवर):** उपाध्यक्ष महोदय, मैं उन लोगों में से नहीं हूँ जो केवल यह कहें कि तीसरा दर्जा रहना चाहिये या नहीं रहना चाहिये। मेरी समझ में तो सभी दर्जे रहने चाहिये लेकिन व्यावहारिक दृष्टि से जिसका जितना उपयोग है, वह सही होना चाहिये और जो सुविधायें हैं, वे भी सही-सही सब को मिलनी चाहियें। यह नहीं होना चाहिये कि दाम तो आप पहले दर्जे का ले और काम तीसरे दर्जे का करे या दाम दूसरे दर्जे का ले और काम तीसरे दर्जे से भी बुरा करें। अपने अनुभव के आधार पर मैं कुछ उदाहरण आपके सामने रखना चाहता हूँ। जिन से स्पष्ट हो जाएंगा कि कम से कम छोटी लाइन में और पश्चिमी रेलवे में साम तौर से पहले दर्जे की गाड़ियों की दशा बहुत खराब है।

लगभग डेढ़ बरस हुआ रात के समय मैं अलवर स्टेशन पर चढ़ा एक ऐसे पहले दर्जे के डिब्बे में जिस में बीस आदमियों के सोने की जगह थी और तीस के बैठने की जगह थी। पुराना थर्ड क्लास से वह बना हुआ था। उस में केवल दो लैटेरीज थीं जिन में चटखनियां भी बाबा आदम के जमाने की थीं। उस में हम लोग सकर कर रहे थे। जब मैंने उस के बारे में लिखा तो जवाब मिला कि यह १६१३ का डिब्बा था। यह तो जवाब नहीं दिया कि तीसरे दर्जे से बना हुआ है लेकिन यह जवाब दिया कि १६१३ का यह डिब्बा है। मैंने कहा कि १६१३ में तो अंग्रेज यहां थे, वे बहुत अच्छी गाड़ियों में चलते थे, आप कैसे लिख रहे हैं कि यह तब

का डिब्बा है। उसका जवाब मुझे यह मिला कि भूल हो गई यह तो मिलिट्री के लिये एम्बुलेंस गाड़ी से बनाया गया डिब्बा था। जब फिर मैंने लिखा कि एम्बुलेंस का मामला ठीक बैठता नहीं है तो जवाब मिला कि टूरिस्ट्स के लिए इसको बना लिया गया था और अब यह रेलवे लाइन पर नहीं है, इसको हटा दिया गया है। मैं कहना चाहता हूँ कि इस प्रकार से गोलमाल जवाब देने की जो यह प्रवृत्ति है, यह नहीं होनी चाहिये, रेल मंत्री जी को इस ओर ध्यान देना चाहिये।

उत्तर रेलवे की एक गाड़ी में मैं रिवाड़ी से दिल्ली जा रहा था। दिन के ग्यारह बजे मैं गाड़ी में बैठा। रिवाड़ी का स्टेशन इस बात के लिए मशहूर है कि वहां पर सफाई करने वाला कोई नहीं रहता है और नहीं इसकी कोई फिक्र की जाती है। लेकिन गाड़ी की दशा यह थी कि दोनों सीटें जो थीं, उन के ऊपर एक-एक के ऊपर पंद्रह-पंद्रह टांके लगे हुये थे।

**Shrimati Renu Chakravarty (Barackpore):** Sir, on a point of order Can the hon. Minister follow Hindi? I do not think he is following one word of it.

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** It does not matter. The synopsis will be sent to us and so we will cover every point in the reply.

**Shrimati Renu Chakravarty:** If he is not able to follow . . .

**Shri S. V. Ramaswamy:** I will take care of myself. Thank you.

**Shri Kashi Ram Gupta:** In order to avoid any difficulty, I will speak in English.

I was narrating a case of a first class compartment in which there were 15 stiches on each side; there were no side cushions, working fans or anything of that nature. When I got into the latrine, I found it filled with filth, and water was trickling down from above. When I reported the matter to the then Railway Minister, Shri Swaran Singh, I got a reply after four and a half months from Shri Dasappa, the present Railway Minister. Of course, the reply was a detailed one. Then I pointed out to him so many things.

The zonal system is a sort of caste system. There is distinction between one zone and another. If a train passes through two zones, say, Northern and Western Railways, each disclaims responsibility saying that the other is responsible. The same thing happens between Ajmer and Ratlam divisions. When the people at Ajmer complain about something, the railways say it is the fault of the Ratlam zone or division. Suppose in a train which passes through two zones one fan is found missing or defective and a complaint is made. The reply of the Northern Railways will be that they cannot repair it because it belongs to the Western Railways. So, it will be repaired only at Ahmedabad.

Now, first-class compartments of a new design, like that of the Frontier Mail, have been put into operation in this line. Unfortunately, this is a metre-gauge line. The result is that we are packed like third-class passengers in it. I do not know from where has this engineering for the first-class come. In this way money is mis-spent and travellers are put to difficulties. From my own experience I say that in this first class to sit in the summer season is much worse than to sit in third class because it is packed and there is no air coming from this side or that. So, my request to the hon. Minister is to see to all these things. That is regarding the first-class.

Now I come to the second-class. They are the worst people. They do not have any arrangement for sleeping on the one side and have to pay double on the other. No accommodation for sleeping is given to them. The time has come when that should be given to them.

Coming to the third-class, what to say of overcrowding! The Railways have got a different method of judging overcrowding. I wrote to them that a train should be started from Rewari to Alwar because there is overcrowding. I daily see that there is overcrowding, but they say, "Our statements show that there is no overcrowding" because ticketless travel is never counted.

Now I come to the point of ticketless travel. The TTEs on the Western Railway are asked to complete a monthly target of, say, Rs. 500/- or Rs. 600/-. What do they do? They harass the people in an unjustified way and try to make up the target. Sometimes they even request the people that if they are over-travelling, they should at least let them know so that they may make their tickets. That is the way it is done. It has become a vested interest. Why should the TTE be asked to complete a certain figure? I do not know that. He should not be asked to complete any figure. Let him do his job. If there is no man coming up, he will say that none has come up. Corruption comes up in that way.

The Class III and Class IV servants are not on cordial relations. The Class III people complain that the Class IV people are not under their discipline while the Class IV staff complain that the Class III people harass them. This has been going on for long and the time has come when this should be settled. The lot of the ASMs, the SMs, the Guards and the TTEs is no better than that of the Class IV servants. They have their

[Shri Kashi Ram Gupta]

own typical problems and difficulties. So, I request the hon. Minister to see to this also.

Then, rail-road co-ordination has already been mentioned. Coming to railway doctors, there is a rule that if railway servants want a certificate for pension or for anything of the sort, they have to go to the railway doctor only. This puts them in a very great difficulty in so many respects. They have to travel long distances and so on and so forth for that. That also must be looked into.

So far as corruption is concerned, I think, a suggestion was made yesterday that in certain respects there should be a sort of a commission. I say that that is much proper because it is not corruption now but it has become a regular business and a long-standing one. So, somehow we have to see how to minimise it.

The next point—and in this I have been encouraged by Shri Dasappa's speech—is whether we can have a broad gauge which we have been demanding from Alwar to Bharatpur. These are two district headquarters. It is a distance of 70 miles and the metre gauge goes in a round-about way. So, if that line is surveyed afresh on a definite scientific basis, I think, it can easily be taken up in the Fourth Plan. So, I request the hon. Minister at least to take note of this. A fresh survey should be made for a railway line from Alwar to Bharatpur on the broad-gauge system and that way something will be achieved.

Lastly, I will say only one word about the catering arrangement at the Rewari Station. The 203 Up and 204 Down trains have no dining cars attached to them and the trains stop at such a place which is far away from the refreshment rooms. People cannot get anything from the refreshment rooms because of that and they are put to trouble. I want the hon.

Minister to see that such trains are stopped at such a place from where the refreshment rooms are not very far off.

**Shri Kashi Ram Gupta (बीदर) :** उपाध्यक्ष महोदय, मैं आप का बहुत अधिक समय न लेते हुए केवल यह कहूँगा कि हैदराबाद से परलों तक वाया बीदर जो गाड़ी है उस में यात्रियों को कोई महूलियत नहीं है। बीदर स्टेशन पर रात में एक ही समय दो गाड़ियां प्राकर ठहरवाई हैं। वहां न पहिलक के लिये कोई उठरने को जगह है न-पाखाना पेशावर करने का कोई इन्जाम है। मैंने इस से पूर्व रेलवे मिनिस्टर से कहा, रेलवे के सारे प्राप्तिग्राहक थे उन में निवेदन किया और उम बात को आज तीन महीने हो रहे हैं लेकिन कुछ हो नहीं पाया है। इतना ही नहीं, बहां की परिस्थिति बहुत ही नाजुक है। पता नहीं उन गाड़ियों के डिब्बे किस सदी के बने हुए हैं। न उन में लाइट की व्यवस्था है और न पानी की ही व्यवस्था है। उन में नाना प्रकार की खराबियां हैं। जहां तक हो सके उन को तुरन्त बदलने का प्रयत्न किया जाना चाहिये।

हैदराबाद से वाया हृमनाबाद शोलापुर जाना हो तो १२० मोल का अन्तर पड़ता है। उस के लिये वाया हृमनाबाद नई लाइन डालनी चाहिये। जब श्री जगजीवन राम रेलवे मंत्री थे, तब मैंने यह मांग गकड़ी थी। उन्होंने उत्तर दिया था कि उन के पास बजट नहीं है। आज तक दक्षिण रेलवे में इस तरह की कोई लाइन नहीं बनी। मेरी समझ में नहीं आता कि क्या कमजोरी है और क्यों ऐसा नहीं होता। मैं इस का कारण जानना चाहता हूँ कि इस के लिये स्टेटबाइज कोटा क्यों न फिक्स कर दिया जाय। कोटा फिक्स कर देने में सरकार का कोई नुकसान नहीं होगा। मैं चाहता हूँ कि सब स्टेट्स के लिये कोटा फिक्स करने का प्रयत्न किया जाय। शोलापुर से या बम्बई से गुजरने वाली मद्रास लाइन पर गुल्तकल

होते हुए बंगलोर जाने में इतनी कठिनाइयां हैं जिन का ठिकाना नहीं है। वहां पर मीटर गेज है। उस को ब्राड गेज होना चाहिये था लेकिन आज तक ऐसा नहीं हुआ। मैंने कुछ हफ्ते पहले रेलवे मिनिस्टर से बात चीत करने के बाद सिकन्द्राबाद से बंगलोर तक की लाइन को विनती की थी लेकिन उस सम्बन्ध में आज तक क्या किया गया यह मूँझे नालूँ नहीं हुआ। मेरी सरकार से यह विनती ही कि सिकन्द्राबाद या गुरुनगल होने हुए बंगलोर तक ब्राड गेज बनाई जाय।

हम जब बीदर से बंगलोर जाने के लिये निकलते हैं तो तीन तीन शोज गन्ने में लग जाते हैं। बारह घण्टे में वहां पहुँचने के लिये हमारे पास कोई महूलियत नहीं है। इस तरह की महूलियत देने के लिये हम सरकार से बार बार विनती करते आ रहे हैं लेकिन उस पर ध्यान नहीं दिया जाता। बीदर स्टेशन पर न कोई पब्लिक शेड है न पब्लिक के ठहरने के लिये कोई जगह है और न किसी और चीज की कोई महूलियत है। इतना ही नहीं, बादर से जहीराबाद जाने का जो रास्ता है उस पर किसी स्टेशन पर भी कोई पब्लिक शेड नहीं है। यद्यपि वह मेरा स्थान नहीं है, पर मेरी कांस्टिट्यूंसी से लगा हुआ है। जहीराबाद की परिस्थिति देखते हुए वहां पर भी स्टेशन पर एक पब्लिक शेड होना चाहिये। स्टेशन पर जनता के लिये लाइट वर्गरह की व्यवस्था भी नहीं है।

इसलिए मेरी सरकार से बार बार विनती है कि वह जहीराबाद से शोलापुर जाने के लिये एक लाइन बनावे, और शोलापुर से बीदर जाने के लिये एक और लाइन बनावे।

**Shri P. R. Patel (Patan):** I take this opportunity of placing before the hon. Railway Minister the grievances of my district and of my State too.

I would first refer to the snail's speed of trains running between Kadi-

Bechrajee-Chanasma (Ranuj) and between Chanasma-Harij and also between Mehsana-Patan-Kakoshi sections. In this supersonic age, the speed of the trains on these sections is just about 12 km. an hour. They go so fast that to go from Patan to Kakoshi, which is just a small distance of 40km. or so, it takes 2½ hours. I asked a question whether the slow speed was because of any restrictions on the speed and if so, I wanted to know the reasons for those restrictions, whether it was because of worn-out rails or light sleepers or worn-out sleepers and so on. The reply given was:

"There are speed restrictions over parts of these sections."

Then, it was stated that :

"Renewal on Chanasma-Harij section has been sanctioned and the work is expected to be completed by the end of 1965. Renewals on Katosan Road-Beachrajee Chanasma-Ranuj and Mehsana-Patan-Kakoshi sections will be undertaken during the current (3rd) Plan and are expected to be completed in 1967."

So, should I give credit to the Railway Board and to the Railway Minister? Do they like that the trains should be so slow so that there may not be any accidents? Do they think that the people on that side should have more pleasure of travelling in the trains? Is it for these reasons that the speed is slow on these sections? I would request you to consider this matter. To take two or three years just to change the rails and sleepers and that too on a small track of about 100 miles is too much and does not do credit to the Railway Board.

**Shri Dasappa:** When was it delayed?

**Shri P. R. Patel:** It is a good thing that the hon. Minister has asked this question of me. But I would like to know from him when it was found that the rails were light and worn-

[Shri P. R. Patel]

out and when speed restrictions were imposed. If he goes through the records, it will be clear how the Railway Board is working.

Then, I would refer to another point where I am expressing the feelings of the whole of Gujarat, the Gujarat Government, and the Members of Parliament and the Members of the Legislature of Gujarat State, and that is regarding the expeditious taking up of the Zhund-Kandla railway line. The whole of Gujarat feels that this line should be taken up expeditiously. If at all Kandla port is to be developed, then this is the proper line which has to be laid. This is the feeling of one and all in Gujarat. It seems that some light has come to the Railway Board on this matter, and, therefore, I would say only this much about this line. I would request them to expedite the construction of this line.

The next point that I would like to refer to under the Demand relating to the Railway Board is regarding the book-stalls on the railway platforms. You will find that there are about 434 book-stalls on the railway platforms. Out of these, the monopoly is given to Messrs. A. H. Wheeler & Co., who have got about 330 book-stalls.

15·34 hrs.

[SHRI THIRUMALA RAO in the Chair]

And Messrs. Higginbothams have got 56, and Swedasmitrans have got 33, and Messrs. Gulab Singh & Sons 13, and the Gita Press has got six. It is a wonder in these days when we are talking of democratic socialism how monopoly has been given to one particular person enabling him to squeeze money freely. You will find that these people are paying only 3 per cent or 4 per cent or 5 per cent or 7 per cent, but from the publishers they get about 40 to 50 per cent commission. They get a big commission from the publishers. But what do they pay to the Railways? I think the hon. Railway Minister was inclin-

ed at one time to do away with monopolistic business, but something came in the way. I do not know what came in the way. I would be very happy if the hon. Minister would throw some light on what came in the way. But it seems that this firm, namely, Messrs. A. H. Wheeler & Co., have their origin in a very pious place of Allahabad, and this is how they are having a monopoly. When we are talking of democratic socialism, why not distribute these book-stalls to poor persons? You can have three hundred persons instead of just one or two men, but that is not being done. I hope that will be done.

I would refer to one other very important thing in this connection. A letter was written by a Member of Parliament, and the reply was given by the hon. Minister on 6th August, 1962. It was a letter containing a request for permission to be allowed to put up a stall at Jalgaon. But the reply says that no other books or periodicals would be allowed to be sold and only those persons would be allowed who wanted to have the stall to sell their own books or periodicals or their own publications on a non-profit basis, and that should be done by philanthropic institutions. So, we find that they want philanthropic institutions. But on the other side, we find that monopoly has been given to just one or two men.

I do not know whether there is some agreement with the firm of Messrs. A. H. Wheeler & Co., or the other people to the effect that nobody else can sell any newspaper on a railway platform except these monopolists. If somebody else is allowed to have stall, then they can sell only their own publications and no other publications, and they cannot sell newspapers at all. This is too much in these days of socialism, and if at all we are sincere in the ideal of socialism, let us stop this exploitation.

I would submit that there should also be a way-bridge near Kalol.

That is a highway with very heavy traffic. Now, oil tanks are also running on that route, besides so many cars and so many trucks, and the railway level crossing remains closed for most of the time, with the result that these trucks etc., have to waste time waiting for the gate to be opened. Is it not proper to have a way-bridge there, somewhere near Kalol? I would request the hon. Minister to look into the matter, and he will find that this is justified because the traffic is very heavy there.

Now, I would make some reference to small stations. Everybody talks of big stations and big cities only, and we find that new railway stations are coming where there were good old ones in these big places; it seems that because they are big cities they must have new railway stations. I do not want any new railway stations for small towns, but I want only a shed for the protection of people from heat and rain. I would plead for the construction of a shed at Katosan; about thousand of passengers are using that station. Then, there is need for a shed also at Bechrajee where there is a temple, and thousands of people use this station also and yet there is no platform shed at this station. If at all we are to provide amenities, these are the stations which deserves those amenities.

In conclusion, I would say a word about the metre gauge, broad gauge and the narrow gauge. I am the opinion that there should be only one gauge. I would suggest that first of all, we may connect the State capitals with the Centre. For instance, you will find Ahmedabad and Jaipur on the metre gauge. Why not connect Ahmedabad with Delhi by a broad gauge line? Let us make a beginning. The time taken even by a mail train from Delhi to Ahmedabad is 26 hours. This is too much. When I requested the Deputy Minister to give one train more between Ahmedabad and Delhi, he said there is heavy load on that side and he cannot do it. If that be so, if overcrowd-

ing is there, if heavy goods traffic is there, I hope this question will be considered.

**Dr. L. M. Singhvi (Jodhpur):** I am sorry that even after the disarmingly genial and persuasively sincere performance of the Railway Minister, we still have to seek satisfaction from him on specific matters of policy as well as performance. That is the custom of this House, and I am sure that when we raise these issues—some of these have been raised before—we will be able to elicit greater clarification from the Minister when he rises to reply to the debate on this Demand.

My cut motion is specifically in respect of 'ambiguity, equivocation and uncertainty in the matter of re-organisation of zones, and failure to undertake changing of metre gauge to broad gauge on an extensive scale'. I am happy that the Minister has assured us that he would like to consider the first matter in the context of perspective planning, in the context of our requirements ten years ahead. I think it is necessary to do so in order to arrive at a balanced estimates of our requirements in the matter of reorganisation. I am also happy that he has pointed out the tremendous amount of expense that reorganisation of zones involves, and has given the assurance that reorganisation would be based mainly on the criterion of operational efficiency. I would, however, like to question him further in respect of the agency to which he has entrusted the task of assessing continuously the perspective requirements of zonal reorganisation. I would like him to tell us as to how he proposes to keep his hands on the pulse of requirements in the matter of reorganisation of zones, whether it is only a hasty annual in the debates in the House or it is going to be looked into by the Minister in his usual, accustomed, thorough manner.

I would like to mention my sense of regret and despair in respect of

[Dr. L. M. Singhvi]

railway expansion, or in other words, in the matter of laying new railway lines. Particularly in the part of the country from which I hail, I find that railways have scarcely added even an inch of extra running track. There has been very little expansion after the good old princely days; I should like to repeat and underline that expression 'good old princely days' because that is what people in my region say . . .

**Shri S. V. Ramaswamy:** Is it Rajasthan?

**Dr. L. M. Singhvi**.....that even in the princely days the railways had done exceedingly well, and they had made great strides particularly in the State of Jodhpur. I feel that in the field of railway expansion, the policies have been peculiarly unimaginative, inhibited and lacking in initiative. It is true, as the Minister says, that even conversion from metre gauge to broad gauge has to be decided on the basis of traffic offering. Right enough, but the difficulty is that it is a vicious circle. In the less developed regions, where these facilities of transport are not made available, more traffic offerings will not arise, because traffic is created by greater opportunities for expansion and progress, and it is precisely because of lack of transport facilities in a region like West Rajasthan that industrial expansion has found the biggest bottleneck.

I would like the Minister and the railway administration to consider afresh the various proposals in respect of expansion of railways in West Rajasthan, as indeed in other parts of the country. I can speak only about West Rajasthan, because I know from personal knowledge that various new lines had been surveyed in the good old days, and yet in terms of railway expansion no steps have been taken. I would say . . .

**Shri S. V. Ramaswamy:** Is he having the Udaipur-Himmatnagar line in mind?

**Dr. L. M. Singhvi:** Now that the hon. Deputy Minister has mentioned the Himmatnagar line, I want to say that these expansion were carried out largely as a consequence of political pressure and patronage. The Himmatnagar line is the result of the pressure from the Chief Minister who happens to hail from that region. There are many other equally meritorious proposals which have not received even half the attention from Government, and that is because there has not been enough political pressure to pursue those demands in respect of railway expansion. I would like, particularly in the border areas of West Rajasthan, as indeed in the border areas of Assam, the railway links to be strengthened, expanded, increased, without reference to the criterion of commercial feasibility.

**Shri Warior** (Trichur): That is the political line which I mentioned.

**Dr. L. M. Singhvi:** I am glad Shri Warior supports me.

**Shri Dasappa:** He does not know.

**Dr. L. M. Singhvi:** The other day we heard the Minister speaking about shuttle trains. He said the effort would be to provide more and more shuttle trains. I had pointed out to the railway administration on an earlier occasion a section where a shuttle train would be eminently reasonable and warranted, but it has not been undertaken because either it happens to be represented by people in the Opposition, or because it does not have sufficient political backing from the State Government. I make this charge not against the railway administration only. As a matter of fact, the charge is mainly directed against the State Government. The procedure which requires sponsorship from the State Government, and which lays great emphasis on such sponsorship is also wrong, because it is after all to this Parliament that the

railway administration is basically responsible.

**Shri Dasappa:** May I at once clear this point? We are not going to yield to any such political pressure from any Government.

**Dr. L. M. Singhvi:** I am very glad, but in many cases in the past there has been consistent yielding to pressures from the State Government. I am glad that the Minister is in a position now to say that such yielding would not be permitted.

**Shrimati Renu Chakravarty (Bararkpore):** He is a new Minister now.

**Mr. Chairman:** Does not the State Government represent the whole State and its interests?

**Dr. L. M. Singhvi:** They are representatives certainly of the State, but they are afflicted by a malaise, the malaise which eats into the very vitals of the democratic system and which is actually nullifying the very basis of the democratic system. The State Governments, structurally speaking, are representatives of the people, but when it comes to their functioning, we have found every now and then that they have acted in complete repugnance and contrary to the best interests of the State as a whole. There is a tremendous amount of factional regionalism in the States. There are wheels within wheels, and it is only on the basis of this intra-State regionalism that these demands are sponsored.

**Shrimati Renuka Ray (Malda):** They have to depend on popular support.

**Dr. L. M. Singhvi:** Yes, but it does not mean that . . .

**Mr. Chairman:** The hon. Minister wants to clear a point.

**Shri Dasappa:** We are functioning in a democracy. To the extent that

the State Government represents popular will and opinion, every consideration and weight will be given to its recommendations. What I was going to say is we are not going to fall victims to political pressures, whether of an individual or a body. That is what I wanted to make clear.

**Shri Nambiar:** Now he has corrected and clarified the position.

**Dr. L. M. Singhvi:** There is no doubt that all these statements are true and correct in their own way, but the basic fact still remains that there has been very little expansion in the field of railways while there was ample expansion in the past, and this, many of us feel, is due to the fact that there is not sufficient State sponsorship. State sponsorship has been lacking because of political regionalism within the set-up of the State itself. I would not like to dilate on it any further.

**Shri Dasappa:** Planning Commission has also a voice in these matters, in addition to State Governments and possibly representatives of the people also who give their priorities to the Planning Commission and so on. Then it is hammered out. So, if he wants to ignore the State Government altogether, I am afraid he will not be taking a very wise step.

**Dr. L. M. Singhvi:** I would not say that they should be ignored altogether but at the same time I suggest that even the recommendations of the State Government if based on such regionalism should not be given privileged status in the counsels of the Railway Administration.

A very important link must be provided between Jaisalmer and Jodhpur.

**Mr. Chairman:** The hon. Member must conclude his speech now, he is exceeding the time-limit.

**Dr. L. M. Singhvi:** There have been a lot of interruptions, Sir. The Minister should tell us what he proposes to do about railway expansion both in the western and in the eastern border areas, notably Rajasthan and Assam. He should give an assurance to this House about a massive programme of research which should be launched by the Railway Administration. Yesterday, I pointed out that the present programme is utterly inadequate. For instance, there is the failure of the Railways to provide an adequate system of dust-proofing the compartments. It is a ticklish problem but I am sorry to say that no adequate solution has been found. I welcome the assurance by the Minister in respect of acceleration of trains. For the first time, we have the assurance of a Minister who says that he would not himself be satisfied with the stock, routine assurance and replies. I am glad he is prepared to take a fresh look in the matter of accelerating trains. There are proposals made to the Railway Administration again and again but we find nothing but a stock, routine reply to these proposals. Only a few months back, I had the pleasure of receiving Mr. Humayun Kabir, a Central Minister, at Jodhpur and he said 'the first thing that I am going to do when I get back to Delhi is to tell Mr. Swaran Singh—the Railway Minister—Minister at that time—that this train should be accelerated. It could be done. I refer to Jodhpur-Delhi Mails.

**Mr. Chairman:** You should conclude now. There are so many hon. Members and more than four days have already been taken.

**Dr. L. M. Singhvi:** I am not responsible for taking four days.

**Mr. Chairman:** I have to stick to the time-schedule. Please conclude your speech.

**Dr. L. M. Singhvi:** In passing I would refer to a suggestion about

berth reservations in second class: more ACC 3rd class deluxe compartments should be put in. To neutralise rising prices, the Railway Administration should seriously consider providing benefits such as opening of cheap grain shops for the employees so that the monetary benefits conferred by the Administration may not be rendered illusory.

**Shrimati Renu Chakravarty:** Sir, I would first like to greet the new Railway Minister and I hope he will bring a fresh mind to many of the old subjects which we bring up as hardy perennials. The first point which I would like to make is regarding these border areas. In the State of West Bengal, our entire railway system was thrown out of gear after partition, and even now, it is easier for us to go from North to South India than to go from the southern part of our State to the northern part of our State. As far as the major obstacle for having the bridge across the Ganga, the Farakka barrage, is concerned that is a very long-term process and it is a problem which I do not want to raise just now. But one point which I would like to urge is that in the border districts of West Bengal, the districts which border East Pakistan, some of our districts have been cut up between East Pakistan and West Bengal. For example, take the district of Dinajpur. East Dinajpur is in East Pakistan and West Dinajpur is in West Bengal. Actually, the headquarters of West Dinajpur, Balurghat, still remains without a rail link at all. It is amazing that when we have to go from Calcutta to Balurghat, we have to take first the Darjeeling Mail—not the other mail—and go to a station called Tinpahar. From there, we have to take a small train to Rajmahal, and from there cross over in a ferry and then we have to take a bus—the State is running a bus service—and reach Malda. At Malda we have got to cross a river by ferry and from there we have to take a bus and then reach Balurghat!

Actually, this point has been discussed, and there have been many surveys made, but somehow or other, something has happened, may be some political pressure or not, I do not know—and this link remains undone. Although there is a broad-gauge railway nearby, Balurghat still has not been connected through the broad-gauge line with the rest of the State. Therefore, I would urge that since there is now a railway line linking up to Malda, Balurghat should also be linked up, so that little by little we are able to link up all our district headquarters, especially to repair the damage which was done by partition; I would urge upon the Minister to look into this. There are many surveys also made about it. Somehow they do not get the priority. The State Government also on many occasions placed this matter before the Government, but we do not know where the snag lies; perhaps the Planning Commission is faced with more urgent problems. But now that the question of the eastern sector, especially the border areas, has come into prominence, we urge that this matter be gone into and given first thought.

Then, I should like to say a few things about the suburban trains of Calcutta. Sometimes this House discusses the sorrows of the villagers, and the impression gained is that the big stations and the big cities and the people in those cities and those big stations are better off. But actually what happens in the big cities? I am not so acquainted with Bombay and Madras, but certainly I am very much acquainted with Calcutta. The passengers come daily from 40 miles away; they get up early in the morning and leave their houses at about 7 o'clock and come to the city which is 40 miles off. They work in the city all the day and go back sometimes by 8 O'clock in the night. Those trains are terrifically crowded, as a result of which electrification has taken place now. We are having electrification now. But then electrifica-

tion has been a very slow process. Even now, the electrification on the Bongaon-Ranaghat section has not been completed. Some trains are running on the Ranaghat section, but there is yet a lot of difficulty. The passengers say that there does not seem to be any very great difference in the timing. The timing should have been shortened, and there should be much quicker running of these trains there. Actually, there is not a certain improvement. When having these electric trains, certain other concomitants have to be looked into, especially in regard to these suburban trains; we must realise how these passengers, risking their lives, jump into the trains to catch them. In many of these stations, we do not have overbridges. For example, one of the heaviest stations is the Dum Dum junction and also the Dum Dum cantonment station. There, overbridges are long overdue. The overbridges that are at present existing actually are not adequate. There should be an overbridge at Dum Dum junction station and at the Dum Dum cantonment station also. Otherwise, what is the result? People have to cross the lines. We ourselves do it: when we go from the south-end, we actually have to cross the lines and go across the lines; sometimes we are going across the standing rakes and underneath them. We really face these difficulties and sometimes there are accidents also in doing like that.

**Shri S. V. Ramaswamy:** Is it footbridge or a road overbridge that the hon. Member means?

**Shrimati Renu Chakravarty:** I am talking about the need for foot overbridge for passengers. The Dum Dum Cantonment station and Dum Dum junction station carry the heaviest traffic on this suburban line. We have raised this matter several times in our consultative committees, but nothing seems to have been done. From 1951 it has been raised; again in 1955 it was raised. Now again it has been raised, but it

[Shrimati Renu Chakravarty]

seems to be getting again and again pushed on.

16 hrs.

In Dum Dum cantonment station, big colonies have come up, schools and factories have developed. There should be an over-bridge from the outside, so that from the road itself, people can go up the over-bridge and step into the platform both in the eastern and western sector. In Dum Dum junction station also, the need is for a foot-overbridge on the southern side.

The New Barrackpore station has expanded during the last 10 years beyond comprehension. Huge refugee colonies have come into being. There is a girls' school on one side of the railway line and there is a boys' school on the other side. There is a big bazaar that has developed. All the time children are crossing over this railway line. There is no proper level-crossing even. It is much further up. So, there is need for a foot-over bridge. If that is not possible just now, at least there must be a manned level-crossing for the kids who are going to the school and coming back. I have urged this on many occasions.

As I have been saying again and again, in many of the stations the population has grown because in Calcutta, people are not able to get living space. The biggest run is between Shyamnagar and Kankinarrah stations. There is a new area that has developed there called Mandalpara. The whole of this area which formerly used to be a village has got a big population with lots of vegetable produce, etc. So, there should be a halt there.

Baranagar, which is almost a part of Calcutta, is now on the Dakshineswar side of the approach to the bridge over Ganga. But really Baranagar is developing on the route to Barrack-

pore. So, there should be a second station there—call it by whatever name you like—on the route that goes to Barrackpore. This has been surveyed, but up-to-date nothing has been done.

**Mr. Chairman:** The hon. Member's time is up. She should try to conclude now.

**Shrimati Renu Chakravarty:** Yes, Sir. I have only one or two points more.

I would take up one or two points about labour. My friends Mr. Alvares and Mr. Nambiar have already raised this question of DA for railwaymen, and the Minister has replied to it. But I am afraid he has to give some more thought to it. Unless this question of DA is solved, the labour will not be satisfied. It is said that until there is a 10 point increase, there can be no increase in D.A. What is this 10 point business? If we see even the Government statistics, the quarrel is between 2 or 3 points. The biggest quarrel is over the consumer price index. We know that in Maharashtra it has been proved that it was 29 points above. There should be an enquiry into this.

Coming to the price of wheat, it has gone up to Rs. 32. It is very sad, but I have to say that when we, people from rice-eating areas used to say that the price of rice is going up, our Minister used to tell us that we, Bengalis, are always eating rice and that is why the price is going up; there is plenty of wheat and if we take wheat, the price will fall. But when the price of what has gone up to Rs. 32, the poor wheat-eating area people are weeping and saying "The price of wheat has gone up to Rs. 32. Save the Bengalis; take away all the wheat from us; give us the rice and give them the wheat. Let the price fall." But we have not seen that. Neither you can do that nor you can control the price. Why should not the workers get the

increase in DA? I do not want to go into the details. Mr. Dasappa will know all that from the Railwaymen's Federation.

But the main thing is, those who are earning below Rs. 150 should have a cent per cent neutralisation. That is fair. It is no use countering this argument by saying that in our country the average earning is much less—whether it is 3½ annas or 7½ annas we need not quarrel on that point now. But at least the railwaymen who have given you good returns, who have given you good dividend and who have enabled you to pay to the exchequer, should have this neutralisation. As regards Class II and Class III at least Rs. 500 should be the minimum point up to which they should get dearness allowance.

Then I come to the question of absorption and permanency of the railway electrification staff. A huge number of workers have been working for the last three or four years on electrification right from Howrah to Moghalsarai and also on other sectors of the Eastern Railway and other railways. A big problem has arisen. We have been representing to Shri Ramaswamy on various occasions. As far as the CPC scales of pay are concerned, they should have been given to anybody working for six months. That has not been done. Our friends of the Railway Federation have represented about it many times. We have also represented to the Minister. With regard to the railway electrification staff a funny situation has arisen. New staff are being appointed and those who are already on the railway electrification job are being retrenched. At least there should be "first-come, last-go" or some sort of such a policy, and there should be a policy of absorption and permanency of the railway electrification staff. There is also the question of the permanency of the casual labour who have been there for more than three years. Under rule 149, already our Minister has said that he is going to

consider this point and it is very very good.

Lastly, on the question of complimentary passes to class IV staff, I want to urge that there should be no discrimination. Shri Dasappa, when he was not a Minister and he was our colleague as an ordinary Member, has always stressed that we must plead on behalf of the poorer section of our people and that there should be no discrimination. If class II and class III staff can get complimentary passes twice or thrice in a year after thirty years of service, why should not the class IV staff also get the same facility? I would urge upon the hon. Minister to look into this question and see that the privilege of having complimentary passes should be the same for Class II, Class III and Class IV staff.

**Shri V. B. Gandhi** (Bombay Central South): Mr. Chairman, Sir, lately I have been reading some of our weekly papers, financial papers, papers like the *Commerce* of Bombay, The Capital of Calcutta, the *Eastern Economist* of Delhi and also *A Review by the Federation of Indian Chambers of Commerce*. The general view held by these papers and organisations in respect of the Railway Budget is that the Railway Administration has not implemented fully the Railway Freight Structure Enquiry Committee's recommendations, and also that the new addition of a supplementary surcharge of 2 per cent should not have been made.

On the first point, after having listened to the speech of the Deputy Ministry, Shri Ramaswamy, yesterday, and also of the Railway Minister this afternoon, I am now beginning to feel that, after all, the structure of our freight rates is scientifically based, the basic rates are designed scientifically and they take account of the principle of cost of service. So long as these new flat rate additions are made on percentage basis and so long as our basic rates continue as they are, they will properly reflect the

[Shri V. B. Gandhi]

basic rates. Therefore, I do not think there is much in the contention of some of these newspapers.

However, on the other point, that is, the addition of the supplementary surcharge of 2 per cent. I am inclined to agree with them that this should not have been imposed. I am of the firm view, and I have expressed it before on many occasions, that in a planned economy like ours we must do everything to avoid any increase in the cost of production in the economy. These small increases here and there by way of railway freight and other charges have a pyramiding effect and their ultimate effect on the cost of production will come to quite a sizable figure.

16.12 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

I am not willing to agree with the way in which the Railway Minister presented the case by saying that the addition to the cost of an individual consumer of salt and such other things will be microscopic. Though to an individual it may be microscopic, the fact remains that the ultimate additional amount to be paid by the community will amount to Rs. 7·5 crores. We cannot get away from that fact.

Now I will take up the second point. I would like to say something about the contention that there has been under-estimation of revenues and over-estimation of expenditure. I do not quite agree with the two Deputy Ministers who have spoken on the subject who said that we ought to lump all the seven years together and that we ought to take the revised figure in this case. In my view, the relevant figures for our purpose are the figures of the net surplus for the years 1960-61 to 1963-64. I have them with me and I will briefly state my case.

In 1960-61 the budget estimate of net surplus was Rs. 18·43 crores and the final figure was Rs. 32·41 crores, i.e. an increase of Rs. 14 crores. In the year 1961-62 the budget figure was Rs. 8·64 crores and the actual was Rs. 24·40 crores, an increase of Rs. 16 crores. In 1962-63 the Budget figures was Rs. 23·22 crores and the Actual was Rs. 42·46, that is, an actual increase of Rs. 19 crores. In the case of this particular year I do concede that there have been certain abnormal conditions, like the very large transport of defence materials for our emergency purposes. But the size of the difference between the budgeted figure and the actual figure is still eloquent. As regards the year after that, already the Budget Estimate has increased in the Revised Estimate by Rs. 7 crores.

Why are these figures which I have quoted more relevant for our purpose? It is because after all when the Ministry comes to this House asking for additional impositions, additional levies, increases in freight rates and so on, they base their case and their claim on these Budget Estimates. They say, "Here is the Budget Estimate and this is all we are likely to get; therefore, we need more". As I have said, my general case has always been that through these gradual increases in freight rates we are helping materially the process of inflation in this country and these basic additions to freight rates are multiplied in their effect in the general inflation. Therefore they should be avoided.

**श्री प्रताप सिंह (सिरमूर) :** उपाध्यक्ष महोदय, मैं तो उस जगह से आया हूँ, यानी सिरमूर, जहां पर रेलवे लाइन ने अभी तक कदम भी नहीं रखा है, चूंकि हिमाचल प्रदेश एक यूनियन टेरिटरी है इसलिये वहां पर रेलवे लाइन का होना बहुत जरूरी है ताकि वहां से सामान बाहर आ जा सके और उससे तमाम हिन्दुस्तान को फायदा पहुँच सके।

मुझे याद है कि रियासत के जमाने में स्टेट ने एक स्कीम रेलवे विभाग के सामने रखी थी कि यमुना नगर और पौटा को रेलवे लाइन से मिला दिया जाये। लेकिन रियासतों के मर्ज हो जाने के कारण, हालांकि वह स्कीम फाइनलाइज भी हो चुकी थी, मगर वह तर्क कर दी गई। तब से लेकर अभी तक उस पर कोई ध्यान नहीं दिया गया। पौटा इंडस्ट्री के लिहाज से आगे बढ़ रहा है और साथ में वहां पर जिप्सम और लाइम स्टोन इतना ज्यादा है कि शायद ही हिन्दुस्तान के किसी इलाके में इस किस्म का अच्छा पथर इतना मिल सकता हो। इसके अलावा वहां बिजली का कारखाना लगाने जा रहा है। इन सब बातों को महेनजर रखते हुए मुझे रेलवे मिनिस्टर का ध्यान इस तरफ दिलाना है कि सब से पहले वे उन इलाकों की तरफ तवज्ज्ञह दें जहां पर आज तक कोई सुविधा नहीं प्राप्त हुई है। जहां पर काठिनाइयां ज्यादा हैं वहां पर रेलवे लाइन पहुंचाई जाये। मैं उम्मीद करता हूँ कि वह यमुना नगर से पौट की लाइन को जल्द से जल्द टाप प्रायारिटी देते हुए बनवाने की कोशिश करेंगे। मुझे मालूम हुआ है कि जो हिमाचल प्रदेश की इस वक्त की गवर्नरमेंट है उसने भी इसके समान भी मिल सकेगा और बड़ा भारी लाभ हसिल होगा।

दूसरी बात मैं यह कहता चाहता हूँ कि चूंकि हिमाचल में इंडस्ट्री बढ़ रही है इसलिये चंडीगढ़ से बरोटी वाला तक एक लाइन बनाई जाये जो कि निहायत जरूरी है। यह सिर्फ ६ मील की लाइन होगी और यह ऐसा रास्ता नहीं है, जहां रेलवे लाइन ले जाना कठिन हो। मुझे उम्मीद है कि रेलवे मंत्री इस तरफ ध्यान देंगे क्योंकि यह लाइन बहुत जरूरी है।

भाखरा बन जाने से हिमाचल से जो लकड़ी सतलुज से आती है उसके बजाय वह अब रोपवे से लानी पड़ती है। इसमें हमें बड़ी कठिनाई होती है। यह रोपवे सरकारी कामों में और दूसरे कामों में भी इस्तेमाल की जाती है, इसलिये इससे लकड़ी लाना महंगा भी होता है क्योंकि इसमें खंच ज्यादा पड़ता है भारकेट को पहुंचाने में। इसलिये एक दूसरी रेलवे लाइन गंगवाल से बसी तक बहुत जरूरी है। यह फासला करीब दो मील का ही है।

इसी तरह से एक रेलवे लाइन जो कालका से शिमला जाती है इससे हिमाचल को बहुत ज्यादा फायदा होता है। लेकिन ग.डी से जाने में वक्त ज्यादा लगता है और मोटर से जाने में उससे आधा वक्त लगता है। मैं टेक्निकल आदमी तो नहीं हूँ, लेकिन मैं रेलवे विभाग से मह च.हंगा कि वह इस ग.डी में कोई तेज इंजिन लगावें जिससे यह सफर कम समय में पूरा किया जा सके। इस सफर में वक्त ज्यादा लगने से यह नुकसान होता है कि ज्यादातर लोग मसूरी जाना पसन्द करते हैं क्योंकि वहां आना जाना आसान है। चूंकि कालका से शिमला जाने में रेल से वक्त ज्यादा लगता है इसलिए टूरिस्ट भी शिमला जाने से मह मोड़ने लगे हैं। इसलिए इस तरफ ध्यान दिया जाए।

मुझे याद है कि वर्ल्ड वार दोयम से पहले एक योजना इस कालका शिमला लाइन को और आगे ले जाने के लिये बनायी गयी थी। लेकिन अब वह स्कीम आगे नहीं आ रही है। मेरा रेलवे विभाग से कहना है कि इस इलाके में शिमला से आगे रेलवे लाइन को ले जाने के लिये सर्वे किया जाना चाहिये, और अगर ज्यादा दूर तक लाइन न ले जाना चाहें तो कम से कम शिमला से धियोग तक, जोकि १८ मील का फासला है, रेलवे लाइन बनाई जाए। इसकी बहुत जरूरत है।

## [श्री प्रताप सिंह]

हिमाचल का पहाड़ी इलाका है और यह बाढ़ेर का भी इलाका है। यहाँ डिफेंस के लिए भी रेलवे लाइन का ज्यादा होना जरूरी है। दूसरे मंत्रालय हिमाचल की उन्नति की तरफ पूरा ध्यान दे रहे हैं और उसको आगे बढ़ाना चाहते हैं। इसलिये वहाँ रेलवे लाइन का बढ़ावा भी बहुत जरूरी है। हम कोई भी इंडस्ट्री लगायेंगे, या कोई वर्कशाप खोलेंगे या वहाँ से सामान बाहर निकालना चाहेंगे तो उसके लिए रेलवे लाइन का होना बहुत जरूरी है। इंडस्ट्री कायम करने के लिए हमें भारी भारी मर्शिनें वहाँ ले जानी होंगी। यह काम ट्रक से नहीं हो सकता। मैं चाहता हूँ कि रेलवे मंत्रालय भी हिमाचल की उन्नति पर पूरा ध्यान दे और जैसा कि मैंने निवेदन किया है चंडीगढ़ से बरोटी वाला तक, यमुना नगर से पौंडा तक और गंगावाल से वसी तक रेलवे लाइनें इस इलाके में बनाई जायें।

इन शब्दों के साथ मैं रेलवे मंत्री का शुक्रिया अदा करता हूँ।

**Shri Narasimha Reddy (Rajampet):**  
My cut motion is not like the rapier thrust of an angry M.P. but it is a gentle pat by a vegetarian like me with a blunted wooden sword intended to cure railway rheumatism.

The hon. Minister of Railways, in his reply to the budget debate, was very emotional on behalf of the Railway Board, and I must say that I appreciate him because he has so soon fitted himself into the role of a perfect administrator who knows full well how to praise his subordinate in public and to chide them in private if they deserve it. But, however, he should allow us to have a fling at them now and then because that would keep them sharp and vigilant.

My cut motion deals with the failure to provide proper amenities for the third-class passengers.

Of course, under this heading comes overcrowding. This has been stressed over and over again, and I venture to say that it has gone deep into the mind of the Minister.

But how is he going to tackle this question of evercrowding? Outwardly, to all appearances, it looks to me as though it is a physical impossibility at the present rate of population growth to solve this. But as human beings, we should try to do our level best. How are we going to do it? I would tell the Minister that it would not be possible for him to tackle this question by confabulations with his Railway Board alone because they may be lacking in the requisite resilience, imagination and elasticity of outlook, which are special properties of representatives of people, i.e. MPs. Let him constitute a joint committee of high railway officials who are in the know of these things and MPs representing various sections, and ask them to make a report. Once they send up their recommendations and he implements them when he presents his next Budget and when any Members rise up to criticise him on this score of overcrowding, he can turn round and say 'Look here, I took you into confidence. We have all tackled this in a body and if we are not able to solve it at all, it is not due to any defect or negligence of mine; it is due to causes which are outside our control'. I would strongly suggest this course to him.

Side by side with this, I would suggest—I have already done so in my speech on the Railway Budget proper—that this can be tackled only by running shuttle trains between stations where there is heavy density of traffic. He can call for a report on all those sections having heavy density of traffic and see that as many shuttles as possible are run there, because, as I have already said, at the starting points of big junctions like Calcutta, Bombay and Madras, the trains are always full. You may increase the number of trains by a dozen still they will be full. Hence this suggestion.

Then amenities for third-class passengers have to be carefully looked into. After all, all of us are third-class passengers. As long as we are MPs we are able to travel in first-class, that is, upto April 15, 1967. Afterwards, we will have to travel third.

**Shri Yashpal Singh (Kairana):** Only you and I.

**Shri Narasimha Reddy:** So all of us are interested in this. Even Shri Dasappa was saying that once when he was travelling third class, he could not find a seat, he had to manage somehow and so forth.

**Shri Dasappa:** Not once.

**Shri Narasimha Reddy:** It is quite true that all of us will experience the same difficulties over and over again.

I have already said that very often we do not find lights at nights in third-class compartments. Most often, in 99 per cent of cases there is no water in the lavatories. Even the lavatories at stations are very dirty and not at all clean. These things should be looked into and attended to, because the whole foundation of Government is the third-class passenger. What he thinks today will happen tomorrow to the Government. So, I would request the Railway Ministry to take particular care of the third class passengers. We do not care a bit what happens to the second class or first-class passengers because we are here on the sufferance of the third-class passengers who form the overwhelming bulk of the population of India, and I will be doing a great injustice if I do not sufficiently stress this point about increasing the amenities for third-class passengers.

The second point is about proper food in the dining cars and the absence of dining cars in the Grand Trunk Express from Madras to Delhi and in the train from Guntakkal to Secunderabad. The De Luxe which comes from Madras to Delhi has got a dining car attached to it from

Madras, and it starts at about 4.30 p.m. But the G. T. Express starts at about 11.30 a.m. That is not the time for people to take lunch. So, they have to take lunch somewhere on the way. Where are they to take lunch? They start at 11.30, they cannot take any lunch, they will have to take some useless stuff that is sold on the Gudur railway platform, and they will have to wait for their dinner at night at Bezwada. My hon. friend Shri A. S. Alva has mentioned how when he ordered his meal in Bezwada, instead of vegetarian food, he got mutton or fish soup. Such comic tragedies occur. The G. T. Express is a much more important train than the De Luxe. The De Luxe may have one big carriage for first-class passengers, but the G. T. Express has got so many first-class carriages and so many more third-class carriages. I do not know how it is that on this important train a dining car is not attached from Madras up to Delhi. These are not things which ought to be mentioned by Members of Parliament or in respect of which pressure has to be brought on the railway authorities. If only the mental tabernacle of the lower officials had been working in a normal, healthy manner, such things would not have occurred. I am so sorry to mention it, and I request the hon. Minister to look into these things.

**Mr. Deputy-Speaker:** Shri Subbaraman

**श्री आंकोर लाल बेरवा (कोटा) :**  
उपाध्यक्ष महोदय, सदन में इस समय कोरम नहीं है।

**एक माननीय सदस्य :** कोरम है।

**श्री आंकोर लाल बेरवा :** कोरम पौजूद नहीं है। ३० से भी कम मैम्बर्स हाउस में इस समय उपस्थित हैं। जबकि रेलवे ज की डिमांड्स चल रही हैं तो कोरम का होना प्रावधाक है।

**Mr. Deputy-Speaker:** The bell is being rung... Now there is quorum.

**Shri Subbaraman (Madurai):** I thank you very much for the kind opportunity you have given me at last to participate in this discussion.

I congratulate the hon. Minister on having presented a very good Budget, which is welcome on the whole in the House and outside in the country.

A great fund of information has been given in the publications of Government. They show vast improvement and development in all sides and sections of the railways. We all feel happy over it, but still there is room for improvement, as was admitted by the hon. Deputy Minister himself yesterday. If we compare our railways to the neighbouring countries we will certainly have room to be proud but if we compare our railways to more advanced countries like England, Japan and America we have to do a lot to come up to their standard.

Trains are run fairly in time. But the fastest train in the southern region, the Trivandrum Express is still running late by half an hour or one hour on most days though the running time was increased by 45 minutes or one hour. So, also goods traffic. The speed of the goods train should be accelerated. We read in the publications that there has been larger transport of goods in the past year. But if you compare the traffic movement of railways to road transport, we have to do a lot. Though road transport costs more, most of the people go in for it. I would like our Minister to pay more attention to this so that goods may be transported more speedily. QTS is available only from big stations such as Madras, Bombay, Delhi and Calcutta. It should be extended to commercial centres like Madurai and Tuticorin. If goods are booked from big city stations for

QTS for long distances, that service should be available from and to stations like Madurai. It is good that containers are available and I hope they will be fully utilised by the commercial people.

I would like to say a few words about the maintenance of coaches. It needs quite a lot of attention. About two months back, when I was coming to Delhi to attend the session after the train left Trichi, all of a sudden I was woken up by water leaking from above. It was so in some other carriage also. I contacted the guard who said that I should wait till the train reached Villupuram. Such is the condition of most of the carriages. I need not say anything about the bath rooms, as I have said about them in the last speech on the Railway Budget. The fixtures were broken and there were leakages. I complained personally to the General Manager of the Southern Railways about two months back. Immediately he sent one of his engineers along with me to inspect some of the carriages. I took him round and most of them, as I said, were leaking, were rusty and with broken fixtures. There were cobwebs also formed in most of the carriages and it showed that they had not been cleaned for at least a fortnight.

I am glad that Government has set apart a separate research section. I would request the hon. Minister to carry on researches so that there may not be any dust, noise and heat in the carriages. We suffer very much owing to heat when we travel long distances. These difficulties should be avoided. The fittings and components and parts should be so manufactured or fixed that we feel less of the heat and there may be less of dust and noise.

**Shri S. V. Ramaswamy:** Other than air-conditioned?

**Shri Subbaraman:** I mean the ordinary class. I should like to say a few words about the platforms and waiting

rooms. The bathrooms and lavatories there are not at all kept in good condition. I know it is not only the mistake of the railways but for want of public co-operation is also a big reason for such a condition of the bathrooms and lavatories in the platforms. Anyhow, we should attend to this and educate our public—passengers and users—so that they may have a greater sense of cleanliness and social welfare.

I am glad a greater amount of money has been set apart for amenities. If overcrowding is avoided, that will be the first amenity that the people would be enjoying, especially the third-class passengers. Our hon. Minister, Shri Dasappa, is one of the common men. He has associated himself with the common people so much that he does not need to be reminded of the difficulties and problems of the common man. He himself said that during his reply to the debate.

Among the amenities, I would also suggest that more lavatories and wash-basins are provided in the third-class coaches.

I would like to say a few words now about the region from which I come. Rameswaram is a big all-India pilgrim centre, but the trains available to and from Rameswaram to centres like Madurai are not at all satisfactory. There should be faster trains so that if we want to go to Rameswaram and Dhanushkodi, we can finish it in one day and come back. There should be more facilities at the waiting room at Dhanushkodi. One has to wait sometimes two to three hours at Pamban which is one of the corners of the island of Rameswaram; that should be easily avoided. A diesel engine can be used in the island so that these difficulties can be reduced.

There are two important level crossings in Madurai city; one at Subramaniapuram and the other at Meenakshi Mills. The Madurai citizens and the municipality and representatives

of the public have been requesting the railways to construct bridges at these places. But we are sorry that nothing has been done till now. The overbridges or underbridges are absolutely necessary in the interests of the city and the public. The growth and development of Madurai city is very much hampered for want of these bridges. If, for any reason, the construction of these bridges at Subramaniapuram is delayed I request the Government to kindly shorten the time of closing of the local crossing at Subramaniapuram. Sometimes, the crossing here is closed for as many as 15 minutes. So, at least the closure time should be reduced.

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

**Shri Shree Narayan Das (Darbanga):** Sir, there is no doubt that there has been all-round improvement in the working of the railways throughout the country. I have been associated with the hon. Minister while working on the Estimates Committee and we have seen how hard-working he is. We expect that whatever remains to be done in the working of the railways will be done in his regime and all will be satisfied.

Though there has been all-round improvement in the working of the railways, a major portion of the improvements have gone to the broad gauge system. The metre gauge has been neglected. Whatever improvements have been made on the metre gauge have been made on the main-line. People who travel on branch lines suffer from all kinds of difficulties and inconveniences. Just as there are backward classes and suppressed or depressed classes in our social structure, so also in the railways there are backward and suppressed areas. I hope the Minister will do justice to them, so that there may not be any dissatisfaction.

Hon. Members have referred to overcrowding. That is a common disease. Whatever national wealth is

[Shri Shree Narayan Das]

created is being consumed by the increasing population and *per capita* income is not increasing, as it should. So also in the railways the *per capita* accommodation is not increasing. The efforts made to provide more trains and coaches are being consumed by the ever-increasing population in the country. There are areas where the density of the population is very high, the highest in the country. I would draw the attention of the Minister to North Bihar, where the density of population is very great. The trains are not large in number and there are no adequate coaches. The travelling public have to experience much difficulty due to overcrowding. When we travel, we have to hang our heads in shame, because people say, "Look here. We are paying so much as fare, but we have no place to sit." We cannot give any reply to them. So, this must be looked into.

As there is not much time, let me turn to some local grievances which deserve attention. The first question is the remodelling of the Laharia Sarai station on the Samastipur-Narkatiaganj line. It has been taken up, but no progress is being made. We are told that there is some hitch in acquiring land belonging to the State Government. We want the Minister to exert his influence, so that that hurdle may be removed and that work can progress. That is a very important station, being the headquarters of the district and the work has been delayed for long. On the south of that station, there was a level crossing for a very long time since the beginning of the railway. Agriculturists and peasants who have to go from this side to that side for their work have been using that level-crossing, but that level-crossing has been closed and no other arrangements have been made for the persons residing on both sides of the line to go from one side to the other. A representation has been made by the local people that a little beyond that station, another level-crossing should be provided. I think the hon. Minister would give attention to this.

The people of North Bihar are very grateful to the railways because they have provided the Rajendra Pul. The construction of this bridge will help commerce and trade very much. There is no doubt that we have benefited much, but the construction of this railway bridge has made the journey not a bit easier. The time taken from Patna to Darbhanga is the same as it was before. Even the trains that pass through the Barauni Bridge, even the express trains with direct carriages, even the Mithila Express from Howrah, stop at every station and the time taken from Barauni to Darbhanga is 4 hours whereas from Delhi to Barauni it is 20 hours. I would like the hon. Minister to look into this matter so that the time taken for this distance may be reduced.

With regard to catering arrangements, as I have already said, much of the improvements that have been effected are on the main lines. On the branch line at Samastipur the catering arrangement has been taken over by the Railways. But we see no improvement there. Sometimes the bearers do not have glass tumblers, sometimes they do not have enough spoons. Whenever we ask them they say that these articles are not supplied by the department. I was recently at Tundla station which is a big junction. Some five or six persons were there in my compartment. They were not provided with spoons. When the bearer was asked he said that the number of spoons supplied is very small, several complaints have been made and nothing has come about. I would request the hon. Minister to look into this.

With regard to sanitary arrangements, although efforts are made to provide better sanitary arrangements at way-side stations also, there is lot of scope for improvement at Stations beyond Samastipur i.e. Samastipur-Narkatiaganj sections and other branch lines are not there. I would request the hon. Minister to look into this.

It is gratifying to note that the broad gague line has been extended from Barauni to Samastipur. But that line should be extended from Samastipur to Darbhanga so that in course of time that may go up to the terminus station at Jainagar. That is the terminus station of the railways on that side. That connects Nepal with this country and that is on the border. I would request the hon. Minister to see that the broad gague line is extended from Samastipur to Darbhanga so that the people of that area may benefit by that.

I would like to mention two other points before I close. Sometime ago a survey was made to have a new railway line from Sakri to Hasanpur connecting two branch lines. There are some villages near about and the people of those areas have to travel about 18 to 20 miles before they can reach a railway station. This question also has to be considered by the Railway Minister. The survey was made long long ago, during the British period. Since then nothing has been done. The people of that *ilaka* have been pressing us to take it up with the Centre so that the new line may be provided.

Then, sometime ago a survey was made to connect Muzaffarpur to Darbhanga. At present there is the Samastipur—Narkatia branch line. I would like to draw the attention of the hon. Minister to this fact that there is a distance of 24 miles between Samastipur and Darbhanga. Samastipur is the junction of three lines on this side whereas Darbhanga is also a junction of three lines on the other side. The passengers coming from three railway lines on this side and three railway lines on the other side are carried by a single track between Samastipur and Darbhanga. I would therefore suggest that either a broad gague line should be provided between Samastipur and Darbhanga or the track between Darbhanga and Samastipur

should be doubled so that more trains could pass through them and overcrowding may be avoided.

Another point I want to stress is about the Lona Road Flag Station. From the very beginning—I do not know from when—this has remained a Flag Station. Only for a few seconds the trains stop there and there is also only one single line. There was a proposal that Lona Road Station should be transformed or converted into a regular station and other amenities should be provided to that station. I think that should be done at an early date.

Lastly, I want to stress one point. People have been making complaints about the working of the Railway Service Commission in the recruitment of class 3 employees. So, I think the working of the Railway Service Commissions should be reviewed and examined to see whether they are functioning well and whether the complaints made are justified or not. If they are working well, I would suggest that some more public service commissions should be created in the railways. According to my information, there are at present only four commissions. I suggest that there may be 6 or 7 Commissions so that those who have to appear before the Commission are not inconvenienced very much. I will conclude with these words and I hope that whatever suggestions I have made will be looked into and will be given effect to.

**श्री किशन पट्टनायक :** उपाध्यक्ष मढोदय, दासपा साहब ने शिकायत की है कि विरोधी सदस्यों की तरफ से एक भी सुझाव नहीं आया है कि बिना टिकट की यात्राओं को कैसे रोका जाए। मैं एक सुझाव उनको देना चाहता हूँ। शार तीसरे दर्जे में भीड़ कम कर दी जाए तो यह बिना टिकट की यात्रा भी बहुत हद तक बन्द हो जाएगी। एक हृस्का उपाय और भी है। जितने कम्पार्ट-मेट्स होते हैं उनमें आपस में रास्ता होना

## [ श्री किशन पटनायक ]

चाहिए, उनके बीच में कारीडोर होना चाहिये और हर एक सेट आप कम्पार्टमेंट के लिये एक एटेंडेंट टीसरे दर्जे में भी रहना चाहिये जैसा फर्स्ट क्लास में होता है। वहां पर आप एटेंडेंट्स को रखते हैं। इसी तरह से आपको थर्ड क्लास के लिए भी एटेंडेंट रखने चाहिये। इस एटेंडेंट का फर्ज होगा कि जो लोग आदे हैं बैठने के लिए, उनके पास वह देखे कि टिकट है या नहीं है। जांच करने के बाद जब उसको मालूम हो जाए कि किसी यात्री के पास टिकट नहीं है तो उसको उसे बाहर निकाल देना चाहिये। यह चीज़ तभी संभव हो सल्ली है जब माननीय मंत्री जी तीसरे दर्जे में भीड़भाड़ को घटारेंगे क्योंकि अगर ओवर क्राउंडिंग होगा तो एटेंडेंट भी बेकार रहेगा, उसका भी कोई फायदा नहीं होगा, वह भी कुछ काम नहीं कर पायेगा। मैं आशा करता हूँ कि माननीय मंत्री जी भेरे इस मुझाव को मंजूर करेंगे। मंत्री जी भीड़ घटायेंगे और हम लोग बिना टिकट की यात्रा को धृष्टायेंगे।

डा० लोहिया ने कल अपना भाषण देते हुए एक मिसाल आपके सामने रखी थी। रेलवे के एक कर्मचारी को क्योंकि उसने एक चुनाव में हिस्सा लिया था, रेलवे आधोरीटीज ने बरखास्त कर दिया था। उस मिसाल को मैं जरा ब्यौरे में जा कर आपके सामने पेश करना चाहता हूँ। १९५७ में भावनगर बी० म्यूनिसिपल कमेटी के चुनाव में उसने हिस्सा लिया था, वह चुनाव लड़ा था और वह एक एफाऊंट्स बलर्क के पद पर काम कर रहा था। रेलवे के जो कंडक्ट रूल्ज़ हैं या जो कोड हैं, वह इजाजत देता है कि कोई भी रेलवे एम्प्लायी अगर चाहे तो स्थानीय चुनाव में हिस्सा ले सकता है। उसने आपसे इजाजत मांगी थी लेकिन उसको जवाब नहीं मिला पोलिंग के दिन तक या उसके एक दिन पहले तक। पोलिंग जब खत्म हो गया, उसके

बाद या उसके एक दिन पहले, दोनों में से एक दिन, पहले या बाद, उसको जवाब मिला कि वह चुनाव लड़ नहीं सकता है। पहली बात तो यह है कि इजाजत उसने मांगी या नहीं मांगी। उसने इजाजत मांगी। इस तरह से उसने कोई गलती नहीं की। इजाजत अगर वह न मांगता तो उसकी गलती थी। लेकिन उसने इजाजत मांगी। एक दिन पहले उसको जवाब देना यह गलत था। बाद में जब वह जीत गया और काउंसिल का मेम्बर हो गया तब उसको काम से निकाल देना, यह कितनी गलत बात है, इसको आप देखें। वह म्यूनिसिपलिटी का मेम्बर भी रहा और उसके साथ साथ उसके खिलाफ दो साल तक अनुशासन की कार्रवाई भी चलती रही। उसका रिकाउंट भी कोई बुरा नहीं था, खराब नहीं था जिससे सांवित होता हो कि उसने अपने फर्ज की अवहेलना की है। फिर भी क्योंकि उसने एक कांग्रेसी मेम्बर को हरा दिया था भावनगर म्यूनिसिपलिटी के चुनाव में, इस लिए उसके खिलाफ कार्रवाई हुई और उसको काम से निकाल दिया गया।

उपाध्यक्ष महोदय : आप अपना भाषण कल जारी रखें।

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16.59 hrs.

#### BUSINESS ADVISORY COMMITTEE

##### TWENTY-FOURTH REPORT

**Shri P. R. Patel:** Sir, I beg to present the Twenty-fourth Report of the Business Advisory Committee.

17.00 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 27th February 1964/Phalgun 8, 1885 (Saka).