

of the Gate-man posted there, whether it was eight hours' continuous, twelve hours intermittent or twenty-four hours or excluded? Thirdly, of what type was the locomotive, whether it was steam locomotive or diesel locomotive? I also want to know if the gradient is, according to the I.R.S. standard, allowed to continue under the conditions of the engines being hooked to this, and because it is a gradient whether all the safety measures were adopted, and whether the steam vacuum was correctly tested and hooked. And lastly, we want a judicial enquiry, not a senior officers' enquiry.

Mr. Speaker: These things will be known during the enquiry.

Shri Nambiar (Tiruchirapalli): May I know whether that gate had a phone or a calling bell to inform the Gate-man that a wagon was rolling down? If there had been a phone, this accident could have been avoided. In such gradients such bells are provided. I want to know whether it was there at this particular gate.

Mr. Speaker: These are facts that will be known when the enquiry is made, not at this moment.

Shri Surendranath Dwivedy (Kendrapara): About the gates and other things the hon. Member can reply.

Mr. Speaker: If the hon. Minister can give some information as to whether the gates were open, whether the gateman was there, as to when he received the information—because Members are anxious to know about these—if he has more information than what he has given, he might give it.

Shri S. V. Ramaswamy: I shall collect some more information.

Mr. Speaker: That is exactly what I said. (*Interruption*). The hon. Member cannot go on indefinitely. We shall go to the next item now.

12-35 hrs.

RAILWAY BUDGET—GENERAL
DISCUSSION—contd.

Shri Sham Lal Saraf (Jammu and Kashmir): Sir, after the Minister of Railways delivered his Budget speech, a number of speeches have been made in this House—and I have heard most of them—by Members coming from different parts of the country. As far as I am concerned, I will try to place a dispassionate view with regard to the matters that have been brought before the House in the speeches that have been delivered. As far as my State is concerned, Jammu and Kashmir, we have no railway, at the moment, there and naturally, therefore, my attempt will be to place an unbiassed view of the matters which, I think, are very important for us to know. What our feelings are about them, and secondly what improvements are really necessary as far as the running of railways in the country are concerned.

A suggestion has been made here that a Commission of enquiry be set up in order to go into the working of the Railways. Though the suggestion has come from speakers from different parties, I personally feel that that the way this suggestion has come is more of a negative nature rather than of a positive one. I personally feel that an enquiry is necessary. I will explain how that enquiry is to be made. As far as transport in general is concerned, in our country, we have the railways, we have shipping, we have roads, we have navigable rivers, as they also carry some of the goods and passenger traffic, and also we have air transport as well. Keeping that in view and looking into the working of the Railways for the last at least 10 years, as I find from the statements, from the figures and from the literature that has been distributed here the other day and also from what one could know from

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experience, I would say this. As for myself, I have been travelling all over the country for the last 30 or 35 years and I know what difference in improvement it has been making year after year. As far as promoting passenger traffic, making things available by way of amenities to labour as well as to the travelling public plus the workshops and all the other necessities that our Railways need are concerned, I find, we are going ahead steadily. One very important matter that has come before this House by the speeches that have been made is that, with the planned development of the country, with the development that has taken place and the work that it has now generated, we have to see whether the present capacity or the capacity of the Railways made available from year to year is enough in order to meet the demands of our passenger traffic and also our goods traffic. Keeping that in view, I feel that unless and until a high power committee would go into the entire matter of transport and allocate portions of the responsibility to the different systems of transport, it may be difficult to say exactly whether the Railways have kept pace in showing their progress year after year according to the ever increasing needs of the country. I am reminded of my early days, say, the twenties, when as high school students, we were asked to write essays on 'British Raj ki barkaten' and the Railways were supposed to be a barkat. I see the progress made during the last 20 or 30 years. With a set purpose, the British then organised the Railways. This we must not forget. If we compare the railways of those days, which we had in the country, we shall find that the then North-Western Railway in undivided India was the longest railway, and that was so with a definite purpose on the part of the British. What was that purpose? Firstly, most of the cantonments in the country were on that side, in the Punjab and also in the then N. W. frontier. Secondly, in order to maintain their supply line, ammunition supply and so on and so

forth, they paid their best attention to that part of the railways. And when we look to the general interests of the country, we find that where business and commerce and industry should have developed, and where we should have easy transport available, there, comparatively, so much interest was not taken. But, today, I see from the literature that has been supplied to us, that the railways are spreading in all directions, and amenities are being made available at various places. From the railway lines, both metre gauge and broad gauge, are spreading. So, also the railway workshop are being strengthened. As regards the requirements of the railways, such as tools and other things, the railways have reached near-self-sufficiency in a number of items, and in most of the items, there is complete self-sufficiency.

From the manner in which some of my hon. friends have spoken here, one feels as if nothing has been done, and if at all anything has been done, it is not worth mentioning. I would say that that will not be the correct position at all. Of course, there are certain things towards which the railways have to give their attention, and I shall enumerate them a little later. In the meanwhile, I would say that the railways are perhaps one of the, or rather the biggest employers in our country. We must not forget that also.

In a big organisation like this, sometimes, certain things happen. For instance, this morning, just before I started my speech, the Deputy Minister in the Ministry of Railways made a statement about a very unhappy accident that has taken place this morning. Surely, these are things to which one has to pay one's special attention. I can very safely say that it may not be the fault of the high-ups, but it may be the fault of some people lower down, some underlings. I have seen these kinds of things happening, and therefore, I can say that it may be due to callousness on their part, or

due to dereliction of duty on the part of the underlings. When they do not pay proper attention to certain things, and when they do not pay sufficient attention to discipline in the services, such things may happen, and sometimes, even worse things may happen.

Therefore, what is needed is that in an important service like the railways, first-class discipline should be maintained among the ranks, officers and others and also among the workers, whether they be daily paid workers or piece-rate workers. Unless that discipline is there, a railway service like the one we have in our country may not function in a manner that all of us want.

Yesterday, my hon. friend Shri Joachim Alva made a few references with regard to backward areas in the country. I am at one with him, that while attention is being paid to such parts of the country as are advanced, and where we have railway lines, and where other amenities are available, there are still some pockets and some areas where we have got only primitive systems of transport. It is highly imperative that such areas also should be developed. My hon. friend mentioned the case of Karwar yesterday. It may be that there are such areas in other parts of the country as well, which are backward and where the railways have not yet reached. Therefore, the first preference or rather the top preference should be given to the development of such areas in future, as are backward, and where transport is needed immediately and badly. I would certainly include the State where I come from, namely Jammu and Kashmir State, about which one of my hon. friends has already spoken, in this category. In fact, I would like to say something more which would certainly attract the attention of the railway authorities and which make them take up the question of extending the railway line to that part of the country.

Yesterday, my hon. friend Shri Joachim Alva made a mention of the

timber that is available in Karwar. Firstly, I would thank the Railway Ministry for having given preference to the deodar timber that is available in Kashmir, which is perhaps the best timber (deodar) for railway sleepers available in the country as a whole. Today, we are felling a record number of trees in order to convert those trees into sleepers to be supplied to the railways. I would assure the Ministry that in case it is possible to bring in the railway to within my State and nearer to the Kashmir Valley, we will be able to exploit our forest wealth to a much greater extent.

Today the position is like this. We have to fell deodar forests at a height of 7,000 ft. and above. Then there is a long lead through which you have to carry the timber through slides, then floated down the river on to the catching ghat from where it has to be carried in trucks right up to the nearest Rail Head. All this means a lot of botheration, a lot of expense in handling, loading, unloading and so on. Then alone we are in a position to supply our deodar sleepers to the railways. It is in the nearest of the railways themselves to look into this matter and extend the railway line into my State. Then we would be able to double, treble or even quadruple the present supplies of deodar sleepers (quality sleepers) of which we are in great need now. Augmenting the supply of these sleepers will besides save an appreciable amount of foreign exchange.

Then there is another thing. I would like to pay my sincere compliments to the hon. Minister of Railways, who is not here at the moment. Before taking over charge of Railways, he was in charge of the Ministry of Steel, Mines and Fuel, on behalf of the Government of my State, of which I was a Minister till the other day, on behalf of the people of my State and on my own behalf, I thank him heartily for helping guiding and assisting us in connection with

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the setting up of the department of geology and mining. The Survey of India has helped us in surveying most areas of the State. Today we find that we can immediately exploit some mines which would mean a lot of relief to the north, even up to Delhi. The other day, as you must have read in the papers we inaugurated one of our first-rate coal mines which are estimated to have deposits of hundreds of millions of tons of good steam coal. In this very House, hon. Members have voiced their feelings with regard to the paucity of coal in the Punjab and Delhi areas. Once we are able to exploit the coal that is now available—we have started at the rate of 1,00,000 tons per year and we might even increase it to 500,000 tons a year—it could be carried down into the Punjab and other adjoining areas at a cheaper rate of transport. I am sure this will tremendously help industry and relieve the pressure that we have at the moment in Assansol in the Bengal—Bihar coal supplying centres. Not only that. It would certainly afford relief to the railways themselves in the way of removing congestion because of the pressing demand, day in and day out, for coal from all parts of the country.

If we are able to take the railway line right up to the 'Chenab', say near 'Akhnoor', it would not only help in relieving congestion on the railways, but we would be able to help the whole of the Himachal, Punjab and Delhi areas with supplies of industrial and raw materials plus sleepers for railways which we need so badly. All these years I have been seeing the third, second and first class passenger coaches. Passenger amenities are being provided and improved upon. We must not feel that, after all, India is a vast country. I have had occasion to travel in Europe and see other countries also. In those countries the populations are small. Those countries are not as vast as India. Naturally, therefore, for one management to control so many railways is not an easy task, cannot be an easy job.

Therefore, I would certainly pay a compliment to the entire railway staff, from the smallest worker to the top heads who have been working, giving their very best. I know some of the officers personally, and some of the high-ups who have retired and are working elsewhere. I know how they have contributed at different conferences and on different matters which have certainly been in the interests of the country. I happened to know the gentleman who is the Chairman of the Railway Board from a distance when he was an officer during British days. I know how he has been working, how he has gone up on posts of responsibility, with the result that finally today he holds the position of the Chairman, and I can very well imagine his contribution. Rather, I know personally also the contribution he and his colleagues have made. One of his predecessors whom I happened to meet the year before last in Moscow and leading a delegation which was going to purchase some heavy machinery etc. there from that country. In spite of the fact that there were top engineers in that delegation, I know what contribution he made there and how he helped in really selecting the machinery they wanted. Therefore, to say that the railways have done nothing etc., I think will not be justified. No hasty remarks should be passed as some of us do.

In conclusion, I suggest certain measures which I feel are absolutely necessary. First of all, as I said, discipline on the part of the employees and vigilance with respect to protection of railway property should be there among all right from small underlines up to the high-ups.

Secondly, we should have security while travelling. People who travel, whether men, women or children, should feel absolutely secure while travelling on the railways. What has been happening for the last so many years or even today should not happen. All of us are very much perturbed about this. Today I or my friends or

anybody for the matter of that do not feel easy when we send our women, folk of children alone to travel on railways.

Thirdly, too much of pilferage is taking place in goods that are being booked through the railways. I have had personally experience for a number of years, being a businessman myself. At several occasions it happened that what we order is not received in full and what we despatch does not reach the destination. This is very important, and is shaking the confidence of the people in general, and more particularly the businessmen of the country. Some attention has to be paid to this immediately.

With regard to security, I would submit that there should be up-to-date intelligence in order to locate anti-social elements that are at large. I suggest that not only the railway police, but the police as such, should act in conjunction with each other and see that they are able to bring to book all the anti-social elements that are at large near railway stations or round about places where there is railway traffic. Once that is done, I think to a great extent we may be able to surmount the difficulties facing us today.

One thing more I would suggest to the hon. Minister of Railways. At the bigger railway stations we find that there are enquiry offices. I may tell you by personal experience that whenever I felt a difficulty at any railway station, your enquiry offices have not been able to satisfy me. May I suggest that you have public relations officers at the more important junctions and railway stations. Once you do that, and fairly responsible men are there, I think most of the grievances of the people will be redressed. That is my humble submission.

As was pointed out by Shri Alva yesterday, near about these railway stations people have to detrain at odd

hours day and night, and what happens is that the taxiwalas, tongawalas and other charge exorbitant rates. I think that something should be done with regard to that also. Even if an enactment has to be passed, I think the Ministry should not hesitate in doing that.

Shri Alva made a sporting offer yesterday and I thank him heartily for that. He said that in case Kashmir got its railway he would not press his claim as No. 1 but would wait as No. 2. In case Government is prepared to take up some new line, let them decide it fifty-fifty—fifty to Karwar and fifty to Kashmir.

Shri U. M. Trivedi (Mandsalr): Mr. Speaker, Sir, we have a new Railway Minister, a mild-mannered, sweet-tongued gentleman who finds it convenient to be absent from the House today. The Railway Budget is being discussed, and it would have been very proper and fit for him to remain here and listen to what the Members have to say. It is very unfortunate that he is absent today. We know that we can write letters, and letters are written.

Mr. Speaker: Discussion is going on simultaneously in both the Houses today, and probably the Minister had to go there for a while.

Shri U. M. Trivedi: He is a Member of the Lok Sabha.

Mr. Speaker: But he is entitled to sit there, and is answerable to both the Houses. Therefore, one of the Deputies is here, but he will be here most of the time, we should not be impatient.

Shri S. M. Banerjee (Kanpur): The Deputy Minister is there. What is the difference?

Shri U. M. Trivedi: I think my hon. friend may keep his advice to himself.

However, in his absence, my old friend, Shri S. V. Ramaswamy is here,

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and he will certainly pay attention to what I may have to say.

Our Railway covers a huge area in India, but its mileage is very small compared to the vastness of the country. Thirty-five thousand miles in India is a very small mileage compared to what it is in the United States. We have been tom-tomming about our progress, but have we noticed what the progress is? Had our Minister enough time to study the Budget which he has presented? Has the White Paper been prepared by him, or is it merely a bureaucratic publication drawn up at a bureaucratic level without paying any attention to facts. At places it appears to me....

Mr. Speaker: When he is responsible to the House, why should the Member worry about it?

Shri U. M. Trivedi: I have to worry about it because I am an Indian.

Mr. Speaker: If the Minister does not take the responsibility, he should worry, but when he takes the responsibility for the whole of it, why should he be worry?

Shri U. M. Trivedi: Assuming he is responsible, I am trying to bring to his notice that he should be careful.

One thing which strikes me is that our railway, which is a commercial undertaking, is just struggling to make both ends meet. It is not making any profit whatsoever, and the writing is clear on the wall that our railway is a losing concern.

13 hrs.

If we examine the figures we will find that the Depreciation Fund is trying to disappear; it has disappeared. The Development Fund stood at a very high figure during 1948-49 and it is now completely wiped out. It had to be admitted that our re-

sources had to be augmented by borrowing from the General Revenues. And, it is from the General Revenues that we are now running the railways. It is a pity that no attention has been concentrated on this factor.

We have been increasing day in and day out our fares. The fares were first increased on the basis of passenger tax. That gave us an increase of nearly 10 per cent. Then, again, there was this new coinage which gave us a good yield of another 10 per cent. And, now, we have another 10 per cent. So, within a period of 5 years, we have an increase of 30 per cent. If the hon. Minister cares to look into the fares that were obtaining in the years 1908 to 1931, for third class travel, he will find that for travelling a distance of 150 miles which came to Rs. 1:16 then the fare now stands at Rs. 5:10¹-. He will realise that this increase in fares is nearly 5 times more than what it ought to be. It is the same fare which we used to pay for special second class or second class or first class. Have we got the same amenities? Is the increase in fares justified? It shows that the Railway Budget is merely a ruse for extra taxation in our country. It is not a commercial undertaking; it is merely taxing machinery which is being showered upon us. It is true that the monopoly that exists in our country so far as railways are concerned gives a strong hand to the Railway Ministry to have its own way in this matter.

But, we have to look back not only to the financial position of our railways; but we have also to look into what we have done to the country. Have you calculated the number of persons whom you kill every day? In India we are killing about 15 men per day through the railways. Their own figures indicate that 5502 men are killed by you in one year. Divide it by 360 and you will find that 15 men are being killed every day.

Mr. Speaker: The hon. Member is an old and experienced Member. He should not be charging me with all that.

Shri U. M. Trivedi: I am sorry. I was looking at the Minister.

Mr. Speaker: He should look at me because I am looking at him always.

Shri Tyagi (Dehra Dun): Even in the case of the Minister, he has not killed them. It is wrong; it is not deliberate killing of anybody.

Shri U. M. Trivedi: It is the railways which have killed.

Shri A. C. Guha (Barasat): Is the figure correct, that 15 persons die every day due to railway accidents?

Shri U. M. Trivedi: These are the figures that have been taken from the book; and the hon. Member also can have a look at it. I have just calculated the number per day.

Mr. Speaker: He is a very experienced Member. Even if he has to say something he may use the other expression that so many have been killed and not that the Minister has killed or 'You have killed'; 'this man has killed' or 'that man has killed'...

Shri U. M. Trivedi: I do not think the hon. Ministers are so touchy.

Mr. Speaker: I am; they may not be. I am just asking the hon. Member because he will have to address me and all these implications are there.

Shri U. M. Trivedi: I will take your advice, Sir. We will go a little further.

You will be pleased to find that the number of persons injured every year is as large as 32,600. That gives us the figure of 90 persons being injured every day. Fifteen are killed—or meet their death; let me use that expression, if the Minister does not relish the other—and 90 persons are

injured every day. What steps have we taken?

We remember one of our Ministers going out of office suddenly because a serious accident took place in the south. Accidents have been a galore during the last Minister's regime in— as much as 1888 accidents took place during 6 months and no statement of regret even was forthcoming. Are we going to add to the number of accidents like this?

This morning a statement was read out. Whether it was 16 persons who were killed or 30 persons who were killed, it is immaterial. But the patent fact remains that in the shunting operations that are going on, which we watch standing as laymen, at junction stations, we find the greatest carelessness on the part of the railway employees. And, it is due to this carelessness that such accidents take place.

Sir, I was saying that the administration of our railways...

Shri Bado (Khargone): On a point of order, Sir. There is no Minister here.

Mr. Speaker: It may be a point of order raised by somebody else.

श्री रामसेवक यादव (बाराबंकी) :
प्रध्यक्ष महोदय, बहुत से माननीय सदस्य मिनिस्टर्स को पहचानने नहीं हैं। अगर किसी वक्त पहचानने का रीहर्सल करा दिया जाये, तो इन प्रकार की कठिनाई पैदा नहीं होगी और ऐसे पलन नहीं उठाने जायेंगे।

प्रध्यक्ष महोदय : ऐसा रीहर्सल तो हर राज होता है। अगर मेम्बर साहबान ध्यान दें कि कौन मिनिस्टर बोल रहा है, तो यह तकलीफ़ न हो।

Shri U. M. Trivedi: While drawing the attention of the hon. Minister to this state of affairs about accidents, let me also inform him that on read-

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ing the White Paper it struck me that proper attention has not been paid personally by him to the real facts. Fulyg has been paid to departmental catering. Perhaps, the hon. Minister or none of them have ever tasted that departmental catering. I would like the Minister to go over to Ratlam station, where there is departmental catering, and try to eat the food that is being offered there. No one worth his salt, much less a man with some taste in life would like to eat the food that is being supplied there. It is useless. To tom-tom this type of food which is being supplied is no good. It has not become popular; it is no use putting it in the White Paper that it is growing in popularity. It has not grown in popularity. You can take it from me or from all those who have the misfortune of travelling by the Western Railway and eating that type of dirty food.

In the report that has been presented to this House we find that ticketless travel has been on the increase. May I point out that the hon. Minister should try to find out whether it is ticketless travelling that has actually increased or it is merely the figures that have been obtained from E.F.Ts. There is a paper form known as the E.F.T. which is given at wayside stations. Passengers are not issued purposely tickets to their destinations because the travelling ticket checking staff request the station masters and the booking clerks not to book tickets to the final destinations but to give tickets to stations short of the destination. These ticket checking staff approach the passengers and say, 'we have to show our quo'a; so please give the tickets to us and we will make out the tickets to the destinations'. It is in this way that the E.F.Ts. are issued; and these E.F.Ts. inflate the figures of ticketless travel. I would submit that you would have to cut not 10 per cent or 20 per cent nor even 50 per cent but at least 80 per cent from the figures that are given. That wide give

you a clear picture of what this ticketless travel is.

It is a stigma on our nation to say that so many people are travelling without tickets. People are not travelling without tickets. This thing must be properly investigated whether the impression that I have got is correct or not. The figures that I am giving will give you an idea of what ticketless travel is; and it will show that ticketless travel is on the decrease and not on the increase as this report says. This has resulted in certain loss to the country. Where there used to be one T.T.E., now, you find a whole bunch of them. One is known as the CCS gang; some are known as the Railway Board's gang. There is then the divisional gang and another is the ordinary CTI gang. Gang after gang of these people are employed to go on travelling and disturbing the passengers. It is no use increasing the staff of T.T.E's. Actually the staff must be increased only for the purpose of ticket collecting and they will be able to serve the country and the Railways better.

The railway staff is not very happy about the amenities that are tom-tommed about. Under the new rules the Railway Ministry has started charging rent from the station masters. So many wayside station masters feel it. They are made to live in the quarters built there. Formerly they were living free in these quarters, even in the company days. If they so want they may get a quarter for one rupee or eight annas per month or even for the mere asking; the villagers are prepared to give them houses free. But they are now being charged rent at Rs. 12 or Rs. 15 or Rs. 20 on the percentage basis. Why should it be charged from these people who are made to live there in the interest of the railways and not in their own interest? It is for the convenience of the railways. If that is so, they cannot certainly be charged rent at the same

rates at which rent can be charged from those who live in Ahmedabad or Bombay or Ludhiana or such places.

I shall refer to another matter amendment of Establishment Code, rule 2044. It is entirely *ultra vires*. It is trying to hit the railway employees. Formerly when a railway employee was suspended on account of some criminal offences, the only question that was to be found out was whether he was guilty or not. If he was acquitted he would be entitled to his salary for the period for which he was suspended. Now, there is a roundabout method. The healthy provision of articles 310 and 311 of our Constitution has been given a go-bye. Now it is left to a railway officer to decide whether an employee should be given his salary or not, after his acquittal. Without finding one way or the other, without giving any opportunity to the railway employee, the rule contemplates that it is the sweet choice of the railway official to give him his pay or not to give him and punish him doubly. This is causing very great hardships. Some unions have taken up this matter and I do not know whether their voice will be heard at all.

We say that we are progressing in our country and I will talk about this progress at some other stage. But if the hon. Minister cares to look into the time-tables—a complimentary copy of the All India time-table has been supplied to me—he will find that the speed of trains has gone down. The Malwa section, the Ajmer—Khandwa section—393 miles—is an instance. In 1908 the speed in that area was 25 miles; in 1931 it was 30 miles per hour and it increased to 40 miles. Now in the year of Grace 1962, from 5th January 1962, the speed of the trains has been reduced to 23 miles per hour, with YP engines, capable of a speed of eighty miles per hour. The reasons which have reached my ears are that we are lacking in sleepers. Where are the sleepers? My friend who spoke before me said that we are not getting

sleepers. I have noticed to my utmost regret that whatever sleepers we gathered in Kashmir are, through the machinery of some of our friends, allowed to be flooded to Pakistan and we do not claim a farthing from Pakistan. We had a huge bonfire of all our sleepers in the depot at Dhilwan. The net result is that the sleepers are not there.

We are talking of planning. We must not merely talk. We must have presumed that so many sleepers were required and we ought to have made provision for these sleepers. The net result of all this is that the trains which used to run from Bombay to Delhi in 21 hours in 1931-32 are now taking 23-24 hours. Trains which used to run 400 miles in about 20 hours are now made to run in 28 hours. I do not think that it will indicate to any man, any sensible man that any progress has been made in our country about the running of the railways.

Now, we are going to do re-laying work. We have said that it is advantageous to put heavy rails. Every country has tried to do it. But what have we done? When we changed the rails from 50 lbs. we jumped to 75 lbs. and then to 90 lbs. All along the British railways which are of smaller gauge, that is 4 feet 6 inches, they are having 105 lbs. rails, but with our heavier engines and bigger gauge, 5 feet 6 inches, we are still having 90 lbs. When re-laying work is done, why not do it to the same extent as is obtaining in other countries. Our report says that we want to do it. Our report further says: We want to try having longer rails, welded rails of 210 feet. But are we carrying out the experiments? Or are we putting it down only on paper? Actually whenever work is undertaken by us we do not have a complete picture of what we have.

There are areas in Madhya Pradesh where no man has seen a rail in 15,000 square miles at one place and 14,000 square miles in another place; they are completely devoid of rail-

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ways. We say we are progressing. In 14 years of our independence we ought to have at least doubled the present length of our mileage. What have we progressed? At one time we have put down so many miles. Now we say we have increased the railways by 654 kilometers. The inflated figure of 654 km will come to about 500 miles. That is in broad gauge. In metre-gauge, the corresponding figure is 611 kms. Is that progress? We cannot call it progress. We can have the satisfaction of saying that we are doing something.

The most important thing to be looked into is this to which I will again adumbrate. The hon. Minister should personally look into the working of the railway with men by his side—not well-paid Secretaries drawing 1200 rupees and stenographers drawing 900 rupees. He must have some TIs and class II officers from the railways as well. They have their own information about all these and about the way things should be improved. The Railway Administration is not what it ought to be. It is not advantageous to the country that it should borrow money to make both ends meet. They have not been able to make proper contribution to the general funds also. It is a shame that with such a great administration we are not able to meet the needs quickly.

The other topic to which I will very cursorily allude is the question of the road transport and the increase in rates. The original idea was that there must be some sort of a co-ordination between the road transport and the railways. That has now disappeared. We are having a sort of a rivalry with the railways. Notwithstanding the amendment to the Motor Vehicles Act, there are certain States which even today do not think in terms of nationalisation but in terms of satisfying the whims of their party members and supplying them any number of permits, with the net result that the exchequer suffers. The State exchequer suffers and the Gov-

ernment of India also suffers. The railways suffer the most.

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

Shri U. M. Trivedi: One minute more, Sir. Without considering all these aspects, the railways have gone on increasing their freight. They have not been applying their mind to the transport over smaller distances which is going into other hands. We have unnecessarily levied a passenger tax on distances travelled for 15 miles and more. Why have we not at least restricted it to distances over 50 miles? It is the shorter distances wherein the competition from road transport is going on, and it is doing us very much harm. If we do not pay any attention to the introduction of telescopic rates and return fares for such distances as are shorter, our exchequer will suffer to a very great extent.

I would like to make one point at the end. What I would like to bring to the notice of the hon. Minister is this. Wasteful expenditure must be avoided in our country. I find that a new system of signalling is being introduced on the main lines of our railways. This was introduced in England about 60 years back. It has not fulfilled the object for which it was introduced. I do not see any reason why we should waste crores and crores of rupees by introducing this new signalling system which is not going to do any good to us. We should not do any such thing until the whole thing has stood the test of time.

Shri A. C. Guha: Mr. Speaker, Sir, the railway is not only the biggest nationalised industry and the biggest employer but it is also the biggest carrier. It carries 80 per cent of our goods traffic and 60 per cent of our passenger traffic. So, it has its own importance in the general economic development of the country, as also in providing certain social amenities to the public and to its own employees. It will not be quite correct to say that

the railways are just a commercial department or concern.

13.23 hrs.

[*Ms. DEPUTY SPEAKER in the Chair*]

They have their commercial aspects surely, but the railways are also a social service concern. This will be apparent from the fact that a considerable portion of the traffic carried by the railways is carried at a rate which is not remunerative for the railways. The proportion of the low-rated goods has been increasing year after year and I think at present it stands at more than 45 per cent of the total traffic carried by the railways. The Railways have to do this because of social service aspect. So, while considering the condition of the Indian railways, we should see both the financial aspect and the aspect of service which they are expected to render to the nation.

It is known to the country and to the people that during the last two years there has been a crisis in the transport system of India, and the railways must have a major share in having that crisis in the transport system of the country. Even the Prime Minister had the frankness to admit in a public meeting that there had been a crisis in transport, coal and power. But, while going through the papers supplied along with the budget papers, you will not find any indication that the railways have any appreciation of the position, that the railways have failed to discharge their functions properly and that to a very great extent the railways have been responsible for contributing to this crisis in our transport system.

Not only the crisis in transport, but the crisis in coal and power also, to a great extent, is due to the failure of the railways. It is regrettable that in all these papers, we find only the achievements of the railways and hardly any mention about the failures of the railways. I admit that the

Indian railways have made a great achievement, and they occupy a place of pride in our national economy. But while making its own assessment before the Parliament, the railways should make a frank statement of affairs and should have mentioned the failures that have occurred in the recent past. From that point of view, I feel that the White Paper or even the speech of the Railway Minister should have given an indication of the failures.

Both in 1961 and 1962 the railways had a shortfall of about 7 million to 8 million tons of goods compared to the targets fixed. It has been explained that the shortfall is due to some shortfall in production in the steel factories and also due to the general strike. The shortfall in production in the steel factories and some other spheres is then to be interpreted as a boon for the railways! There is a suspicion that production has been deliberately curtailed; even now it is being kept deliberately behind the target so that the transport crisis may be avoided or may not be accelerated.

The Minister of Railways (Shri Swaran Singh): I would say that that is not correct, because I have been in charge of steel.

Shri A. C. Guha: That means it was not deliberately kept like that.

Shri Swaran Singh: That was never a consideration there.

Shri A. C. Guha: I have not said it was a consideration. I said it was only a suspicion, and even some financial journals mentioned this thing.

Shri Swaran Singh: He should accept my word as of greater authority than what appears in the journals.

Shri A. C. Guha: Surely, I accept his word. In administrative matters, there should have been some scope for greater improvement. I find that there has been a general increase in

[Shri A. C. Guha]

the empty journey time of wagons and engines. I think there is sufficient scope for improvement in that respect. In addition to the empty journey time, the wagon turn-round time has also increased. It is now a little over 11 days, during which a wagon remains stationary either in the terminal station or in some intermediate yard for nine days. Of these 11 days, only for two days is the wagon on the move. I am sure the Railway Minister will agree that there is much scope for improvement in this idle stay of the wagons in some terminals or intermediate yard for nine days out of 11 days, of which only for two days are the wagons on the move.

The Railway Minister has mentioned in his speech that according to the recommendation of the Railway Freight Structure Enquiry Committee, the railways have now accepted the responsibility of a common carrier and due to that, the compensation claims are expected to increase by over Rs. 2 crores. Several crores of rupees are given every year by way of compensation for goods either pilfered or lost in transit. Only recently I saw a cartoon in some paper where two people were discussing and one was shown to have said that it is better that they booked a certain articles by the railways and somehow got it lost so that they could get something more than the real value of the article. In this, Sir, I think much is due to the corrupt practice amongst the officials, and everybody will admit that so much loss and pilferage of goods sent by railways could not have occurred except with the connivance of the staff engaged in the transport of goods. Not only from the point of view of preventing corruption but also from the point of view of effecting economy, this matter should be seriously tackled; of course, the Minister in his speech has mentioned that they will try to tighten up the machinery to prevent pilferage and loss of goods.

While speaking of corruption, I think there was an enquiry committee set up some four or five years ago to enquire into the question of corruption in the railways, but I do not know if the position has improved in any way after the report of that enquiry committee. I would ask the hon. Minister to look into the contract and purchase systems. I think much economy can be effected if corrupt practices in these departments could be stopped.

Coming to smaller things, not so much from the point of money but from the point of view of harassment to the general public, it would be difficult for any person to book even a small railway parcel without paying some tips to the official concerned. If he does not give the tip he will have to wait for not one day only but even two days for getting his small parcel booked. These are things which are really irritating for the public and should receive the stern attention of the department.

Turning to the broader view, I find that there has not been a proper plan nor a proper policy for the railways. During the Second Plan the capacity of the railways was planned on a basis which proved inadequate. At least one member of the Planning Commission put his note of dissent and that was put at the end of the report of the Planning Commission. But the Planning Commission expected that that position might not arise. But I think the present Railway Minister as Minister in charge of coal should have had his bitter experience of how the railways failed to carry the goods offered to it. But in the Third Plan also they have planned on an inadequate basis. The target for general goods in the Third Plan has been fixed at 85 million tons in 1960-61 and 109 million tons in 1965-66. It is generally apprehended that this will prove a very inadequate figure and the goods offered to the railways will be very much more than that.

Sir, we are working under a plan and whatever railway transport capacity we may envisage for the Third Plan must be commensurate with the production target for the Third Plan. The Railway Minister, I hope, will realise that this 109 million tons of general goods in the last year of the Third Plan would fall very much below the production target. The increase envisaged is only 5 per cent annually during the Third Plan. But I think the annual increase in production would be near about 10 to 12 per cent. The experience of the Railway Board during the Second Plan will itself show that the annual increase in traffic carried by the railways was to the tune of 8 per cent. Therefore, I do not know on what basis they have planned for an annual increase of 5 per cent only during the Third Plan for general goods—of course, coal and other things are kept separate.

If the production increases by 10 or 12 per cent annually and the railways have planned to carry only 5 per cent increased traffic I do not know how they can arrange for the transport of the remaining goods.

Sir, about two or three years ago a report was submitted to this House and it was seriously debated also. The report was about road transport. It was been apprehended that road transport had come as a rival to railway transport, and there was almost open canvassing and lobbying on both sides in the Parliament. But now it is not a question of any rivalry between the railways and road transport, it is only a question of co-ordination between the railways and road transport.

From that, I would refer to the lack of any transport policy. The Neogy Committee was appointed in July 1959. One of the terms of that Committee was to determine the various means of transport in the country during the next 5 to 10 years. Of these 5 years, 3 years have almost gone and we do not know when the Neogy Committee will be able to submit its report. There has been a serious allegation

that the Railway Board practically is not co-operating with the Committee. Whether that allegation is correct or not, at least the Railway Board should have an early report about the immediate future. The Committee was to submit a report for 5 to 10 years from 1959. We cannot wait for another three or four years for the Committee to submit its report. I hope they will try to have an early report about the transport policy, about co-ordination between the various forms of transport—railway, road, sea and other things

Sir, I now come to the question of coal. It has been debated in this House on many occasions. The previous Speaker—he sometimes got irritated over this question—suggested several measures of joint discussion and conferences between the two ministers in charge of the railways and coal production. He also suggested that the Estimates Committee might look into all these things. But the fact remains that even in 1962, as yet the position has not improved at all. The Coal Controller, in 1961 asked for 6150 wagons daily for Bengal-Bihar area which produces 80 per cent of the coal of India. But the average supply was only 4768 wagons, which means about 20 per cent less than what the Coal Controller thought necessary for the proper transport of coal from the Bengal-Bihar area. This year the allocation is 5,496 wagons daily but so far they have been able to supply only 4,732 wagons during the first two months of the year. Perhaps there may not be much improvement in the third month either. The Railway Minister, who has rich experience as Minister in charge of coal production, should put in greater energy into the Railway Board and see that something is done for the transport of coal. Coal is a very important item in the development of a country as it affects the production of everything else.

Coming to the financial position, in this budget there is an increase in the

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freight and fare. And when we consider the needs of the railways we feel there is good justification for that. But that should not be the only criterion for increasing the freight and fare. The Railway Board should also take into account how the increase in freights and fares will affect the cost of production and the cost of living. We should not move in a vicious circle. Due to rise in cost of living, there has been an increase in the dearness allowance and salaries. To meet that increased expenditure they have increased the fares and freights. This will again lead to some increase in the cost of production and cost of living, and that may again lead to demand of an increase in dearness allowance. This morning also there was a question about the price policy. I suggest that all these things should be considered from the broader point of view of the economic condition of the country as a whole.

The hon. Member who preceded me stated that the railways have practically become bankrupt, the reserve fund, depreciation fund and development have practically been wiped out and the railways have been borrowing from the general revenues. Two days ago, some hon. Members from the opposition suggested that the railways should not contribute to these funds and should go on borrowing from the general revenues. That is not good budgeting for borrowing from the general revenues would mean greater taxation by the Finance Ministry. So, I think it is quite proper that the railways should contribute to the development fund, depreciation fund and the reserve fund. An industrial venture with an investment of about Rs. 2,000 crores should have these reserve funds and should be in a position to contribute to these funds.

Mr. Deputy-Speaker: This is the third time that I am asking the hon. Member to conclude his remarks.

Shri A. C. Guha: I will conclude just now.

It is a good thing that the railways have wiped out all the loans that they took during the Second Plan period and started with a clean slate without any loan from the general revenue. This year also the loan that was shown in the interim budget has now been converted into a contribution from its own revenue. So, there would not be any loan from the general revenue. With these words, I conclude my remarks.

Shri Birendra Bahadur Singh (Raj-nandgaon): Mr. Deputy-Speaker, Sir, after hearing the speech of the Railway Minister I feel that there is lack of planning and co-ordination and the first thing is not attended to first in the Railway Ministry. Even if priorities are fixed, I feel that they are not being observed properly. I can quote several instances where the work that has been started is stopped suddenly and the whole material is carried to another place for starting another work. There are so many reports which recommend that once a work is started, it should be completed before taking up another work. Here I want to refer to the doubling of lines in Madhya Pradesh. A work was started in full swing some three years ago and suddenly last year, for reasons best known to the railway authorities they stopped the work and took away the materials to some other place. Now what has happened is that the work that should have been completed in proper time remains incomplete, some money has already been wasted in the venture, some more money has been spent elsewhere and now when things are more costly the work has to be started again. So, once priorities are decided upon, I would rather suggest that they should stick to them. They should not change the priorities merely because certain areas have been told to be taken up. I do agree that there are certain urgent things which have to be attended to without loss of time

and they should be attended to. But then, it should not be at the expense of the existing works. They should be over and above the existing works.

In this budget the railways have increased the freight rate and fares by about 10 to 15 per cent. At the same time, what are the facilities that are provided to the passengers, particularly in the backward areas? Here I have again to refer to Madhya Pradesh, the State I hail from. Time after time, it has been repeated in this House for the last five years that there must be adequate trains from the capital of Madhya Pradesh, Bhopal, to the other places. but nothing has been done in that direction. When hundreds of trains are run to the capitals of various States, I do not know the reasons why in the case of Madhya Pradesh alone the capital has not been linked with any of the areas in that State. Now if a person has to travel from Bhopal, he has to come all the way down to Itarsi, go up to Jabalpur, then again to Katni up to Bilaspur before reaching the eastern portion of the province taking more than 48 hours, the time within which you can travel from the east to the west of India. If you at least attach special bogies to the various trains, it will partly solve the hurdle or problem. I do not know why it has not been done so far.

We speak about so many things in House and everything is being noted down. I would rather like that after we have spoken there must be some kind of reply given to every point that has been raised in the speeches by the hon. Members, stating the points on which the suggestions have been accepted and the points on which the suggestions have not been accepted with reasons therefor.

The hon. Railway Minister paid a visit to my area some two months ago and he came to the station Dongargarh. There we had asked for a very small thing. Many accidents have taken place in the shunting area

near the outer signal of the station and the only thing which we require to avoid that is a gate which would not cost the railways more than Rs. 500 to 600. Many persons have died there because of the railway shunting and nothing has been done in that direction though the request has been made several times.

Then I come to the wastage in the railways and the work done by the Railway Protection Force. Murders and looting have increased in the trains. Have the Railway Protection Force done anything to improve the situation? If they have done something, how many thefts have they detected and how many were convicted? What is the amount of goods recovered? The whole thing looks as if it is a force meant only for the benefit of the employees of the railways. When the railway officers go from one place to another, they parade in the stations with nice uniforms. When the General Manager goes on tour, he is given a guard of honour by this force. It looks as if this force is meant only for them. Previously, the Watch and Ward used to do better work than the present Railway Protection Force. If only you could make some saving in that direction, all this increase in fare and freight could have been very well avoided.

Then I would come to the personnel of the Railway Protection Force. Who are they? Dismissed constables, dismissed persons who are not wanted by the army, persons who are not wanted by the police. Only such people are employed by the Railway Protection Force. Why should they take retired officers? If they want good people, let them take fresh people and train them. There is no harm. What is the point in appointing unwanted people of the police or army?

Coming to the question of amenities, I will first take catering. It is certainly better in places beyond Hyderabad or beyond Nagpur. But,

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so far as northern India is concerned, catering is very bad.

Take, for example, the food that is supplied in the Grand Trunk Express—especially the rice is bad.

Some hon. Members had suggested a couple of days ago that there must be a high-power commission to go into it. I do admit that it is high time to see to these things. I must say that the Railway officials who have been there for years together could see that as long as catering was done by contractors there was some check, but now you may travel from Howrah to Delhi and see that at times the food served is not good. Passengers experience a lot of difficulty.

Last time I had suggested that from the point of view of the foreign tourists it would be better if there was a special train from Delhi to Agra and back. It was very kindly noted down by the hon. Deputy Minister of Railways. Even though the proposals was good, it has not been implemented. It would not only give income, but it would facilitate the tourists because then they could go in the morning and return by the same train in the evening.

I feel very sad about the staff. There have been so many supersessions among the staff, specially of the TTIs, etc. Senior officers who have been there for years together have been superseded by their juniors for no rhyme or reason. There is no harm if a selection is made, but there must be certain criteria. But officers who have worked for a number of years being superseded by junior officers is not good. There is of late this thing going on in the Railways.

An Hon. Member: This is so in all ministries.

Shri Birendra Bahadur Singh: A very senior General Manager for no

fault of his had to be superseded only due to a railway accident when the fault was that of transportation. But that is a different thing. I am more concerned about the lower staff. If selections are there, there is no harm in them, but senior officers who have worked for 10 or 15 years should not be superseded because a man happens to come and know someone.

Similarly, in Kanpur in the month of May there is a mass transfer of TTIs who have been posted there. No one knows where they would go and where accommodation for them is arranged. Once the transfer takes place they do not know where they are to be posted, so much so that new ones come immediately and the old ones do not know where they are transferred to. Inconvenience is caused to them. I do hope that the Railway Ministry will look into that.

If you go to the New Delhi Station, you will find that there is no arrangement as to how the passengers will have to go and how the luggage is to be delivered. There is so much of commotion that either the passenger has to fight with the coolies carrying luggage or *vice-versa*. There is no proper arrangement made there. If there is a proper place where the luggage would be shifted away from the passenger exit, lot of trouble of fear of being lost will be saved.

Coming to the question of freight, manganese and a few other articles have been exempted. I personally make a plea for tea and other exportable articles. If there is also to be a charge on tea, coffee and other things which are being exported, it would only cause harm and ruin our own income. Export promotion will suffer. I do hope that the Railway Ministry will see to it that these exportable articles which would fetch more money and which are dollar earners are at least exempted from these freight rates.

Regarding the running of railway trains, I am very sorry to say that no improvement has been made in that regard. I also feel very sorry to say that in one case only on the 7th of this month an important train was pulled up for nearly 1½ hours because a certain Governor had to catch that train. That I consider is not correct and should not be done. I can name the train but I do not want to reveal the personality. The train arrived in time at Itarsi and everyone was looking for its departure but suddenly it was pulled up at the platform for nearly two hours because the Governor was to catch the train to go somewhere else. What happened was that several passengers missed their other connections.

Shri Warrior (Trichur): Without his giving some data, how can the hon. Minister check up on that? Without giving some clue how can the hon. Minister check up?

Shri Swaran Singh: He has given clue. He has said 'Itarsi'.

Shri Birendra Bahadur Singh: I have given the date and if the hon. Minister wishes to know more, I can give him the details afterwards.

You can take the Grand Trunk Express or any other train. Either the engine is not working properly or something is wrong with the rolling stock. I am saying all this because the question of passengers' comforts and other things come. You can certainly charge 100 per cent. You can double it or treble it, but let there be proper facilities given to them.

Take the Frontier Mail. Three days ago the Frontier Mail left here in time and arrived at Gangapur City on perfect time. New engine was attached. That engine was a WP. By the time it reached Ratlam the train was 1½ hours late. I went and asked the stationmaster as to what was the cause for this. He said that

the engine was bad. Because of that two hours were lost and the Frontier Mail never reached Bombay in time because again the engine from Baroda failed. It was 2½ hours late when it arrived at Bombay because of engine trouble. This happened only three or four days ago.

Not only that, during the period when the new Ministry was being formed and the old hon. Minister had given up the charge not one railway train in the whole of India was running on time. I can take that as a challenge. During those particular six or seven days not one train was on time; every train was running late. I happened to go to Allahabad and other places and I was really surprised to find this. I went to the station master and told him about this.

These are the things that are happening. Certainly, charge the passengers Re. 1/-, Rs. 2/- or Rs. 10/- but give them minimum facilities at least. But, instead of that, trains are not running on time, rolling stock is not good—these are the things that are happening. I hope the hon. Minister would see to it that the passengers at least get the minimum amenities.

About Madhya Pradesh, the re-organisation scheme when it was formed he suggested that there must be a through train between Bilaspur and Gondia joining Mandla, Jabalpur and Bhopal. It has been there for over six years. I have heard that the survey had been done or is being carried out. It is high time that the railway authorities take up the matter because it is very necessary.

Similarly, there was the proposal of linking Hingoli and Khandwa by a through train from Delhi. Today we have got a lot of difficulties in travelling between north and south because actually there is only one train that is running, that is, the

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Grand Trunk Express. But if on this line which has already been made a train starts from Delhi through Khandwa-Hingoli to Hyderabad and down south, we will be having two trains, one meter gauge and one broad gauge. That will help very much from the point of view of goods as well as passenger traffic. I do hope that this proposal will be considered. A meter gauge through train must start from Delhi to South India as early as possible.

Previously the procedure was that the Railway Ministry used to give an opportunity to all the hon. Members to meet the different Railway officers. I hope that the procedure will continue because it is very helpful and at least those hon. Members who do not get time to speak here will be able to suggest ideas and speak there whenever an opportunity is given.

14 hrs.

And, lastly, I wish to make this point. It is not by way of complaint. Where the doubling work is going on the Railways make use of the village tanks. It happens in-between Gondia and Raipur at Baratalao. They make use of the village tanks for water and other purposes. But when the villagers go and ask for the co-operation of the Railways in maintaining the tanks, the railway authorities refuse to help them either by money or in kind. When such things are there, like community development work which the Railways also make use of, I do hope that the Railways will help villagers either by money or in kind and help such projects.

Dr. U. Misra (Jamshedpur): Sir, the industrial workers and the middle classes are perturbed over this increase in the third-class railway fare. They are also perturbed over the freight rates, especially about foodstuffs. They have not had any real increase in their wages, but now

they will have to pay more in the form of railway fare and for food-stuffs, because the prices of food-stuffs will go up. There is not sufficient housing in the industrial areas, and the result is that many people come from long distances in the industrial areas. So they are really perturbed over this increase.

I know that in spite of our protests the fares will be increased. But I would like to request the hon. the Railway Minister at least to leave the third-class passenger unhurt. That much he can do and adjust his budget in some other way.

As regards the amenities provided, they are really not felt and there is overcrowding. There are, no doubt, a few third-class express trains; there are, no doubt, a few air-conditioned third-class express trains; and there are, no doubt, a few big stations that have been built. But what is all this compared to the overcrowding in the third-class trains?

The problem of the third-class passengers has been there for a long time, even before Independence, and so many stories have been narrated about it in this House also. But the amenities that are provided are so small that they cannot even be felt.

In the industrial areas like Ranchi and Tatanagar the number of trains has not increased. From Patna to Tatanagar there is only one train, and that also is not a full train. From Ranchi also there is not a full train—from Patna to Ranchi or Patna to Tatanagar and vice versa.

Then, take the station at Tatanagar. It is a fine station built only a few months back. But how is it kept? It has become very dirty because enough sweepers are not employed. Whereas they go on adding to the number of higher officers, when it comes to a question of the sweepers there is the economy drive.

Moreover, even when the sweepers are employed, they do not react to the dirt. How can they do so when they live for sixteen hours in a hovel which is completely and absolutely dirty. The psychological make-up of the sweepers cannot react to the dirt. They cannot sweep the dirt in the stations in their duty hours. So long as the quarters provided to the sweepers, the Harijans, everywhere are not remodelled and so long as our attitude towards the sweepers is not changed, we cannot expect any cleanliness, however much we may spend on buildings and other things.

Another matter to which I would like to refer is safety. Today we have heard about one accident. One of the causes of the accidents is the troubled state of mind of the running staff. The driver or the fireman works for more than twelve hours. And when he goes home he has not got a place to sleep in. As a visiting doctor I have seen the houses of these firemen which were built forty years ago for the "native coolies" as they called our people. There are no amenities there. As for the rent, from Rs. 3-8-0 it has gone up to Rs. 24 without any amenities. I have seen the drivers and firemen working for twelve hours without a place to sleep in. So how can we put our safety in the hands of those troubled workers? The Railways have built certain hospitals. One has been built in Tatanagar from where I come. The building is all right. But what does it cater, except *aqua pura* and medical certificates for their earned leave? There is not much of facility for clinical investigation. The medical officer becomes helpless. The hospital looks magnificent from outside. But go inside, there is no apparatus for investigation.

The Railways are the biggest employers. But have they ever thought of industrial diseases, occupational disease and of investigation of the occupational diseases amongst their

employees? The fireman or the driver deals with coal. He may be suffering from silicosis. Have they got any provision or any arrangement for the investigation of occupational diseases? I have seen the incidence of pulmonary tuberculosis, it is increasing among the railway workers. Although they are the biggest employers the Railways have not got any provision for mass X-ray check-up. They can do it. They go on increasing the fares but they cannot do anything for their employees.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): We do have it in several hospitals. What hospital is the hon. Member particularly referring to?

Dr. U. Misra: I am referring to mass X-ray check up to investigate the incidence of pulmonary tuberculosis among the workers and also the occupational diseases from which they might suffer due to their handling coal and other things. It is not about the hospital, it is a matter of the public health. It is a preventive measure to which I am referring. And in the hospitals I want that provision should be made for modern clinical investigation.

Then, if we want to promote labour relations, this nepotism and double standards must stop. I know of one examination for wireless operators. Because somebody to somebody else's liking could not pass, the whole examination was cancelled. Even though the employees who passed, got their increment, the examination was cancelled because somebody's somebody could not pass that examination. That should stop.

My hon. friend on the other side belong to the I.N.T.U.C. spoke many things yesterday. I do not want to go into the controversies. There is a double standard for the unions. I can cite cases; I have got photos. The railway building of the I.N.T.U.C. union was used as Congress election office and railway employees were going on with their badges as Con-

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gress campaigners. I do not suggest, I may not be misunderstood, that some action should be taken against them. I do not suggest that. Compared with the cases that were cited by my hon. friend Dr. Ranen Sen, yesterday, there are double standards. This double standard, one for the sarkari union and the other for the other unions should stop.

Shri C. K. Bhattacharya (Raiganj): May I draw attention to this? The other unions get the most favoured treatment: not the sarkari union.

An Hon. Member: Where?

Mr. Deputy-Speaker: Order, order.

Dr. U. Misra: About complaints, public complaints go un-heeded and they are overlooked. Not only that. Even they are looked negatively. If mismanagement about an amenity is reported, that amenity itself is withdrawn, just like to cure headache the head is chopped or amputated. I have my own experience. I complained about mismanagement in seat reservation from Tatanagar to Howrah. I wrote letters to Members of this House and they were also forwarded to the Railway Ministry. Instead of going into the complaint, they abolished that amenity. That is how we are treated; that is how complaints are treated.

Very few Class III or Class IV employees get promotions. How can we judge? Unless they have got a big backing, they cannot go to higher posts. There are many people with qualifications. They enter a small service, a Class III or Class IV service. If their claims are looked into, they can get promotions. Here, in this Government, a Deputy Minister wants to be a Minister and a Minister of State registers his protest because he is not raised as a Cabinet Minister. But, a Class III or Class IV employee has no claim for any promotion. That is quite unjust, I should say.

I will not repeat the other points covered by hon. Members. I will conclude with one or two suggestions. Firstly, I should appeal to the Railway Minister that he should leave the third class passengers without any increase in the fares. He should exempt foodstuffs at least. That would really give relief to our working class people and also to poor peasants. For the industrial areas, I suggest that more and more trains should be provided. Where there is only one train such as from Tatanagar to Patna, third class sleeping arrangement should be made. As regards air-condition expresses, I should say that there is a lot of difficulty from Howrah to Bombay via Nagpur and from Howrah to Madras. I should request that two air-condition express trains should be provided in those lines.

With these words, I conclude and I thank you.

श्री० महादेव प्रसाद (महाराजगंज) :
उपाध्यक्ष महोदय, मैं इस मसला के नये सदस्य के नाते नये रेलवे मंत्री को पहले बधाई देना चाहता हूँ ।

मैं ऐसा मानता हूँ कि स्वतंत्रता प्राप्ति के बाद सरकार ने रेलवे यातायात में काफी उन्नति की है, किन्तु फिर भी यह नहीं कहा जा सकता है कि हमारे इस पिछड़े हुए देश में, विशेषकर मैं जिस निर्वाचन क्षेत्र से निर्वाचित हुआ हूँ उस पिछड़े भूभाग में, रेलवे यातायात में जितनी वृद्धि करने की आवश्यकता है, उतनी हो सकी है। बहुत से माननीय सदस्यों ने किराये और फ्रेट की वृद्धि के विषय में ऐतराज किया है। इस में कोई सन्देह नहीं कि जब कि रेलवे के बजट में, जैसा कि हम को बतलाया गया है, काफी लाभ की मुंजाइश है, उस में किराये और रेट की वृद्धि पर ऐतराज हो सकता है। लेकिन फिर भी मैं अत्यन्त बिनमतापूर्वक कहना चाहता हूँ कि

हमारे देश में रेलवे के किराये और फ़ोट के रेट की जो स्थिति है, उस के मुकाबले में हमारे देश में उस को बढ़ाने की कहीं ज़्यादा गुंजाइश है ।

एक बात में अवश्य कहना चाहता हूँ कि जहाँ तक रेलवे फ़ोट और किराये में वृद्धि का प्रश्न है, यह एक व्यापारिक स्थिति को ध्यान में रख कर करना चाहिये । व्यापार का तरीका यह होना है कि जिस प्रकार की सुविधा हम कस्टमर को पहुंचाते हैं उस के अनुसार ही उस के किराये में हम कमी या वृद्धि किया करते हैं । मुझे कोई ऐतराज नहीं है यदि सरकार ने फ़र्ट या सेकेंड क्लास के किराये में वृद्धि की है, लेकिन हमें जरूर आपत्ति है कि थर्ड क्लास के किराये में वृद्धि की जाती है, जब कि हम जानते हैं कि थर्ड क्लास में चलने वाले जो यात्री हैं उन को काफी मुसीबतों का सामना करना पड़ता है । मैं आप का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ—खास तौर पर मीटर गेज पर जो गाड़ियां चलती हैं, उन की स्थिति अत्यन्त शोचनीय होती है । मेरे विशेष रूप में जो गाड़ियां कटिहार में अमीनगांव की ओर जाती हैं उन की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ । अगर रेलवे अधिकारी थर्ड क्लास के डिब्बों में इस लाइन पर सफर करते तो उन को यह तजुर्बा होना कि उस में क्या परेशानियां होती हैं ।

एक माननीय सदस्य : वे मैलूनों में चलते हैं ।

डा० महादेव प्रसाद : हां, चूंकि वे सैलूनों में चलते हैं इस लिये उन को इस बात का ज्ञान नहीं हो पाता है ।

जहाँ तक भारत की स्वतंत्रता प्राप्ति के बाद हमारे इस पिछड़े भू भाग के रेलवे यातायात की उन्नति का प्रश्न है, मैं सरकार का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ कि मुद्दत से इस पिछड़े इलाके

में बहुत कम लाइनें रही हैं । मुझे यह बतलाने की आवश्यकता नहीं है कि अंग्रेजी राज्य के जमाने में अंग्रेजी हुकूमत ने लाइनें उन्हीं तरफ निकालीं जिधर उन को लाभ होता था । उन के लाइने निकालने का खास मकसद यह होता था कि हमारे स्वतन्त्रता आन्दोलन को किम तरह से कुचला जा सके । उन्होंने इस का कभी ध्यान नहीं रक्खा कि जनता को मुब सुविधा पहुंचाये ताकि व्यापार को उन्नत किया जा सके । जो कुछ थोड़ी बहुत लाइन है हमारे यहाँ वह मीटर गेज की है । मीटर गेज होने से ब्राड गेज लाइन से उसका सीधा सम्बन्ध नहीं है इस कारण ट्रांशिपमेंट में जो दिक्कत होती है उसमें व्यापार की वृद्धि में काफी कठिनाई उपस्थित होती है ।

यह बात जरूर है कि आज सरकार उन हिस्सों में ही रेलवे लाइन बनाने के बारे में सोचती है जहाँ कोई किमी तरह का औद्योगिकरण हो रहा हो, जहाँ उद्योग के नाते कुछ सुविधा पहुंचाने की आवश्यकता होती है । यह एक बौध्दिक सरकार है । जिस हिस्से में औद्योगिकरण होता है वहाँ रेलवे लाइन बनाने की जरूरत समझी जाती है । इसका एक यह पक्ष भी होता है कि जिस हिस्से में औद्योगिकरण नहीं हुआ है वहाँ रेलवे लाइन की सुविधा न होने के कारण कठिनाइयां उत्पन्न हो जाती हैं । इस सम्बन्ध में मैं आपका ध्यान एक खास उदाहरण की ओर दिलाना चाहता हूँ । यद्यपि अभी इस बात का ज्ञान स्पष्ट नहीं है, लेकिन पता चला है कि हमारी सरकार ने कृपा करके गोरखपुर में एक फरटीलाइजर फ़ैक्टरी खोलने का विचार किया है । कुछ दिन पहले मैंने मुना था कि फरटीलाइजर फ़ैक्टरी खटाई में पड़ गयी क्योंकि हमारी तरफ मीटर गेज लाइन है ब्राडगेज नहीं है जिस कारण हेवी प्लांट वहाँ नहीं पहुंचाया जा सकता । मुझे यह भी मालूम हुआ है कि एक-आध हफ्ते पहले कुछ उच्च अधिकारी फरटीलाइजर फ़ैक्टरी की साइट देखने के लिए वहाँ गये थे । वहाँ कई साइट्स

[डॉ० महादेव प्रसाद]

हैं। उन में से एक साइट मेरी अपनी कांस्टी-
ट्यूएन्सी में है। यह कहा जाता है कि उस साइट
में और सब कुछ ठीक है लेकिन एक सब से बड़ी
दिवकत है। यह साइट गोरखपुर बे: आगे
मानन्द नगर बे: पास है और उसमें और
गोरखपुर बे: बीच महेसरा का ब्रिज है जिस पर
हैबो प्लांट नहीं ले जाया जा सकता। यह कितने
अफसोस की बात है कि एक पिछड़ा हुआ
इलाका, जो बहुत दिनों से पिछड़ा हुआ है
और जिसकी कोई उन्नति इस आजादी बे:
जमाने में नहीं हो सकी है, इतनी बड़ी योजना
से मुस्तफीद नहीं हो सकता क्योंकि रेलवे बे:
यातायात की दिवकत उसके सामने आ जाती
है। मैं रेलवे मंत्री का इस तथ्य की ओर
ध्यान आकर्षित करना चाहता हूँ और प्रार्थना
करता हूँ कि यह कोशिश होवे कि हमारी तरफ
मीटरगेज की जगह ब्राडगेज की व्यवस्था
की जाये। मैं यह नहीं कहता कि
यकायक यह कार्रवाई की जाये, लेकिन
उस दिशा में प्रयास होना चाहिए।

हमें यह जानकारी हुई है कि लखनऊ
और गोरखपुर बे: बीच में जो चौकाघाट का
ब्रिज बदला जा रहा है उस पर काफी रुपया
खर्च हो रहा है। लेकिन अफसोस होता है
कि उस ब्रिज को हम बदल रहे हैं केवल मीटर
गेज स्टेडर्ड बे: लिए कि ब्राड गेज स्टेडर्ड बे:
लिए। मैं नम्रतापूर्वक निवेदन करना चाहता
हूँ कि जब इतना रुपया खर्च हो रहा है तो
उसको ब्राड गेज स्टेडर्ड का बनाने की चेष्टा
करनी चाहिए। इसी प्रकार महेसरा ब्रिज
में भी सुधार हो रहा है इसकी बात सुनी
जाती है। इसमें भी ब्राडगेज स्टेडर्ड का ही
बनाने की कोशिश होनी चाहिए।

दूसरी बात मैं यह कहना चाहता हूँ कि
हमें यह जानकारी है कि लखनऊ से बुढ़वल
तक तो मीटर गेज के अलावा ब्राडगेज भी
थी। किसी कारण से बाराबंकी से बुढ़वल
तक से उसको हटा दिया गया। इसलिए

भगर चौकाघाट का पुल ब्राड गेज स्टेडर्ड
का बनाया जाए तो उस लाइन को से जाने
में सुविधा हो सकती है।

इधर समस्तीपुर तक ब्राडगेज आ गई है
और भगर गोरखपुर से बरौनी को कनेक्ट
किया जाए तो गोरखपुर से बुढ़वल को कनेक्ट
किया जा सकता है।

जहां तक रेलवे की क्षमता का प्रश्न है
यह अत्यन्त अफसोस बे: साथ कहना पड़ता
है कि इसमें काफी उन्नति की गुंजाइश है।
अभी हम ज्यादा काम उधर नहीं कर पाए
हैं। अभी हमारे देश में आर्थिक उन्नति की
रफ्तार काफी तेज करने की बात जरूर
होती है लेकिन उसमें जो बाटिलनेक उपस्थित
होता है वह रेलवे बे: कारण उपस्थित होता
है। यह बड़े अफसोस की बात है कि १५
वर्ष हमें आजाद हुए पूरे होने को है। लेकिन
अभी तक हमारी मालगाड़ियां दिन भर में
ज्यादा से ज्यादा ३५ मील चल पाती हैं,
यानी मीटर गेज पर उनकी रफ्तार ५ मील
प्रति घंटा है। ब्राड गेज पर शायद उनकी
रफ्तार दस, वागट मील फी घंटा की है।
मैं आशा करता हूँ कि रेलवे मंत्रालय रेलों की
इस क्षमता पर ध्यान देगा और उसको उन्नत
करने की चेष्टा करेगा।

इस सिलसिले में एक बात और कहना
आवश्यक है। जब हम एफ़ीसेंसी की बात
करते हैं तो एफ़ीसेंसी की एक एडमिनिस्ट्रेटिव
साइड भी है। मुझे यह जानकर खेद है कि
जब आवश्यकता इस बात की है कि नए लोगों
को जिनमें योग्यता और एफ़ीसेंसी होवे, जिनकी
जिन्दगी में कोई जीवन होवे, एडमिनिस्ट्रेशन का
काम दिया जाए, हमारे रेलवे बोर्ड में, जो कि
एडमिनिस्ट्रेशन चलाने की सब से ऊपर की
संस्था है, पांच में से चार भारतीय सुपरएन्सु-
टेड हैं। भगर ऐसा करने का औचित्य
सिद्ध करने के लिए आप अनुभव की बात करते

हैं, तो मैं पूछना चाहता हूँ कि यह नियम आप जनरल मैनेजर्स के लिए क्यों नहीं लागू करते। यदि यही नियम उनके बारे में भी लागू किया जाए तो परेशानी होती है।

अब मैं आपका ध्यान अपने क्षेत्र की कुछ छोटी-छोटी समस्याओं की ओर भी आकर्षित करना चाहता हूँ।

मैं महाराजगंज लोकसभा क्षेत्र से निर्वाचित हुआ हूँ। आपको यह सुनकर ताज्जुब होगा कि महाराजगंज का बड़ा हिस्सा उस स्थान पर है जहाँ भारत और नेपाल की सीमाएं मिलती हैं, पर उस सीमा पर यातायात की इतनी दिक्कत है कि जिसका कुछ कहना नहीं। मैं कहना चाहता हूँ कि एक समय जब माननीय लाल बहादुर शास्त्री जी रेलवे मंत्री थे तो उन्होंने कदाचित्त इस सदन में ही हमारे एक सहयोगी के प्रश्न के उत्तर में यह आश्वासन दिया था कि महाराजगंज में रेलवे लाइन ले जाने की चेष्टा की जाएगी। लेकिन दुख है कि आज इतने वर्ष हो गए पर उधर का ध्यान नहीं दिया गया। मैं आशा करता हूँ कि इस समय जो हमारे वर्तमान रेलवे मंत्री हैं वह उस पर उधर ध्यान देंगे और जनता को इस कष्ट से मुक्त करेंगे।

दूसरी बात जिसकी ओर मैं आपको ध्यान आकर्षित करना चाहता हूँ वह यह है कि हमारी तरफ जो गोरखपुर से नीतनवा या गोरखपुर से गोंडा के लिए लूप लाइन है उस पर जो गाड़ियाँ चलती हैं उन पर उनकी तादाद नाकाफी है। मैं आपको बतलाऊँ कि गोंडा को चार बजे शाम को गाड़ी चलती है और उसके बाद रात के पौने दो बजे दूसरी गाड़ी जाती है। अगर किसी को चार बजे की गाड़ी न मिले तो उसको शाम के चार बजे से लेकर रात के पौने दो बजे तक गोरखपुर स्टेशन पर बैठा रहना पड़ता है। इसमें उसका किसना नुकसान होता है और कितनी परेशानी होती है। यही हाल नीतनवा जाने वाली ट्रेनों का है। मैं उम्मीद करना कि रेलवे मंत्री उस पिछड़े भूभाग के लोगों की

मुसीबत को ध्यान में रखते हुए उस लाइन पर गाड़ियों में वृद्धि करने की बाबत कुछ सोचेंगे।

इन बातों के साथ मैं एक बार फिर रेल मंत्री को उनमें संतुलित बजट के लिए बधाई देता हूँ और यह आशा रखता हूँ कि मैंने जो कुछ निवेदन उन सामने किया है उस पर उनका ध्यान जायेगा और उसको पूरा करेंगे वह हमारे पिछड़े हुए भूभाग के लोगों का आशीर्वाद ग्रहण करेंगे।

Shri Jaganatha Rao (Nowrangpur): Several hon. Members have criticised the working of the railways, their operational efficiency, their failure to provide amenities to third class passengers, and finally, the increase in railway freight and passenger fares. I, for one, do not share that view. I feel that the railways have done their part during the year under review.

The performance of the railways generally reflects the economic activities in the country. The railways, a the biggest carriers of the nation's goods, have continued to play an important role in the planned economic development of the country, by undertaking the movement of the bulk requirements of many of the industries, such as steel, cement, coal etc. The industrial production of our country rose by over 12.1 per cent over that of the previous year, and agricultural production also has recorded a significant rise. The agricultural production has risen to a figure of 80.5 million tons.

By and large, the railway freight traffic on the whole kept pace with the increase in the industrial and agricultural production under different commodities. The Second Plan fixed a railway freight target of 162 million originating tons. The railways moved about 154 million originating tons. There was a backlog or a shortfall of 8 million originating tons. What was it due to? Was it due to

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the failure of the railways, or were there any inherent difficulties attendant on the railway freight system?

There is a definite pattern in railway freight traffic. Firstly, the coalfields are located in the eastern region of the country. Secondly, all the steel plants are also located in that part of the country. So necessarily there is bound to be long haulage of empty wagons from all parts of the country, which results in less movement of loaded wagons. And above all industries are also growing in that region because of the availability of coal. As it is there is a steady increase in traffic demand as a result of planned development and this increasing capacity has to be achieved in difficult circumstances. The capital at charge of the railways from the year 1952-53 to 1960-61 rose by only 3 per cent. whereas with this increase the railways have been able to lift more than 17 per cent. of tonnage.

Similarly, in respect of passenger traffic the Second Plan estimated an increase of about 15 per cent. of passenger traffic, but the railways have been able to move more than 25 per cent. of increase in passenger traffic. It is not a small achievement. We have to look at the performance of the railways from the point of view of capital invested and the available resources. If we take them together, it cannot be said that the railways have failed in the discharge of their duties.

The Third Plan estimates that in the final year of the Third Plan the railway freight traffic would go up to 245 million originating tons. This appears to be a gross under-estimate. This was pointed out by the previous Railway Minister, Shri Jagjivan Ram in his speech. He said:

“The Third Plan as finalised provides for an upward revision in the quantities of coal movement, the setting up of Bokaro

Steel Plant and the construction of a port at Haldia in West Bengal. The target of freight movement, placed at 245 million originating tons in the Third Plan, will be materially exceeded on account of movement of coal from collieries to washeries preceding their movement from the washeries to their final consumers. The question of increasing the Railways' Capital programme in the Plan—which at present is Rs. 1,325 crores—is now under consideration. This amount includes Railway's own contribution towards expenditure on Capital works chargeable to Revenue, and to Depreciation Reserve Fund and Development Fund.”

Therefore, this aspect has to be considered by the Planning Commission. Unless the capital investment is increased, I am afraid the railways may not be able to play their role in the Third Plan because of the rising industrialisation in the country. Otherwise there will be transport bottlenecks which will impede necessarily the growth of industrialisation in the country.

Several hon. Member have questioned the propriety of increasing the railway freight. As I said at the outset, I do not share that view. There is a definite pattern of railway freight traffic: there are high-rated commodities and low-rated commodities. What the merchants generally do is that they send low-rated traffic to the railways and the high-rated traffic goes by road. I can give an instance. Oil from Kurnool goes by road to Madras and the empty barrels are sent back to Kurnool by rail. The merchants feel that by road transport they can transport their goods more quickly and also at cheaper rates whereas it is not profitable for them to send these empty barrels by road; so they take to railways. Railways being a common carrier cannot refuse any goods that is offered, whether it is high rated traffic or low-rated traffic. The railways have been carrying this

low-rated traffic like good-grains and other necessities at very low rates. How long can this happen?

Secondly, there is the road-rail competition. That is why an embargo is put on low-rated traffic and for short distances also. It may be that as a result of this increase merchants may take to road transport for short distances and for low-rated traffic which would remove congestion to a certain extent. As explained by the hon. Minister in his speech, this is also one of the recommendations of the Committee on Transport Policy and Co-ordination. This will also remove the disparity in freight rates between low-rated traffic and high-rated traffic.

Similarly, Sir, the increase in passenger fares: it is said third class passenger fares have been increased. Well, there is an increase. But what about amenities? Amenities are also being given. All the amenities cannot be given in a day. To meet the growing passenger traffic a number of third class coaches are being attached to trains. In some trains even the dining cars are being removed. But there is a limit for the haulage. No engine can haul more than fourteen coaches. So, we have to look to the practical difficulties which stand in the way of the railways to offer all the amenities that have to be given to passengers.

I have a suggestion to make. There is a consistent decrease in earnings from passengers who travel by second class. In 1958-59 passengers who travelled by second class were 11.9 million; in 1959-60 passengers who travelled by second class were 11.5 million in 1960-61 it came down to 11.1 million. Likewise earnings also have steadily come down. In 1958-59 earnings from second class fares were Rs. 598 lakhs; in 1959-60 the earnings came down to Rs. 587 lakhs; in 1960-61 they came further down to Rs. 574 lakhs. So, second class travel does not appear to be very popular with the public; passengers travel by third class or first class. I also think that

most of the second class passengers would be railway pass holders. I feel that a further scrutiny should be made into this, with a view to seeing whether the second class should not be removed altogether. There should be only first class and third class, so that we can have additional third class bogies attached and better amenities provided for passengers.

Year after year I find that railway pay a huge amount towards compensation for loss of goods consigned to the railways. In the year 1960-61 the railways paid Rs. 3.61 crores. What is it due to? Cannot the railways do something to see that there is no pilferage? This pilferage occurs at station-yards and also in running trains. Now the Railways Act has been amended and railways have taken up the additional responsibility as common carrier. They have to shoulder the burden and see that there is no pilferage of goods consigned to the railways. Because of this pilferage which commonly occurs people generally take to road transport, because there is no risk of loss of goods in transit; there is quick delivery; there is also delivery at the place where the consignor or consignee resides. I know of an instance. A motor transport company from Bizwada carries goods upto Cuttack, a distance of more than five hundred miles. It is true that the railways at present have about 36,000 running miles. But they have to improve the conditions and see that they enjoy better confidence among the public.

Also, I find that ticketless travel is increasing year after year. So also is the incidence of alarm chain pulling. We find that steps are taken to do away with this evil. But as yet we find no abatement of it. One reason for this—in spite of the measures taken by the railways on their side—is the lack of public co-operation. In this matter, public co-operation is highly necessary. Recently there was a committee on public co-operation appointed by the Ministry. I was a member of that committee. I feel it is the duty of every member of the public to assist the railways, their

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officers, whenever such instances occur. But we find that even educated people and students travel without tickets. The co-passengers do not take notice of cases of ticketless travel, much less take any action. There is a sort of indifference on the part of the public who feel that they have nothing to do with this evil. They do not feel any sense of national loss when there is loss of railway property. These are regrettable facts and these are mainly due to lack of patriotism among people in the country today.

As regards operational efficiency, I find there is a slight improvement, with respect to speed of goods trains, wagon miles per day etc. But still much more has to be done. There is no limit to the attainment of efficiency. Every attempt should be made to improve the operational efficiency year after year. By past experience the railways come to know what their defects are. They should try to rectify them.

Then there is the question of rehabilitation of overage rolling stock. The percentages of overage rolling stock are given. The total stock in service as on 31-3-61 is as follows:

Locomotives:	Broad gauge	25.38	per cent
	Meter gauge	18.98	"
	Narrow gauge	33.99	"
Coaches:	Broad gauge	35.62	"
	Meter gauge	29.00	"
	Narrow gauge	61.00	"
Wagons:	Broad gauge	29.00	"
	Meter gauge	12.25	"
	Narrow gauge	50.23	"

Because of this overage rolling stock, accidents also occur. Also passengers complain of lack of amenities. It is true that several coaches are very old. We do not find even lights or fans in them. Even the berths in first-class compartments are not worth travelling in. So the railways should accelerate replacements of overage rolling stock as early as possible.

As regards new lines, I have got to make a suggestion. In Orissa, there are rich coal fields at a place called Talcher. Recently the deposits were estimated at 15-20 million tons. The distance from Talcher to Rourkela where a steel plant is located is about 65 miles. If this distance is covered by railway, it will connect also Northern India through the Eastern Railway. Thus it would not only serve the movement of coal from Talcher, but it will also help the movement of coal from Bihar Coalfields to South India without taking the longer route via Howrah. Via Talcher coal can be mould to Visakhapatnam port and reduce congestion on the main line.

Talcher has also a special importance in that we are now going to have a thermal plant there with US collaboration. It will be one of the biggest such plants in South-East Asia. So I would request the Railway Ministry and the Minister in particular to consider this matter and take up survey.

There is one subject which has become a hardy annual for me everytime I speak on railways. This is about the Light railway. Shri S. V. Ramaswamy knows very well about the Light Railway line which runs from Nowpada to Gunupur in Orissa, a distance of 56 miles. The time allotted for covering this distance is 7 hours. I would be happy if the train reaches destination in 7 hours. But it never reaches destination before 12 hours, and no one is sure whether it would reach its destination at all. This railway was opened by the then Maharaja of Parlikemedi in 1900. The engines are as old as the Puranas. The names of the engines are *Rama*, *Sita*, *Hanuman* and *Parasuram*. They really belong to the puranic age. They are not replaced. We cannot call it a railway; it is worse than a tramway. At least the tramcar moves quicker and faster. The coaches have no lights, what to speak of fans. There is no

water provided in the latrine. As the train moves, passengers get down and then get into the trains.

What is this due to? In the South-Eastern Railway we have got broad gauge all over. I have been repeatedly requesting the Ministry through letters and by speeches in Parliament in these six years that if they cannot replace these Light railways by Broad Gauge, they should at least replace the old engines by diesel engines. Something has to be done. These Light Railways are also part of the railway system. As they are, even the old Delhi tramways are, I feel, much better than these Light Railways. I wish my hon. friend, Shri S. V. Ramaswamy, will once travel by this light Railway.

As regards wagon building, there is a back-log. It is said that for want of matching steel, wagon building is not going on according to schedule. This may be true. But I find that tenders are called for and they are not accepted. Tenders for the same materials, steel and certain other components, are called for four or five times. What is it due to? Does it mean that the parties who tender have not the capacity to fulfil the contract? Or is it that the Railway Board finds that their specifications are not adhered to? I do not know what is wrong when tenders are called for the same materials time after time. The Railway Board could be more vigilant. They should not simply go on complaining that there is a back-log because of want of matching steel.

Of course, defects are there and are bound to be there in a developing economy like ours where we have a railway system which has a length of 35,000 running miles or even more. By and large, they are doing their best. But they should do better.

Shri Seshivan (Perambalur): I am thankful to you for the opportunity given me to speak on the Railway Budget. As a new Member and one 196(A) LSD—3.

who is not conversant with the intricacies of the statistics supplied by Government, I beg to be excused and to be corrected wherever there is a flaw in my observations and conclusions.

In the reports submitted to us, we have been flooded with figures and tables dealing with kilometres, miles etc. These are impressive figures to look at. I find there is an upward trend in the gross earnings, in the number of passengers travelling and in the freight tons carried over the railways. But the question is whether these figures, impressive as they are, impress the common man, the actual user, whether he is satisfied with the performance of the railways. That is the question we have to look into. He is not concerned with the figures; he is not concerned with the tables, the long array of figures given therein. We have to see how far he has been satisfied, how far amenities have been provided to him, how far the grievances expressed and shortcomings pointed out in this House and outside have been redressed. How far railway journey has been made more comfortable and more attractive and more popular to the common man, the actual user of the railway. With the growth of the population, there is bound to be an increase in the number of passengers and the gross earnings of the railways, but the real test will be how much and how far the passengers are travelling nowadays.

If you look at the figures, the statistics of the average distance travelled by the passengers, that will give you a revealing position, but actually, Table I of the Report supplied to us by the Ministry is silent on this particular point. We can calculate the average distance travelled by the passengers easily because it is a simple division of the passenger kilometres by the number of passengers. We find that in 1956-57 the average distance was 49.1 KM; in 1957-58 it fell to 48.8 KM; in the next three years, 1958-59, 1959-60 and

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1960-61 it was 47·4, 48·5 and 48·4 respectively. That is, there has been a downward trend in the average distance travelled by the passengers. With the increase in the economic and industrial development of the country, people are bound to travel more, and they are actually travelling more, but they are using the railways less. That means the passengers are not satisfied with the state of affairs obtaining on the railways.

If we go back to 1939-40 we find the average distance travelled by passengers on the Indian railways was 56 KM. The corresponding figure in 1950-51 was 52 KM. From 56 in 1939-40 and 52 in 1950-51 we have come to 48·4 now. That shows how unpopular the Indian railway is with the passengers. That also means that passengers are resorting to other modes of transport which are more comfortable. That means we have failed the common man in providing him the amenities required and in making the railway system more comfortable, more attractive and more popular with the masses. We have not redressed their grievances, looked into the shortcomings of the railway system. That is why passengers are not travelling more by Railways as they should have done.

When we look into the question of the average distance travelled by the passengers, it is not only a question of five or eight kilometres, because that is only the average. The actual users of the railways, it is known, are more than 150 crores. So, if you multiply by that, you can imagine how colossal, how huge the loss that is incurred by the Government in passenger earnings. Had there been more amenities, had the system been more comfortable and attractive for the common user, the railways could have amassed more earnings, but that is not the case. When the grievances of the passengers have not been redressed, when the shortcomings have not been looked into and overcome,

I do not know how we can charge an extra fare from the passenger. From the passenger's point of view, what right or justification have we got to demand an extra fare from him, for whom we have not done anything at all these years? Together with the taxation proposals in the General Budget, we are adding an extra burden on the common man by the enhancement of the fares.

Now, let us take a general view of the increase in the fares and freights now proposed in the Railway Budget. These increases in fares and freights are bound to touch off a series of increases, increases in the cost of commodities, in the cost of living, entailing also scarcity of articles in certain areas. If some commodity is sent by rail, the freight charges will not be borne by the seller. The burden will be passed on to the customer, the actual user of the commodity. Therefore, it is the common man who will have to bear these freight charges.

Actually, in practice, what happens is this. If on a certain commodity, the freight charges come to 3½ or 4½ naya paise, what the seller actually does is that he simply rounds it off to five or ten naya paise and passes it on to the customer or buyer, who has thus to pay two or three times the actual increase.

Also, we have to look into one other question, that is the food articles that are sent through the railways, especially rice and paddy, gram and gram flour, pulses, wheat and wheat flour, fruits and fresh vegetables, sugar, salt, vegetable and edible oils, milk and milk products. The railway is the chief means of transport available. Especially in times of floods and droughts, in times of scarcity and famine, we have to rush foodgrains and food articles from one place to another. There are also certain areas which are perpetually deficit in food, to which we have to constantly move foodgrains and food

articles. So, when you increase the freight charges, in effect it will mean that you are actually increasing the price of the foodgrains, and the common man has to bear the brunt of this taxation or increase in freights. Therefore, I request the hon. Minister of Railways, through you, Sir, to take a merciful view and exempt foodgrains and food articles from the severity of the increase now contemplated in the Railway Budget.

At this point, I would also like to invite attention to the general demand in the country to exempt foodgrains and food articles from sales tax. When there is a demand like that, it is not proper to put an additional burden like increased freight charges which will be transferred to the common man. The poor man will have to pay for all this.

This increase in fares and freights will have repercussions on the road transport industry also. In consonance with the increase in rail fares and freights, the bus and lorry operators will also begin to demand more fares and freights. Already they are minting money like anything. A bus or a lorry owner, especially in the South, is becoming more and more powerful with the easy money that he is making. The present proposal comes as a boon to the bus and lorry operators. Unless the Government keeps a check on their rates, it is bound to have an inflationary effect on the fares and freight charges on the roads also.

Coming to the formation of new lines, in South India we have got vast areas and important towns where there is industrial potential, and which are not in the reach of the railway lines now. Industrialisation has been retarded, if not stunted, by the paucity of railway lines. Whenever a new industry is to be located in a particular area, if we approach the Planning Commission or some other high authority, we are told there is no communication, no proper transport facilities in that place, and so

the scheme is set aside. If we appeal to the Ministry of Railways, they say that a railway line is not feasible, will not be profitable in the area, as there is no industrial activity in that place. Therefore, we in the South, are caught in a vicious circle. There is no transport, therefore no industry is possible; there is no industry, therefore it is not feasible to have a railway line in that area. The net result is that a backward area is left backward by both the Ministries.

In a socialist pattern of society with a planned economy, the prime motive should not be the quantity of profit, but it should be the usefulness to the people. We should not go into the question how much profit can be amassed by an industry or a scheme. We should see how much benefit it would bring to the people of the area. Therefore, the prime factor should be usefulness, not profit motive. I do not say that when an industry is established or a scheme is drawn up, you should simply squander the money or incur a permanent loss. In the beginning the scheme may not give you a profit, but in course of time, in five or ten years, it may work out fully and satisfactorily. Whenever a backward area is asking for some railway line it should be considered sympathetically and necessary aid and encouragement should be given.

15 hrs.

I may be allowed to quote a very high and responsible person who once stated that—

“There can be no difference of opinion on the view that South India is far backward in industrial development. It is not a political slogan raised for propaganda purposes; it is a solid fact.”

So said a person of high eminence, who has been a Minister in the Madras State and who now occupies a very important position in the Cabinet here also—I mean Shri C. Subramaniam. Now, I hope the Minister of Railways will do something in view of this

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remark about the backwardness of South India.

In the first two Five Year Plans, the hon. Members who have been here from the South joined together, irrespective of their party affiliations in demanding more railway lines and more industrial schemes for the South. In the First and Second Five Year Plans, they were disappointed not to get much, nor even the quantity which we would expect for the proper development of South India. Even in 1961-62, when 6 or 7 new lines were opened, not a single line has been given to South India. In the Budget for 1962-63, for new constructions, Rs. 56.07 crores have been allotted; but, out of this the Southern Railway has been allotted only Rs. 3.35 crores. I submit how meagre and how paltry the sum allotted to the Southern Railway is. Especially, the Manamadurai-Virudunagar metre gauge line, the whole scheme is estimated to be Rs. 250 lakhs, out of which, up to 1961-62, Rs. 5 lakhs only have been spent. In 1962-63, about Rs. 10 lakhs have been allotted for the purpose; and the probable date of completion is given as 1963-64. I do not know how the hon. Minister of Railways is going to complete the scheme leaving a balance of Rs. 235 lakhs to be spent in 1963-64. He would have to provide for this Rs. 235 lakhs in the 1963-64 Budget and finish the project also in 1963-64.

In the South, we require also so many other lines for the development of the country. It has also been voiced by our predecessors here. To mention only a few, they are—

Tirunelveli-Kanyakumari-Nagercoil-Trivandrum, Trichur-Kollengode,

Tellichery—Mysore,

Karwar—Hospet,

Rayadrug—Chitaldrug,

Kottur—Harihar,

Satyamangalam—Chamarajanagar,

Kazipet—Gudur,

Bhongir—Macherla (via) Nalgonda,
Tirupattur—Krishnagiri—Dharmapuri.

I am giving only a few of the lines that we have been asking for for so many years without any effect.

We have also to see some of the industrial set-ups that are coming up in South India, especially, the Neivelil Lignite project, the Trichy Boiler plant, the Salem Iron and Steel Mills, and also the Tuticorin port, which make advance claims for constructing and doubling the broad gauge line connecting these 4 important centres of South India.

Coming to accidents, only this morning we have been given the tragic news of a very serious accident. It is a very sad and tragic event. I would submit that many of the accidents could have been avoided if proper maintenance and check-up of the lines and bridges had been undertaken as also the renewal of the old lines and replacement of the old engines had been done in time. It seems that the Railway Ministry and the Railway Board have not been looking into the question because in the latest Audit Report, it is given that as against a surplus of Rs. 18.43 crores anticipated in the Budget Estimates for the year 1960-61, the actual surplus amounted to Rs. 32.01 crores. That means that as against a certain anticipated surplus they have made a larger surplus; the most important reasons for these variations are given as "shortfall in working expenses, less expenditure on repairs and maintenance, postponement of periodical overhaul of wagons" etc. That is, the Railway Board and the Railway Ministry are having a false sense of economy. They are penny wise and pound foolish. They save some money by postponing periodical overhaul, repairs and maintenance. Therefore, more chances for accidents are given by the old-age engines and the non-repair of railway lines.

I have to bring one more point to the attention of the House. I have been given to understand that there is indiscriminate dismissal of railway employees on charges of political party activities. But the tragedy of it is that these charges are not being substantiated; and there is no right of appeal for the aggrieved parties. In a democratic set-up anybody who is dismissed from service should be given a reasonable chance of appeal and a reasonable chance to exonerate himself from the charges made against him. But the present policy and procedure of the Railway Ministry seems to be to take whatever action they want against the person without giving him any right of appeal.

With these words I conclude.

Shri Liladhar Kotoki (Nowgong): Mr. Deputy-Speaker, Sir, I appreciate the difficulty which the new Railway Minister had to face, while presenting the Budget enhancing the rates of fares and freights in order to save the railway finance from sure disaster. Sir, the net surplus in 1960-61 was Rs. 32.01 crores which came down to Rs. 18.48 crores in 1961-62. In the interim Budget presented by his predecessor, Shri Jagjivan Ram, the net surplus was calculated as Rs. 13.16 crores only. Then, it was pointed out that an amount of Rs. 12.20 crores would be necessary during the current year to meet the dearness allowance to the railwaymen; and, therefore, the net surplus that would have been left, unless the resources were augmented, would have come to only Rs. 96 lakhs. Therefore, it was a predicament in which the Railway Minister was placed. I admire his boldness in attempting to save the situation.

At the same time, I am constrained to raise my voice of protest against the raising of the fares of third class passengers and also against raising the freight rates in the case of essential civil supplies, particularly in such areas where there is no other mode of transport than the railways. I refer to the north eastern region comprising

of Assam, NEFA, the Naga Hills and Teunsang area, Manipur and Tripura.

It is known to the House that as a result of the Partition the railway communication between this region and the rest of India was totally cut off. A new rail link had to be constructed. At the beginning for several years the rail link was subject to disruption by monsoons as it had to traverse through the foothills of the Himalayas. The bulk of the supplies have to move from Calcutta, North and Western India and this supply includes food grains, salt, etc. and various consumer goods and building materials like cement, iron etc. As regards building materials which are so vitally necessary for the plan projects all these things have to be brought by railways from Calcutta and other parts. The enhancement of freight will very adversely affect the economy of this region, particularly the implementation of the plan projects.

Sardar Swaran Singh: For the information of the hon. Member, I may point out that so far as steel and cement are concerned they are supplied at all rail heads at equalised prices.

Shri Liladhar Kotoki: Even so the increase of freight on other consumer goods also will affect the implementation of the plan projects to a very large extent and I will request the Minister to examine this aspect and see what relief could be given on account of the impact of the enhanced freight.

I shall now confine myself to certain peculiar problems of the North-east Frontier Railway. Ever since the zone was created in January 1958, considerable progress has been made in improving operational efficiency, stabilising the rail link and constructing the much needed road-cum-rail bridge over the Brahmaputra which is nearing completion and several other improvements for the modernisation of the stations and construction of modern marshalling yards at Gauhati

[Shri Liladhar Kotoki]

and other places. Another important thing that this railway has done is the construction of the new line from Rongopara North to North Lakhimpur. It is a very backward area. This line is proposed to be extended further by 100 miles to Murkongselek touching the foothills of the NEFA region. When completed, this line will open out new vistas for the economic development of this region. I congratulate the North East Frontier Railway for having done all this with great speed and efficiency.

But I would like to point out some very urgent things that this Railway has to examine and implement. The first thing is the urgency for extending the broad gauge line from Siliguri to Gauhati. I am glad that the construction of the broad gauge line from Khijuriaghat to Siliguri is nearing completion. This will enable direct consignment of goods from Calcutta to Siliguri, although there is a ferry crossing between Khijuriaghat and Farakka. As soon as the Farakka barrage is completed we will have a direct movement from Calcutta to Siliguri. But the total traffic between Calcutta and Siliguri is one third of the total traffic that generates at Calcutta; the other two-thirds move further into Assam and the neighbouring areas. To serve the main area which has been cut off from the rest of India as a result of Partition, this broad-gauge line should be extended further as far as Gauhati and thence to Tinsukia.

I have certain figures for suggesting this course. The inward requirement of wagons towards this region is 830 wagons a day. As against this the capacity, even after the CTC and other improvements are effected, will be only 720 wagons a day. That means that even after the centralised traffic control is introduced, which is not yet done, it may not be able to meet the needs of the wagons during the Third Plan. Again, of the total inward traffic of goods about one third is borne by the inland water transport system. But during the last few years

the traffic is being gradually diverted from the inland water transport to railways. The reasons are firstly that the railway freight is cheaper than the steamer, secondly, the steamer is run by foreign companies and there is no certainty how long they will carry on or when they would stop or when they would increase their rates and lastly, it has to pass through Pakistan and we do not know what attitude they would take at any time and they may even prevent any transport in their portion of the river Brahmaputra and that happened several times during this period and it may happen any time again. For all these reasons the traffic that was being carried by the inland water transport is gradually being diverted towards the railways. In 1956 the traffic that was carried by the steamer was 8,28,085 tons. In 1957 the increase was 8 per cent.; in 1958, 18 per cent. and in 1959, 13 per cent. On the other hand, in 1956, railways provided 87,354 wagons; next year it increased by 12 per cent., in 1958, by 50 per cent. and in 1959, by 33 per cent. So, the railway will have to be prepared to carry additional traffic which may not in future be carried by the inland water transport system.

There is yet another thing—overcrowding. We have heard so much from all sides inside and outside this House that the railway has not been able to combat this. We have only two outlets from Assam: one *via* Mariharighat to Calcutta and the other *via* Barauni and Lucknow to Delhi. The number of trains is so small and the capacity of the line is so weak that the number of trains cannot be increased. Therefore, there is a heavy overcrowding on each and every train.

Therefore, if these matters are looked into and given proper weight, the only solution that can be thought of is the extension of the broad gauge line from Siliguri onwards to Gauhati, and beyond. In this connection, I would also suggest that the broad

gauge line between Nalhar and Barstuni should be connected which will then give a direct broad gauge connection between the eastern region and the rest of India.

Having said this, I would submit for the consideration of the Railway Ministry several suggestions, some of which were raised by me during the general discussion of the railway budget last year. The hill section which is connected only by rail via Lumding serves the district of Cachar, the State of Tripura and the Mizo Hills district. There is no road connection even between these regions and the rest of Assam. The railway line on this hill section is in such a bad condition that it is better imagined than described. The trains do not run regularly; the line is blocked during the monsoon by landslides. The connections from Lumding and other aspects connected therewith require a lot of careful consideration and improvement.

The other suggestions that I want to renew are these: the construction of a new line from Pandu to Garo Hills, connecting Goalpara. I understand the traffic survey for this line has been completed, and the construction should, therefore, be taken up as expeditiously as possible.

Then, there is the construction of the line from Kalkalighat to Dharmaganagar in Tripura. It is a distance of 20 miles but the progress does not seem to be very encouraging. This line should be extended right up to Agartala. The State of Tripura was totally cut off from any rail connection or communication after the Partition. This is the only line which can serve this State which is very backward. Therefore, I would urge upon the Railway Minister to take up this line also with a sense of urgency.

I shall conclude after making one more point. It is with regard to the construction of an alternative line from Upper Assam via Silghat. Then it may be extended connecting the

missing link with the Chaparmukh-Mairabari line and thence connecting Jagi Road and Gauhati. This alternative line will serve various purposes. It will not only raise the economy of the area but open out the Kaziranga game sanctuary where the rare rhinoceros is found and which attract the foreign tourists. That will help us to earn more foreign exchange. Therefore, I would urge on the Railway Ministry to examine this question also.

With these words, I conclude.

Shrimati Lakshmikanthamma (Khammam): Mr. Deputy-Speaker, Sir, I support the railway budget presented by the Railway Minister. We were listening to the discussion on the budget since the past few days, and from the Opposition benches we heard hon. Members asking for more amenities for passengers, more staff and a better administration. They have been asking for all these things. At the same time, they have been criticising the increase in freight. Hon. friends in the Opposition benches want the music all right, but they do not want to pay for it! They want free music. But I want to ask this question: how is it possible?

Anyhow, let me not enter into a general discussion, having in view the time-factor before me. Let me first of all place before the Minister my own grievances. The Andhra Government has been agitating, and the Andhra people have also been perturbed, because there has been a cut in coal up to 45 per cent. Andhra Pradesh is supposed to be the granary of India. The kisan of Andhra is a very hard worker and he produces untiringly from his land and supplies to the entire country. There is, of course, the wagon shortage in the country, but I think special attention should be paid to Andhra State especially, the State which is supposed to be the granary and which supplies the needs of the country, in the matter of supply of more wagons. Of late, we have not been able to get even the fertilisers required for the use of our kisans. In

[*Shrimati LakshmiKanthamma*]

Sindri there were stocks, but due to lack of wagons the fertilisers could not be taken to the people. So, that way, it is going to affect the production of foodgrains in our country.

Apart from this, there are huge coal fields in Andhra. The Singareni collieries are there, producing about 25 lakh tons of coal every year. Then, in the third Plan also, the Government is going to invest another Rs. 20 crores to increase the production to 30 lakh tons. What is the use of investing so much and increasing the production unless you have the wagons to carry the commodity to the places necessary, especially when the industry in Andhra is backward?

There was a cut in power supply also. If we have to correct the imbalance between the different States—it has been our aim to do so—we have to see that more facilities are given to Andhra Pradesh, especially in the form of supplying coal which can supplement the needs. When there is a cut in power, at least it can be substituted by the supply of coal which could be used. So, I request the Ministry to keep this point in view.

In 1961, actually, the allotment of wagons was 2,040, but the actual delivery was only 1,782. It was now proposed—I do not know how far it is true and I think the Minister will assure me that there will not be such a reduction in the supply of wagons—to reduce it to 1,100. It will seriously handicap the industrial advancement of that State. Even the present 2040 wagons that are supplied is very inadequate to maintain the present level of production and development of the State. I would therefore request that, keeping in view all these things, they should be liberal in giving more wagons to Andhra Pradesh.

I have got a small suggestion to make as regards extension of broad gauge to a particular place which is one of the biggest pilgrim centres not only of Andhra Pradesh but of the

whole country. Pilgrims from all parts of India flock there. That is yielding a lot of revenue to the railways because the average number of pilgrims going to the temple at Tirupathi is about 6000 and the railways are getting a good revenue. Up to Renigunta, a place six miles from Tirupathi, there is broad gauge. From Renigunta it is only six miles to Tirupathi. They can as well connect it with broad gauge. Now there are no direct trains from any part of the country to that particular place. Pilgrims have to stay at Gudur, a place 70 miles from Tirupathi, for very long hours. They can only catch a train in the evening to go to that place. If it is connected by broad gauge, special bogies can be attached for the convenience of the pilgrims.

I have also a personal request to make. At Khammam, the district headquarters, the constituency from where I have been elected, the Grand Trunk Express does not stop. Though it is the district headquarters and there are two Members of Parliament, one in Rajya Sabha and one here—that is, myself—

An Hon. Member: Therefore the train must stop there.

Shrimati LakshmiKanthamma: Apart from that—I am not saying that the train should stop there just for the sake of two Members of Parliament—it is also a business centre. At the same time, we can also save time. I say that the time of Members of Parliament is also precious.

An Hon. Member: Yes.

Shrimati LakshmiKanthamma: We have to save our time. We have now to go to the next station, Dornakal, to catch the Grand Tunk Express to go to Delhi or to go back to our constituency headquarters. I hope the hon. Minister will keep this in view and see that orders are issued immediately.

to see that the Grand Trunk Express stops at Khammam.

Coming to more general matters, our hon. friend Shri Jaganatha Rao has enlightened us much about the justification for the increase in fares and freights. I think it also implies an increase in the trade. I can understand the arguments of the hon. Members from the other side, because it has become a habit with them whenever Government comes forward with fresh proposals of taxation. We have also, in a democracy, to educate the people of their responsibilities. We should not only talk of providing more amenities for the passengers, providing more facilities, providing more staff, providing them more pay and allowances and all these things, but we should also, at the same time, consider as to who is to bear the burden of all these things. Somebody has to pay for it. Many of them have said that perhaps we need not for five more years go to our constituencies for getting the votes of our people. But I do not believe in getting mere votes from my people. I want to educate them as well of their responsibilities which they have to shoulder in a democracy. When 90 per cent of the revenue of the railways comes from the thirdclass passengers, how can the Minister help taxing the third-class passengers? Only 10 per cent of the revenue is from the upper-class passengers. Even there, I think, some sort of a socialistic approach has been introduced, because there is an increase of 15 per cent in the case of upper-class passengers whereas there is only 10 per cent increase in the case of third-class passengers.

Shri Nambiar (Tiruchirapalli): There was a 50 per cent cut previously. At second-class rates we are now sending them by first-class.

Shrimati Lakshmikanthamma: Sir, in 1950-51 the capital-at-charge was Rs. 827.04 crores as far as the railways were concerned, whereas the actual profit was only about 5 per cent.

In 1960-61, I think, whereas the capital-at-charge was Rs. 1,520 crores, the profit was only about 6 per cent. Therefore, you can also keep in view the rupee value. There was a fall in the rupee value by 1960-61, but still the percentage of profit that the Government is getting is only 6 per cent. Therefore, if you actually calculate it, it will be less than what the Government were getting in 1950-51.

Shri Jaganath Rao has also said about replacement of old engines and bogies by new ones. Where are we to get the money for replacement of all these things. There is also the question of wagon shortage about which we have been talking. We want more steel, more wagons, more Chittaranjans. How can we get all these things unless the tax-raper pays the taxes.

Then, there are two kinds of goods for transport: one is the high-rated goods and the other is the low-rated goods. The income from goods traffic is dependent on the total goods traffic and the proportion of high-rated goods traffic in the total traffic. If one analyses the flow of goods traffic in 1951-61 there is no change in the flow of low-rated goods traffic compared to the total production of those goods. In 1950-51 the railways carried 94 per cent of coal production. In 1960-61 they carried 95 per cent of the coal production. There is an appreciable increase in the volume of goods like iron and steel, cement etc., But the high-rated goods such as sugar, cotton, textiles, oilseeds etc., have shown an appreciable decrease in the volume of freight carried on Indian Railways. For cotton, in 1950-51 it was 80 per cent of the total production whereas it was only 38 per cent of the total production in 1960-61. For sugar it was 89 per cent in 1950-51 whereas it was 50 per cent in 1960-61. For oilseeds it was 72 per cent in 1950-51 and it was only 45 per cent in 1960-61. So the freight is bound to increase keeping in view the fact that there is a decrease in the high-rated goods being carried by the Indian Railways.

(Shrimati Lakshminkandharma)

Sir, I have a few suggestions to offer to the Government. In a planned economy the scarce resources should be invested in those avenues where the return is the highest. In a developing country like India where the rate of realisable return ranges anywhere between 10 per cent to 16 per cent, to remain satisfied with a return of 6 per cent as the Railways are deriving now, appears as a state of affairs where the management is having less than necessary wisdom. Under these circumstances, it will be ridiculous not to allow the railways, the biggest public enterprise in India, to increase their net revenues. When the operating expenses are displaying an increasing tendency and when the volume of services are scarce, it is only a matter of wisdom which compels us to increase the price of service without which it may not be possible to raise the necessary net revenue, and sufficient return on the capital invested. In short, we really want the railways should charge a sort of shadow price for their services. In order to charge a shadow price and to establish a rational relationship between the cost of the service and the price of the service, we suggest that the railway authorities should undertake detailed cost studies of transporting different commodities over different distances.

Shri S. V. Ramaswamy: Mr. Deputy-Speaker, 29 speakers have participated in the debate so far, many of whom were new. Many hon. Members have referred to many matters of local importance, some of general importance; some of them criticised us and a good many of them passed remarks favourable to the railway administration. So, it would not be possible for me to deal with the criticisms made by each hon. Member and to reply to each one of those points. Broadly, I wish to reply subject-wise. I would like to deal, first of all with certain economic and financial matters, then matters relating to operation, then matters relating to

staff and, finally, some miscellaneous matters.

It has been suggested by hon. Members who participated earlier in the debate that there should be a special committee to go into the question of the performance of the railways. As you are well aware, Sir, there is a Committee of Parliament called the Railway Convention Committee whose work synchronises with the proposals for the Five Year Plan, as this is the time when the whole situation is reviewed. Apart from this regular and detailed review of railway finances which is made at the time of the framing of each Plan as well as for the purpose of the successive Railway Convention Committee, the question of efficiency of railway working was also examined in the last Convention which met in 1960, as you are all aware, and amongst others by the Railway Freight Structure Enquiry Committee of 1956-57 under the chairmanship of Dr. Ramaswami Mudaliar, consisting of three Members of Parliament, in addition to experts and one representative each from Commerce and Industry and Railway Ministries. This Committee came to the conclusion that the most important of the physical assets of the railways are being used much more efficiently in 1957 than they were even as compared to 1952-53. The position is also brought out clearly on pages 52-53 of the review which was circulated along with the budget papers. These reviews which are now being published as a regular feature shall *inter alia* mention the important aspects of the working of the railways in detail. Probes into the performances of the railways and their finances have also been made from time to time by teams of experts deputed by the International Bank for Reconstruction and Development (the World Bank). The Mission of the Canadian Railway experts toured throughout India in March/April 1961 and made exhaustive investigation into the working of the railways and their finances. It was evidently on the

strength of the satisfactory report of this Mission that a further loan of the World Bank was given to the Indian Railways in 1961. The Committee on Transport Policy and Co-ordination under the chairmanship of Shri K. C. Neogy is also currently conducting an examination *inter alia* of the performance of the railways. An interim report of this Committee incorporates the results of the examination in regard to railway finances and railway working generally. The Estimates Committee have also made a detailed enquiry into all aspects of railway working. With all these channels of enquiry into the working of the railways, the results of which come to the notice of Parliament in the ordinary course, there is no occasion yet for any special committee. The position was quite different when the Railway Enquiry Committees were set up in the past in 1947, in 1937 and earlier, as there was then no close and continuous examination of the Railways' performance such as is done in the present context of co-ordinated and planned development.

Then I would like to deal with certain financial matters dealt with by my hon. friend, Shri Nambiar. I do not know on what authority my hon. friend says the railways are likely to collect more than Rs. 21.26 crores this year on account of increase in freights and fares. These are the estimates that we have and our Statistical Department is so efficient that I feel the figures are almost correct, though there may be a slight margin this way or that way. Also, Shri Nambiar suggested that the gross surplus of Rs. 178.50 crores should continue. That is not the desire. The present estimated gross traffic receipts of Rs. 545.36 crores and ordinary working expenses of Rs. 356.8 crores would leave a gross profit of Rs. 188.56 crores and not Rs. 178.5 crores. There is this additional surplus of Rs. 10 crores. It is this additional surplus of about Rs. 10 crores which

is required to obviate the loan to General Revenues of about Rs. 10 Rs. 10 crores for the Railway Development Fund.

As regards the distribution of the gross profit, my hon. friend Shri Harish Chandra Mathur drew attention to the report of the Railway Convention Committee. In para 10 of the report in 1960 it has laid down as to what should be done. Here I may submit that this Railway Convention Committee is a Committee of Parliament and the report of that Committee was debated upon and accepted by a Resolution by both Houses of Parliament. In para 10 at page 6 it has stated how the gross surplus has to be divided. Dividend to general revenues should be at 4.25 per cent on the capital at charge, which would be Rs. 387 crores; secondly, a new expenditure of Rs. 60 crores on open line works revenue and, thirdly, Rs. 350 crores as appropriation to the Depreciation Reserve Fund to cope up with the anticipated level of withdrawals from this Fund in the Third Plan period. In addition, an expenditure of Rs. 115 crores is contemplated as works chargeable to the Development Fund which will have to be found from the net surplus. To the extent that net surplus available is found to be inadequate, it will be necessary to resort to the expedient of taking temporary loans from general revenues. This is what is contained in para 10 of the Convention Committee Report of 1960.

Shri Nambiar: My argument was that you can draw loans but you cannot increase the freight and fares.

Shri Jaganatha Rao: He never pays back his loans. !

Shri C. K. Bhattacharya: They teach people not to repay.

Shri S. V. Ramaswamy: It is true that the report of the Convention Committee of 1964 provided for loans being taken from the General Revenues for financing the railways' Development Fund and for repayment of

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such loans in more prosperous years. But the point is that even on the forecast of increasing traffic, there is no prospect whatever that the net surplus at the present rates and fares will ever be sufficient even to meet currently the expenditure chargeable to the Development Fund, not to speak of repaying the loans. This is just the point which was made clear in the Budget speech wherein it was stated that the taking of loans as a regular feature year after year was neither practical nor desirable. It is obvious that such continued burden on the general exchequer will inevitably have its own repercussions on the national economy.

Shri Nambiar, again, referred to Rs. 45 crores being taken towards the annual Depreciation Fund. This was done in 1955.

Shri Nambiar: You are taking Rs. 70 crores.

Shri S. V. Ramaswamy: I will come to that. My hon. friend suggested that it should not exceed 2.5 per cent. This Rs. 70 crores is just that and nothing more.

Shri Nambiar: May I submit that the capital at charge is Rs. 1,700 crores up-to-date? So, at 2½ per cent it will work out to Rs. 42½ crores. It is wrong arithmetic.

Mr. Deputy-Speaker: The hon. Minister is not yielding to him.

Shri Nambiar: That is all right, but in mathematics two plus three must be five only.

Shri S. V. Ramaswamy: Then the question of Revenue Reserve Fund was raised. With a present balance of Rs. 55 crores, which my hon. friend said might be raided, to meet the railways' increasing commitment this amount in any case will not be sufficient to meet the anticipated expenditure on the works chargeable to the

Development Fund in the Third Plan period. Moreover, it would not be correct to draw on a fund which was expressly set apart in the 1949 Convention to bridge the budgetary gap and ensure the payment of dividend to General Revenues even in lean years. This provision was reiterated in paragraph 19 of the Report of the Railway Convention Committee of 1960. The balance of Rs. 55 crores in the Revenue Reserve Fund in fact is very much less than one year's dividend at the present level. That is about Rs. 70 crores.

As regards the question of over-capitalisation, that has been dealt with in the report of the Committee of 1954 and provision has been made in the Convention Committee's Report of 1960 which the hon. Member may kindly read through.

With the additional commitments of the Third Plan the net surplus of the Railways in 1961-62 was expected to dwindle down in the revised estimates to Rs. 16.48 crores which, together with the small effective balance in the Development Fund at the commencement of the Third Plan period, could just meet the programmed expenditure of Rs. 23 crores on works chargeable to the Fund in 1961-62. The surplus for 1962-63 according to the tentative estimates of March, 1962, based on existing rates and fares and without allowing for the increased dearness allowance which has only since been sanctioned, was still less, namely, Rs. 13.18 crores, with no balance left in the Development Fund, the charge against which will continue to be annually Rs. 23 crores in the Third Plan period. The Development Fund meets the expenditure on passenger amenities, as the hon. Members may be aware, as also the staff welfare works including housing and safety and other operating improvements not directly assessable as being remunerative. The funds required at least

for expenditure on these essential works have to be found. The funds in existence, how they would be fed, what charges would be allocated to each head, has all been laid down by the Parliament itself in approving of the Convention Committee's recommendations; the precise implementation of these is also carefully watched by the Comptroller and Auditor-General. There is, therefore, *prima facie* no basis at all for the suggestion that there is no straight budgeting or that there is manipulation of figures to understate or overstate the surplus.

It was also suggested—I think it was by Shri Nambiar—that as the proposed increase in freights and fares are small they may not as well be levied. The increase in freight is only 4 *naye Paise* per maund and that in suburban fares barely 1 *naya Paisa* per day for a season ticket holder. But the Railways haul much more than a crore maunds per day and need the additional revenue. If by such a small *per capita* charge, the Railway can raise the revenues required for the developmental works, surely no one will suggest that the very smallness of the charge is an argument for foregoing it.

15:56 hrs.

[MR. SPEAKER in the Chair]

Nor is it a practical proposition to declare a moratorium on the dividend payable by the Railways as has been suggested by an hon. Member to the General Exchequer.

I would in passing mention that the fares on the Indian Railways are the lowest in the whole world.

An Hon. Member: The *per capita* income also

Shri S. V. Ramaswamy: Hon. Members can mention that in their speeches. Hon. Members may kindly refer to the memorandum submitted for the Railway Convention Committee for 1960 by the Ministry of Railways. At page 101 it will be seen that where-

as the fare per passenger mile on the Indian Railways is only 2.76 nP., the fares on the Japanese national railways is of the order of 3:21, on the British Railways it is 10:1, on the USA Class I railways it is 14, on the Canadian Pacific Railways it is 15 and on the Canadian National Railways it is 15:8.

Shri Nambiar: The British Railways do not give a profit and in many cases are running on a loss. Not only that, the comparative figures of national income of these countries may also be placed side by side so as to give the correct picture and to appreciate the point.

Mr. Speaker: That is what the hon. Minister said, namely, that Shri Nambiar has put the one side and he is putting the other.

Shri Nambiar: The national income and the wage bills of these countries—all these factors should go together so that we get a correct picture; otherwise, it is misleading.

Shri S. V. Ramaswamy: I am happy that Shri Nambiar mentioned the British Railways. They have been continuously raising the fares and even then are not a paying proposition. Therefore a slight rise in the lowest fares in the world, I submit, should not be minded. There may be other reasons for hon. Members for urging that *pari passu* they might think of increasing the amenities also while they are taxing. But that is a different proposition altogether to which I shall come later.

Shri S. M. Banerjee (Kanpur): Surrender your pass and travel third class.

Shri S. V. Ramaswamy: About the moratorium Shri Frank Anthony said that it may be effected so that the Railways may have more resources. Such a proposition will lead to certain difficulties. If the General Exchequer is to waive the interest on Railways' Capital, how is the country to meet

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the interest charges on the capital raised for railway purposes? It will only mean, as the Railway Freight Structure Enquiry Committee pointed out and attention was drawn to this in the Budget speech, that taxation measures will have to be devised instead of raising fares and freights. The point is that additional resources will have to be raised in one form or the other, towards meeting the cost of increasing commitments.

16 hrs.

I will now turn to certain matters pertaining to operation which have been urged. Shri Frank Anthony mentioned about wagon turn-round. I would like to draw the attention of hon. Members to paragraphs 21 to 24 on pages 38 to 43 of the Review circulated along with the Budget papers. That deals with this particular matter. It is explained there how, in order to get a reliable indication of the operating efficiency, the turn-round must be viewed in relation to other allied factors. The wagon turn-bound time represents the interval in days between two successive loadings of a wagon on an average, and this index takes into account the time spent by a wagon both on the train run and also in loading, unloading and at other terminal and intermediate yards. In the progressively altered pattern of goods traffic during the last decade, under the impact of the planned development of the country, coal and raw materials for steel plants and heavy industries necessarily occupy a dominant position in rail transport.

The operational improvements designed to quicken the wagon turn-round time include progressive movement, in bulk, of coal from the coal fields to the consuming centres or coal dumps, and of raw materials to steel plants by means of high capacity bogie wagons in closed circuits, as well as the movement of iron ore for export purposes to the ports by block rake thereby eliminating the deten-

tions in intermediate yards. Similarly . . .

Shri Nambiar: Sir, on a point of order. I submit that the hon. the Deputy Minister is only intervening in the debate, he is not replying. He is expected to speak. But he is now reading out a brief prepared and submitted to him. Excuse me, Sir, this is a point of order. I am in your hands.

Mr. Speaker: It is not a point of order of that kind. Ministers have to make responsible statements and they can utilise their notes, prepared by themselves. I am not concerned with it as to who prepared it. He is responsible for it, and I presume that it is his own. Ministers have that privilege of preparing a statement and then reading it.

An Hon. Member: What about Members?

Mr. Speaker: When they become Ministers, they have the same privilege.

Shri S. V. Ramaswamy: Obviously. Sir, one cannot carry all the figures and percentages in one's mind.

Mr. Speaker: The hon. Minister may now continue.

Shri S V. Ramaswamy: Similarly, provision of adequate terminal facilities, mechanical handling in steel plants, and coal and ore mines, completion of line capacity works and electrification and dieselisation, should progressively counteract the effect of increasing wagon turn-round in the present traffic pattern.

Then the question of rates for export traffic was raised. The position is this. There is an Inter-Ministerial Standing Committee of the Commerce and Industry Ministry, the Ministry of Railways and the Ministry of Finance which goes into the question of granting concession for the purpose of export. In respect of goods other than

manganese ore, the question will be considered when a case is made out for the grant of such concession. Apart from manganese ore, there are about 54 other commodities which have been given concession in freight for encouraging export. If there are other cases they will be duly considered and placed before the Inter-Ministerial Standing Committee.

With regard to the loading of cement about which certain points were made, it is almost current. The loading at the cement factories on the metre gauge during the period August 1961 to February 1962 was satisfactory except in the case of Kistna Cement Works. There was some difficulty about that. There we had to give priority to the loading of rice and paddy at the Vijayawada Division on the Southern Railway. Also, the loading in the cement factories situated on the South-Eastern and Eastern Railways was somewhat affected due to certain other considerations. Priority was given to coal, and traffic to and from the steel plants was necessarily given preference. Otherwise the position with regard to loading of cement is fairly satisfactory.

Then the question was raised with regard to the conversion of metre gauge into broad gauge. It is a very big question. In 1957 a special officer was appointed to go into this question. His terms of reference were "to investigate into the question of conversion of the existing Metre gauge into Broad gauge with the object of reducing the number of transshipment points". There were two other points of reference which I need not read here. But in that report the expert ruled out the possibility of wholesale conversion of the entire metre gauge into broad gauge. But he suggested other remedies which we are pursuing, for instance, raising the track standards from 60 lb. rail to 70 lb. or 75 lb. rail on the metre gauge. Then, the metre-gauge wagons should hereafter be of the bogie type so that they may carry more quantity. That is why the Railway Board have decided that in

the case of metre-gauge also the future builds should be bogie wagons but with an axle load of about 10-11 tons, the carrying capacity of such a bogie wagon being about half the carrying capacity of the broad-gauge bogie wagon. We are making other improvements also to see that the haulage of goods on the metre-gauge is also kept up at an economic level. The Railway Board have already placed orders for a number of 12-ton axle load diesel locomotives with a hauling capacity of 1,500 tons, which can also be coupled together to haul 3,000 tons and thus make even the metre-gauge economic.

The mechanisation of transshipment points is also under consideration.

Although the wholesale conversion of metre-gauge is not contemplated, a particular branch, if it deserves such conversion, is taken into consideration. On this basis some lines have been converted, as for instance the Bhimavaram-Gudivada section as also the Gudu-Renigunta section. We are thinking of converting some more also. So, conversion will depend upon the merits of each case.

Another point was made, about the Inspectorate of Accidents on the Railways. Prior to 1940 the Government Inspectorate was functioning directly under the control of the Railway Board. It was then thought that it was not a satisfactory state of affairs that a government employee belonging to the Railway Board itself should go and examine railway accidents. It was thought that an independent body should function, and that was the reason why the Inspectorate was placed under the Ministry of Communications. And so far, the Inspectorate under the control of the Ministry of Transport and Communications has acted very independently. They ask for information. We furnish them with all the details, and their examination and their reports have been thorough.

Then I come to certain staff matters. Shri Nambiar, again, was saying that

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people were working for long hours, much more than twelve hours, and that the time of duty in the case of running staff is not counted from the time of 'signing on' to the 'signing off'. It may be mentioned in this connection that no change in the rules has recently been made in this matter. The rules in force are based of Justice Rajadhyaksha's recommendations made ten years ago. It has been recommended by the Adjudicator, that is Justice Rajadhyaksha, that running duty at a stretch should not exceed 10 hours and the staff should be entitled to claim relief after 12 hours, provided they have given 2 hours notice for relief to the Controller. For the purpose of computing duty at a stretch, time should be calculated from the actual departure of the train.

The correct position is that while the time from 'signing on' to 'signing off' is taken into account for the purpose of statutory limit of the hours of work in a week, that is 54 hours per week on the average in a month in the case of continuous worker, for the purposes of counting duty at a stretch time is calculated from the actual departure of the train. We are strictly following the rules laid down by that Adjudicator, and there is nothing new.

Then there was the other question about the recognition of labour unions. And it was stated that the Ministry was partial to some. There is no partiality at all. Certain norms have been laid down, certain criteria have been laid down for the recognition; and provided any group or any union satisfies those norms and conditions we have no hesitation in recognising it.

Shri S. M. Banerjee: May I know why in the Chittaranjan Locomotives that union has not yet been recognised? That is the only union there.

Shri S. V. Ramaswamy: There are certain other reasons why it is not recognised.

Shri S. M. Banerjee: What are those reasons?

Shri S. V. Ramaswamy: For security reasons also.

Shri S. M. Banerjee: There should be no union in that case.

Shri Nambiar: Security demands no union.

Shri S. V. Ramaswamy: The hon. Member can kindly write to me and I will reply.

Shri Frank Anthony and Shri Harish Chandra Mathur said that there would be personal attention to the grievances represented by the staff. We have in the Railway Board and in the several Railway Administrations and lower down at the Division level, an establishment which deals with these grievances, enquires into them and deals with them at various levels. Shri Frank Anthony suggested that the hon. Minister himself should hear individual grievances. It would be impossible and it would be a super-human task for any Minister where he has to deal with 11 lakh employees to deal with these questions personally. At various levels these are dealt with. Appeals come to the Railway Board. Sometimes, they come to the Minister and they are thoroughly examined and disposed of.

One other hon. Member, I think it is Shri Priya Gupta, was not quite happy about the working of the Permanent Negotiating machinery. I am afraid, I must differ from him, because the Permanent Negotiating machinery has done very good work. I think the figures that I give now will satisfy the hon. Member.

An Hon. Member: The Member is not here.

Shri S. V. Ramaswamy: That does not matter.

Shri Priya Gupta: I am here. I wanted an answer on two points.

First, there are three tiers of Negotiating machinery, first tier in the Railway Zones, second in the Railway Board level and the third, the Tribunal. The Tribunal never functions. That is my complaint number one. My second complaint is . . .

Mr. Speaker: Let us have an answer.

Shri Priya Gupta: One minute, Sir.

Mr. Speaker: Let us have an answer now.

Shri Priya Gupta: He has said that it is functioning nicely. I wanted another thing. I wanted to take stock of the total P.N.M. meetings held and see how many items have been agreed to and implemented. I wanted figures for five years. It is not very difficult. Four meetings in a year in the Railway Board level and four meetings in a year with the General Managers, with eight Railways: five years' figures may be taken. You will find that in the P.N.M. meeting either the answer is "being looked into" or "being looked after". Things are not implemented even if decided over here.

Mr. Speaker: Order, order; he may kindly resume his seat.

Shri Priya Gupta: The hon. Minister may kindly reply to these two questions.

Mr. Speaker: Order, order.

Shri Priya Gupta: Thank you.

Shri S. V. Ramaswamy: I find from the data before me that as many as 11,857 subjects were discussed during the year 1960-61 at various levels at the P.N.M.s on the Railways and 85 per cent of these matters have been settled. Possibly what Shri Priya Gupta is referring to fall under the other 15 per cent and he is not satisfied I think it has been working satisfactorily. Also there are certain criteria laid down as to what subjects can be discussed. Unless a

matter comes within the ambit of these restrictions. It cannot be discussed. For example, disciplinary matters and subjects like promotions and transfers cannot be discussed here.

Shri Priya Gupta: What matters can come? White washing of office building and painting of trains and nothing else. All the others are individual cases according to them.

Mr. Speaker: Order, order; he should have the patience to listen also.

Shri Priya Gupta: I have asked for the replies.

Mr. Speaker: He is giving so far as he can.

Shri Priya Gupta: It is a vague reply.

Mr. Speaker: He should wait for some time till he has finished it.

Shri Priya Gupta: I do follow your Orders.

Mr. Speaker: He never does it.

An Hon. Member: He never follows in practice.

Shri S. V. Ramaswamy: Then, there was the question of victimisation of people who participated in the strike. As you know, more than 2 lakh people were involved in this. Final figures of action taken are as follows: number of staff dismissed 12.....

Mr. Speaker: The hon. Member is feeling restless about one or two questions that he has put. If the hon. Minister can give that answer directly and pointedly and specifically to those things he may do it.

Shri S. V. Ramaswamy: Not now, Sir.

Mr. Speaker: All right.

An Hon. Member: That means no answer.

Mr. Speaker: He has said that he cannot give it now. He will have another opportunity. That finishes the matter. Why should there be any other question?

Shri S. V. Ramaswamy: We removed 51 and discharged 3. There are six cases pending. That is all the action that has been taken against the strikers in the 1960 strike. Much has been made of it. As you know, the Government took a very very liberal view and took the stand that there should be no bitterness thereafter.

Then, I come to certain miscellaneous points, such as new lines. Almost every hon. Member has urged new lines for his constituency or his district or State. As you are well aware, the report of the Third Plan has mentioned certain lines and allocated certain funds for these lines. It is also stated there in that the funds are limited to that extent. Unless more funds are provided, with all our sympathy, genuine sympathy for the several requests made from all over the country, we would not be able to fulfil them. We shall examine when necessary these claims. But, as at present, the funds provided under the Third Five Year Plan being limited, it may be a difficult proposition to consider any line apart from what the Planning Commission have been good enough to tell us. There was the question of Alwar-Dandeli line. Two or three hon. Members spoke about it. It is a forest railway line which is the property of the Mysore State Government. Nothing can be done to improve that line unless it comes into our hands as our property. The matter has been under negotiation for a fairly long time and no conclusion has yet been arrived at. When this passes into our hands, we shall see what improvement can be done.

Shri Jaganatha Rao also was mentioning about a line in his area. These are all narrow gauge lines. Even in

the narrow gauge, there are different gauges: 2'6" and 2 feet. To construct diesel locos as he suggests for these narrow gauge lines will be rather difficult. Because, we are hard put to it to get diesel locos even for metre gauge and broad gauge. Anyhow, the matter will be considered and whatever improvements can be made will be duly done.

I am thankful to hon. Members.

Shri Bade: Sir, on a point of order,

रेलवे बजट के सिलसिले में यह जो दो किताबें दी गई हैं जिनमें से एक तो व्हाइट पेपर और दो रेलवे बजट १९६२-६३ है और दूसरी किताब एग्जिक्टिव टु दी सप्लीमेंट टु दी एक्सप्लेनेटरी मेमोरैंडम और दो रेलवे बजट १९६२-६३ है। पहली किताब के पेज १०० पर नार्थ ईस्टर्न रेलवे के स्टेटमेंट ग्राफ रेवेन्यू ऐंड एक्सपेंडीचर के लास्ट कॉलम में ८ करोड़ १७ लाख २३ हजार रुपये का लौस दिखाया गया है। इसी तरह दूसरी किताब के पेज ३६ पर स्टेटमेंट ग्राफ रेवेन्यू ऐंड एक्सपेंडीचर के लास्ट कॉलम में लौस ७ करोड़, ६५ लाख और ६३ हजार रुपये का दिखाया गया है। इसी प्रकार से व्हाइट पेपर के पेज १०२ पर स्टेटमेंट ग्राफ रेवेन्यू रिसीट्स ऐंड एक्सपेंडीचर के लास्ट कॉलम में ११ करोड़, ६० लाख ६६ हजार रुपये का लौस दिखाया गया है जब कि दूसरी किताब अर्थात् एग्जिक्टिव टु दी सप्लीमेंट टु दी एक्सप्लेनेटरी मेमोरैंडम और दो रेलवे बजट के स्टेटमेंट ग्राफ रेवेन्यू रिसीट्स ऐंड एक्सपेंडीचर के लास्ट कॉलम में लौस ११ करोड़, ७६ लाख २३ हजार रुपये का दिखाया गया है। इसी तरह की गलती सदैम रेलवेज के बारे में है। अब मैं जानना चाहता हूँ कि दोनों किताबों की फीगर्स में जो फर्क है तो मिनिस्टर साहब हमें यह बतालाएँ कि कौन फीगर गलत है और कौन सही है। कृपिका हमें सही स्थिति मालूम हो सके।

अध्यक्ष महोदय : मैं मिनिस्टर साहब से कबना कि वह इसको अपने फायनल रिप्लाई

में एक्सप्लेन कर दें ।

श्री बड़े : दोनों किताबों में अलग अलग फीगर्स दी गई हैं और हाउस को यह पता नहीं है कि कौन गलत है और कौन सही है . .

अध्यक्ष महोदय : मैंने कहा तो कि मिनिस्टर साहब इसको देख लें कि कौन सही है और कौन गलत है और हाउस को इसकी इतिला दें । वह इस बारे में अभी देख लेंगे । माननीय सदस्य जरा सब्र करें ।

Shri U. M. Trivedi: But the question will be this. How will be the Demands for Grants be voted upon? These are based on the figures that have been given in the Explanatory Memorandum and the White Paper. If both of them do not tally, how can be the Demands be voted upon? So, the correction must be made now rather later on. If the correction is not made, how will the Demands be voted upon?

Mr. Speaker: If the hon. Member has got any apprehensions that there are really some mistakes, then, as I have just observed, the hon. Minister will explain it, and after we get the explanation, we shall see whether we can vote on the Demands or not, and whether there is really a discrepancy or not.

Shri A. P. Sharma (Buxar): On a point of information, arising out of the reply of the Deputy Minister.

Mr. Speaker: There is nothing of that sort in any of our rules.

Shri A. P. Sharma: Just now, the Deputy Minister has stated . . .

Mr. Speaker: That is another method for interrupting the proceedings, which is not proper. What is it that the hon. Member wants to say? He appears to be a new Member.

Shri A. P. Sharma: The Deputy Minister has said that the permanent negotiating machinery is functioning

all right. Does it mean that there is no scope for improvement at any level, including set-up of the tribunal at the top level?

Mr. Speaker: Nobody would say that. There is always room for improvement, so far as human agency is concerned.

Shri Bateshwar Singh (Giridih): I have heard with attention the speeches delivered by the hon. Members of this House. I associate myself with the hon. Members of the Opposition Benches, and agree with them in the views expressed by them. I join with them in lodging a strong protest against the increase in fares and freights. To my mind, the reasons given by the hon. Minister for the increase of fares and freights are not tenable and are not justified.

The railways in India are a commercial concern, and if they have before them a budget which shows that there is a deficit, then they have every right to increase fares and freights. But the hon. Minister should keep in mind that they are not merely a commercial concern, but they are run by the Government, which is a Government by the people and for the people.

Before the hon. Minister pounces upon the measures to augment the resources, he should think thrice whether these burdens should be imposed upon the travelling public at all. I would suggest that if there is a deficit at all, there are thousand and one ways of meeting it. The railways have so many avenues which can be explored, to make up the deficit. From the statement of the hon. Minister, it appears that there is a deficit of Rs. 22 crores only. This can be met in various ways, if serious thought is given to making up this deficit not by increasing the fares but by taking recourse to other methods. I say that if the working cost is reduced, the saving on that item alone can bring several crores of rupees to the railways. If there is a modification in

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the depreciation charges, that alone will bring several crores to the railways, and there will be no need for increasing the fares and freights. The deficit can be met, even by borrowing, as has been suggested by the outgoing Minister himself. It can be met even by subsidies from the Central Government.

The Railway Ministry has sent to us so many books that it is not possible for us to go through them in such a short time. I have given only a cursory reading to them and have had only a glimpse of the contents thereof. But I have before me the statements of the two hon. Ministers, the outgoing Minister as well as his successor in office.

On an analytical and comparative study of these two speeches, I can say, and it can safely be said by anyone that the increase in fares and freights can very well be avoided. I crave the indulgence of the House to permit me to read a few extracts from these two statements, and I shall try to show with the aid of these extracts themselves that the data given for the increase of fares and freights are not tenable and are not justified.

I rely upon the statements made by the hon. Ministers themselves for my arguments. Shri Jagjivan Ram in his statement on the 13th March, 1962 has said at page 1, paragraph 2 as follows:

"The Honourable Members are aware that the voting of the Demands for Grants for the year 1962-63, as a whole, is being left to the new Parliament which will shortly meet. I propose, therefore, to ask this House to vote only such supplies as may be necessary for meeting the estimated expenditure for the first three months of the coming financial year. As is done, however, in such years, the financial statement has been prepared so as to incorporate the estimates

for the whole year as foreseen at present, on existing rates and fares and on the present costs."

I should like to lay stress on this phrase 'on existing rates and fares and on the present costs', because these are the data on which the present Minister also bases all his figures.

In paragraph 3 of his statement, he further says:

"During the year 1960-61, which is the latest year for which the complete accounts are available, the revenue surplus was Rs. 32.01 crores."

Then, he goes on to say how this sum of Rs. 32.01 crores has been made up. At page 2, he then says that:

"The entire amount of the Surplus, as in previous years, was credited to the Development Fund."

So, the outgoing Minister has left a legacy of Rs. 32.01 crores, which he says, has been credited to the Development Fund. I should like to have a statement from the present hon. Minister on the point whether this sum of Rs. 32.01 crores credited to the Development Fund has already been spent, and if so, whether it has been rightly spent or not.

Then, he goes on to say that in the current year also, there is expected to be a surplus of about Rs. 13 crores. In regard to the Gross Traffic Receipts, he says at page 3, in paragraph 5 of his statement, that:

"Turning now to the estimates of the Budget Year (1962-63), the total Gross Traffic Receipts have been placed tentatively, at this stage, at Rs. 524.10 crores."

Then, he proceeds to say how there has been an increase in the working costs. Towards the end of this paragraph, he says:

"Notwithstanding these increases in working costs in 1962-63, the net receipts will improve over 1961-62."

I would invite the attention of the hon. Minister to this particular statement of the outgoing Minister. If even in spite of the increases in working costs, there will still be an improvement in the net receipts, can he have any justification for increasing the fares and freights? I shall pause here for a moment and request the hon. Minister to find out ways by which the working costs could be reduced, rather than increased, so that there can be a surplus which can be credited to the Development Fund.

The outgoing Minister then proceeds to say:

"Taking the figures before payment of contribution from Revenue to the Depreciation Reserve Fund and payments to the General Revenues on account of dividend on Capital and in lieu of passenger fare tax, the net receipts are expected to increase from Rs. 157.18 crores in 1961-62, to Rs. 162.01 crores in 1962-63."

So, here also there is an improvement expected, and the present Minister is going to get more funds than what the outgoing Minister could receive during his regime.

Here, I may point out that the present Minister does not question the figures and the statements made by the outgoing Minister, on the other hand, he is relying on those very figures and on those very statements made by his predecessor in office.

Towards the end of paragraph 5, the outgoing Minister says:

"In the result, the Surplus will be about Rs. 13.16 crores, which is proposed to be credited entirely to the Development Fund."

The present Minister also admits that there will be a surplus of Rs. 13.16 crores, but the outgoing Minister has said, that as usual, as in the previous years, this should be credited to the Development Fund. But our present Minister says that it will be wiped out by payment of dearness allowance. The outgoing Minister says, about the surplus of Rs. 13.16 crores.

"This will be very much short of the expenditure that will have to be incurred in 1962-63 on works chargeable to the Fund. Unless the Railway resources are augmented, a temporary loan from General Revenues of such magnitude as will be able to finance the Fund, will be unavoidable".

So the outgoing hon. Minister had suggested that if there were more expenditure to be incurred, his successor in office would have two courses left to him: he should either augment his own resources, as the present hon. Minister is going to do by increasing the freight and fares, or it would be unavoidable for him to take a loan. I think the better course would be to borrow or to have a subsidy from the Central Government and not to tax the travelling public who are already over-burdened with so many taxes.

I shall now take up the statement made by the present Minister. On the first page, he says:

"My predecessor, Shri Jagjivan Ram, when presenting the tentative estimate for the full year 1962-63 so as to facilitate, as far as possible, the grant of proportionate supplies for the first three months of the year, made it clear that the estimate was 'on existing rates and fares and on the present costs'".

I have already drawn the attention of the House to the phrase in quotes.

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This is a thing on which both Ministers agree, namely, that the estimate is on existing rates and fares and on the present costs.

"He indicated, on this basis, surplus for the year of about Rs. 13.16 crores for credit to the Development Fund; he added that as this would fall very much short of the expenditure that will have to be incurred in 1962-63 on works chargeable to the Development Fund, a temporary loan from General Revenues was unavoidable unless the Railway resources were augmented".

So the hon. Minister agrees with his predecessor in office that there will be a surplus for the year of about Rs. 13.16 crores. The outgoing Minister had suggested that it should be credited to the Development Fund. But he says, No, it will be wiped out by payment of dearness allowance to lower-paid Central Government employees'. He says about the loan:

"The amount of this loan, according to the foregoing estimate, was shown in the Explanatory Memorandum on the Budget as Rs. 9.88 crores. Since then, there has been a substantial increase in the working expenses of the Railways as a result of the recent decision of the Government enhancing the dearness allowance payable to lower paid Central Government employees. The payment covering the period from 1st November 1961 from which date the commencement of the dearness allowance is to take effect, will amount to Rs. 12.20 crores".

So the payment of dearness allowance, about which much has been said, amounts to Rs. 12.20 crores against a surplus fund of Rs. 13.16 crores.

"The increased expenditure, with the earnings on present rates

and fares, will virtually wipe out the surplus of Rs. 13.16 crores".

The present Minister agree that this surplus will be wiped out, meaning thereby that the payment of dearness allowance to the lower paid Central Government employees will be met from this surplus which he expects during the current year. Then he says further:

". . . will wipe out the surplus of Rs. 13.16 crores anticipated in the tentative estimates for 1962-63 and thus increase the temporary loan from General Revenues, to finance the Railway Development Fund, to over Rs. 22 crores".

The argument boils down to this, that the surplus of Rs. 13.16 crores will be utilised in paying dearness allowance amounting to Rs. 12.20 crores. Then the only deficit that has to be met is that of Rs. 22 crores with which the hon. Minister wants to finance the Railway Development Fund. I ask the House to consider whether it is necessary to credit to the Railway Development Fund by increasing the freight and fares. Had it been the case that there was no fund to pay the dearness allowance, that would have been one consideration. This is another consideration, whether this deficit of Rs. 22 crores to finance the Railway Development Fund should be met and whether it is at all necessary to increase fares and freight. My submission will be that it should stand over or if it is necessary to finance the Railway Development Fund at all, it may be spread over a few years. Or, if it is at all necessary, it may be met by borrowings or by a subsidy from the Central Government.

The outgoing Minister has said in page 4 of his statement:

"In my last Budget speech, I referred to the tentative allocation for the Railways' Third Five Year Plan, of Rs. 1,255 crores".

If he thought of a tentative allocation for the Third Plan of Railways at Rs. 1,255 crores, an astronomical figure, why do we care for Rs. 22 crores for the Development Fund? It may be merged into the Third Five Year Plan without taxing the travelling public who have been, as I said, a ready over-burdened with all kinds of taxes. The travelling public have to pay taxes both to the State Governments and to the Central Government. This will be another burden which, I think, will be the last straw on the camel's back.

I now turn to the statement of the present Minister at page 6. It deals with coal transport. Coal is a very essential commodity and we have to be very careful about its movement. He says:

"As regards movements planned during 1962-63, it is programmed to meet in full the demands of the steel plants and washeries, and to provide initially for a daily movement of not less than 3,646 wagons for other consumers from the Bengal and Bihar fields, as compared to 3,580 wagons in 1961-62 and 3,398 wagons in 1960-61. In the latter part of the year, it would be possible to improve on this figure. No difficulties are anticipated in meeting the requirements of the outlying fields in full. Government's objective in the Third Plan is to step up production from these fields. In the result, consumers of coal in general may expect, and will receive, more supplies than during the last year".

I have made calculations about the daily movement. The addition of 66 wagons daily is too inadequate to meet the requirements of the nation. I am sorry to state that the hon. Minister has made no mention about the private sector in this connection. He has taken care only of the steel plants and washeries with which Government are directly concerned, and

not of the private sector. There is great shortage of wagons. I represent a company of Calcutta which runs collieries in the district of Hazaribagh. We have sanction of 50 wagons per day, but we get on the average only 20 or 25 wagons per day. At present, we are raising 30,000 tons per month; we can step it up proportionately at least in meeting the target for the whole country if we receive adequate supply of wagons. But I am sorry to say that we do not get the wagons at the required number.

At this stage it will not be out of place if I draw the attention of the House to a company establishment by the Government of India, The National Coal Development Corporation. As a representative of the private sector, I would say that the NCDC is acting as a stumbling block to the progress of coal at the disposal of the private sector.

Shri S. M. Banerjee: No, we do not agree.

Shri Bateshwar Singh: You may not, but I must have my say.

The NCDC is doing good work, that cannot be gainsaid. I am not saying that it should not have been established, but the Government has its antipathy towards the private sector. The Government of India has delegated powers to the NCDC to acquire properties having coal-bearing lands in the country. For this purpose the Government has enacted a legislation called the Coal Bearing Areas Act. I shall refer to only one or two sections of this Act and draw the attention . . .

Sarda Swaran Singh: The hon. Member is a new Member. I did not want to intervene, but I think he is going beyond the scope of the present discussion, because sections of the Coal Bearing Areas Acquisition Act have got little to do with the railways.

Shri Bateshwar Singh: I know that. I was apprehending whether I would be allowed to speak on the subject but I want to link it up.

Mr. Speaker: Then the better discretion would be, since I have also rung the bell, to stop here.

Shri Tyagi: He will get another chance.

Shri Bateshwar Singh: All right. Thank you, Sir.

श्री ए० सिंह मुसाफिर (अमृतसर) : माननीय अध्यक्ष महोदय, बहुत से मेम्बरान ने रेलवे बजट पर बहुत सी बातें कह दी हैं। मैं कोशिश करूंगा कि उनको दोहराऊं नहीं। एक बात तो मेरी नई होगी ही कि मैं अपनी जवान में बोल रहा हूँ, दूसरी स्पीच जो हुई है वह तकरीबन सारी अंग्रेजी में हुई है।

रेलवे एक चलती फिरती चीज है, यानी यह चलना फिरना उसकी जिन्दगी की निशानी है और इस डिपार्टमेंट का असर तकरीबन हर शोबे पर पड़ता है। एकानामिक डेबेलपमेंट, सामाजिक तरक्की कौमी एकता के काम में, देश की तामीर के लिये जितनी जरूरी बातें हैं वह सारी की सारी रेलवे चलाती है और यह सारी बातें उसी के गिर्द घूमती हैं। यह ठीक है कि रेलवे डिपार्टमेंट ने आजादी के बाद बहुत तरक्की की है। यह कोई मामूली बात नहीं है कि हमारे यहां अच्छे-बुरे बैगन बनने शुरू हुए हैं या इजन बनने शुरू हुए हैं। इस लिहाज से रेलवे के प्रफसरों, रेलवे बोर्ड के मेम्बरों और खास कर उसके काबिल इंजिनियर चेअरमैन की छाप हर एक बात के ऊपर नजर आती है, जो जो तरक्की हुई है उस के सिलसिले में। मैंने खुद चित्तारंजन और दूसरी जगहों पर जाकर देखा है यह चीज खाली जाकर देखने की ही नहीं है, जो बैगन और इंजन आज चल रहे हैं उनमें यह चीज सामने नजर आ रही है। इसमें कोई शक नहीं कि रेलवे ने काफी तरक्की की है। चूंकि इस दमर्गान रेलवे डिपार्टमेंट ने बहुत तरक्की की, बहुत से काबिले तारीफ काम किये हैं, इसलिये जो कमियां हैं उन की

तरफ भी होसले से तवज्जह दिलाई जा सकती है ताकि वह भी दूर की जा सकें।

जैसा मैंने घाज किया, एकानामिक डेबेलपमेंट में आज कल हमारा सारा जोर जो है वह इंडस्ट्री पर है। हमारा देश इंडस्ट्री की तरफ बराबर तेजी से जा रहा है। मैं चाहता हूँ कि पंजाब के मृतालिक और पंजाब के साथ लगे हुए इलाकों जम्मू और काश्मीर की तरफ और साथ ही हिमाचल प्रदेश की तरफ भी तवज्जह दिलाऊँ। पिछले दो सालों से कोयले की बहुत शार्टेज रही है। जो भी इंडस्ट्रियल टाउन्स हैं, खास तौर पर मेरी कॉन्स्टिट्यूंसी अमृतसर, जब कभी वहां जाने का अवसर मिला हूँ तो हमेशा इस बाक की शिकायत रही है कि वहां के लोगों को कोयला नहीं मिलता है। उस वक्त कोयले की शार्टेज नहीं थी, कोयला काफी था, लेकिन बैगन्स की शार्टेज की वजह से कोयला पहुंच नहीं सका। मुझे खास तौर पर अमृतसर का पता है कि कि वहां पर बहुत सी स्माल स्केल इंडस्ट्रीज की फैक्ट्रियां और कारखाने बन्द हो गये हैं, जिससे हजारों लोग बेकार हो गये हैं। इसकी वजह सिर्फ कोयला न मिलना ही रहा है। यह तो एक बात हुई कोयला न मिलने की।

पंजाब में और खास तौर पर अमृतसर में यह मानी हुई बात है कि इंडस्ट्रीज की बहुत तरक्की हुई है, खास तौर पर स्माल स्केल इंडस्ट्रीज की। लुधियाना जैसे शहर भी जो हैं वह इस काबिल हो गये हैं कि वह सीने की मशीनें या होजरी का सामान बनायें और वहां से एक्सपोर्ट करें दूसरे मुल्कों को भेजें। अमृतसर आज एक इंडस्ट्रियल सेन्टर है। वहां पर जो इतना सामान पड़ा है उस के सिलसिले में खास तौर पर यही शिकायत रही है कि बैगन नहीं मिलते जिस से कि वह अपना सामान पहुंचायें और उस का जो भी फायदा उठाया जा सकता है वह वक्त पर उठाया जाये। मैं समझता हूँ कि इस तरफ ध्यान देना बहुत जरूरी है।

पंजाब में एक और खास बात हुई है कि वहां रोड्स बगैरह की बड़ी तरक्की हुई है,

बहुत प्रोवैस हुई है। बहुत सी सड़कें बनी हैं और इस सिलसिले में जो रोड ट्रान्स्पोर्ट का काम है वह ५०—५० बेसिस पर चलता है। बल्की ५० परसेन्ट गवर्नमेंट चलाती है और ५० परसेन्ट प्राइवेट लोग। मुझे मालूम है और मैं बिना संकोच के यह कह सकता हूँ कि जो ट्रक्स वगैरह हैं उन्होंने सामान वगैरह पहुँचाने में और लाने में बड़ी साल पैदा की है। उतनी साल हमारे रेलवे ने भी पैदा नहीं की है। मुझे खास तौर पर एक दो कम्पनियों का पता है कि क्लेम्स के सिलसिले में और हिफाजत के सिलसिले में उन्होंने बहुत काम किया है। मैंने पिछले बजट के वक्त पर भी इस बात की तरफ इशारा किया था कि अमृतसर के जलियान वाला बाग में हम ने एक नेशनल मेमोरियम बनवाया है साढ़े नौ लाख रुपये की लागत का पिछले बिसाली के दिन ही वह खत्म हुआ है। इस के सिलसिले में हमें भरतपुर से यह डेढ़ डेढ़ सौ मन के पत्थर मंगवाने पड़े : हम ने महसूस किया कि वह ट्रकों पर बहुत आसानी से और थोड़े पैसों में पहुँच सकते थे बजाय रेलवे के। अगर रेलवे इस काम को जल्दी बहरी कर सकती तो फिर रोड ट्रान्स्पोर्ट को एनकरेज करना पड़ेगा जिस से कि पब्लिक को आसानी हो और आराम से हम अपने सामान को जहाँ चाहें वहाँ पहुँचा दें। एक बात तो मैं यह कहना चाहता हूँ। दूसरी बात चण्डीगढ़ के मुताल्लिक है

डा० मा० श्री० अग्ने (नागपुर): यह काम रेलवे से करने को कहते हैं या यह काम खोश ही कर लें ?

श्री गु० सिंह मुसाफिर: रेलवे ही करेगी मैं रेलवे की तबज्जह इस तरफ दिला रहा हूँ कि जिस तरह उसने दूसरी तरफ ऐफीसैसी के काम किये हैं इस तरफ भी थोड़ा सा ध्यान दें ताकि ये कमियाँ भी पूरी हो जाये। यही मेरे कहने का मतलब है।

दूसरी बात चण्डीगढ़ के मुताल्लिक है। चण्डीगढ़ के बारे में भाप से दो तीन चार साल पहले तो शायद तसल्ली नहीं थी कि वहाँ कुछ बनेगा। इस वजह से शायद रेलवे डिपार्टमेंट ने भी इस तरफ ज्यादा तबज्जह न दी हो लेकिन अब तो पंजाब गवर्नमेंट ने चण्डीगढ़ को एक खूबसूरत शहर बना दिया है और वहाँ बड़ी बड़ी इमारतें खड़ी करवाई हैं, वहाँ छावनी भी बनवाई है, हवाई अड्डा भी वहाँ बन गया है। इस लिये इस वक्त इसमें कोई शक नहीं कि चण्डी गढ़ एक शानदार कीपीटल पंजाब का बनना है। चण्डीगढ़ के नजदीक पंजीर में हैवी इंडस्ट्री मशीन टूलज की फैक्टरी लग रही है। इन सारी बातों की वजह से यह बहुत जरूरी है चण्डीगढ़ को जितनी जल्दी हो सके मेन लाइन से लुधियाना के साथ मिला दिया जाये।

जी० टी० रोड पर दिल्ली से अमृतसर तक के रास्ते में बहुत से रेलवे क्रॉसिंग आते हैं। इन पर बड़ा रेश रहता है। मैं कई दफा पहले भी उस तरफ तबज्जह दिला चुका हूँ मगर इस तरफ कोई ब्याल नहीं किया गया। जब तक चण्डीगढ़ को मेन लाइन से नहीं मिलाया जाता, राजपुर का क्रॉसिंग ब्रिज बहुत जल्द बनाना चाहिये। यह मुझे दूसरी बात भाप से करनी है

तीसरी बात की तरफ मैं खास तौर से आपकी तबज्जह दिलाना चाहता हूँ। उसका ताल्लुक जम्मू काश्मीर से है। इसकी इम्पारटें की तरफ सरकार की तबज्जह दूसरे मेम्बर साहिबान ने भी दिलायी होगी। जम्मू पहले अंग्रेजों के वक्त में रेलवे से कनेक्टेड रहा है। अगर इस वक्त जम्मू के बहुत जल्दी रेल से पठानकोट से न मिलाया जाए तो यह एक बहुत बड़ी कोताही होगी। यहाँ कालाकोट का जिक्र आया है। वहाँ एक बहुत बड़ी कोयले की कार्ने निकली है। इसलिये यह और भी ज्यादा जरूरी है कि पठानकोट से कालाकोट तक और अगर स्टेट की प्राप्रेस के लिये और इंडस्ट्री के लिये जरूरी हो तो और आगे तक रेलवे के जाने की तरफ ध्यान देना जरूरी है।

[श्री गु० सि० मुसाफिर]

एक और छोटी सी बात है, लेकिन छोटी बातों से ही रेपुटेशन बनती है, इसलिये उसकी तरफ तवज्जह दिलाना मैं जरूरी समझता हूँ। अमृतसर एक अहमियत वाला शहर है, इसलिये नहीं कि वह मेरी कांस्टीट्यूएन्सी है, बल्कि इसलिये कि वह हमारे गुरु महाराज की नगरी है, वहाँ पापुलेशन भी काफी है, इंडस्ट्री भी वहाँ बहुत है, वहाँ जलियांवाला बाग भी है। तो हर लिहाज से अमृतसर पंजाब का एक बड़ी अहमियत वाला शहर है। हमारी बहुत कोशिश के बाद यह फैसला किया गया था कि फ्रंटियर मेल के साथ थर्ड क्लास की स्लीपिंग बर्थ्स लगाई जाएं। वह लगा दी गयीं, उधर से और इधर दिल्ली से भी। मगर अप्रैल से उसको हटा दिया गया है। शायद रेलवे के साहिवान का यह ख्याल है कि अप्रैल में लोगों को नींद नहीं आती या उनको सोने की जरूरत नहीं होती। मैं कहना चाहता हूँ कि ये स्लीपिंग बर्थ्स हमेशा रहनी चाहिये। इन में कुछ सीटें ऐसी हैं कि जिन पर ठीक से बैठा भी नहीं जा सकता। तो इन में सुधार किया जाये और थर्ड क्लास के मुसाफिरों के लिये इस गाड़ी में हमेशा स्लीपिंग बर्थ्स लगायी जायें। और वे सीटें सही मानों में स्लीपेबुल हों।

श्री रघुनाथ सिंह (वाराणसी) : लम्बी भी कम है।

श्री गु० सि० मुसाफिर : एक और काबिल तारीफ काम रेलवे ने किया है कि दिल्ली से अमृतसर तक एक डीलक्स ट्रेन चलायी है। यह एक बहुत अच्छा फैसला है और अच्छा काम है। इस में तो इतनी खूबियां हैं कि बाज दफा तो पार्लियामेंट के मेम्बरों का दिल भी जिनके पास फर्स्ट क्लास का पास होता है, इससे सफर करने का होता है क्योंकि इस में बहुत आराम है। इस सिलसिले में मैं इतना ही अर्ज करना चाहता हूँ कि यह डीलक्स ट्रेन हफ्ते में सिर्फ एक बार ही चलायी जाती है। मैं चाहता हूँ कि इसको हफ्ते में कम से कम दो

बार चलाया जाए।

इसमें एक और दिक्कत है समान की। मुसाफिरों को अपना समान ब्रेक में रखना पड़ता है और मंजिलें मकसूद पर पहुंचने के बाद उसको वापस लेने में मुसाफिरों को एक एक घंटा रुके रहना पड़ता है जिससे उनको बड़ी परेशानी होती है। मैंने उनकी यह तकलीफ देखी है। तो इस डीलक्स ट्रेन को हफ्ते में दो बार चलाया जाए और जो सामान की दिक्कत है उसको दूर किया जाए।

एक बात जिसकी तरफ मैं हमेशा तवज्जह दिलाता रहा हूँ, वह हमारे केटरिंग का सवाल है। यह तो मैं भी नहीं कहूंगा कि यह डिपार्ट-मेंटल न हो। मैं तो चाहता हूँ कि इस तरफ तरक्की हो, और ज्यादा इस तरफ बढ़ा जाए क्योंकि अखिर इस तरफ बढ़ना ही है। अगर यह कहने में मुझे कोई संकोच नहीं कि इसमें हमें बिल्कुल कामयाबी नहीं हुई है। जनता मील्स का जो सिस्टम चालू किया गया था वह तो बिल्कुल ही फेल हुआ है।

इस वक्त हम रेलवे की बहुत अच्छी अच्छी बातें देखते हैं। बहुत से अच्छे अच्छे प्लेटफार्म देखते हैं। उन पर अच्छी अच्छी बेंचें विछी देखते हैं। वेटिंग रूम भी कुछ अच्छे बन गए हैं, स्टेशन भी कुछ अच्छे बन गए हैं। ये सारी बातें हुई हैं, अगर एक बात में कोई तब्दीली नहीं आयी है। जो लोग स्टेशनों पर छबड़ी वाले या रेढ़े वाले जो छोले और इस किस्म की चीजें बेचते हैं उनमें कोई तब्दीली नहीं आई है। ये कोई अच्छी चीजें नहीं होती सेहत के लिहाज से या और किसी लिहाज से। इसमें कोई इम्प्रूवमेंट नहीं हुआ न कोई तब्दीली आयी है।

दूसरी बात पानी की किल्लत है। गरमियों में थर्ड क्लास के पैसिजरो के लिये पानी की बड़ी किल्लत होती है। पानी की दुर्हाई हमेशा दी जाती है। हमारे बड़े-बड़े काबिल लोग, जिन्होंने रेलवे में बहुत से सुधार किये हैं, अभी इस बात का अन्दाजा

नहीं लगा पाएँ कि एक बर्ड क्लास के पैसिजर को गरमी के मौसम में पानी न मिलने की वजह से कितनी दिक्कत होती है और कितनी तकलीफ होती है। हालत यह है कि जब इंजिन स्ट्रिक्स दे देता है, जो पानी वाला आता है और किसी को पानी मिलता है, किसी को नहीं मिलता। इसकी तरफ ध्यान देना निहायत ही जरूरी है।

बाकी किराए की बढ़ोतरी के मुतालिक बहुत से मेम्बर साहिबान ने कहा है। मैं उसके मुतालिक कुछ ज्यादा नहीं कहना चाहता। बर्ड क्लास के पैसिजर्स के किराए के बारे में भी मैं ज्यादा नहीं कहना चाहता क्योंकि उनके बारे में बहुत से मेम्बरों ने कहा है। अगर क्लास वालों के लिये तो कुछ कहने की जरूरत ही नहीं क्योंकि उनको तो कोई फर्क नहीं पड़ता। वे तो दस की जगह पन्द्रह और बीस या पच्चीस भी दें तो उनको कोई फरक नहीं पड़ता। अगर अगर क्लास और बर्ड क्लास के बीच चक्की के दो पुड़ों में एक तरह से मिडिल क्लास पिस रहा है। उन की हालत बहुत खराब हो रही है। आखिर हम ने सोशलिस्ट पेटर्न की सोसाइटी का निष्ठा बनाना है तो यह जरूरी है कि अगर क्लास थोड़ा नीचे आवे और बर्ड क्लास थोड़ा ऊपर उठे। इन दोनों क्लासों को हमें लाकर मिडिल क्लास में ही मिलाना है। और यही हमारा सोशलिस्ट पेटर्न बनने वाले है। इसलिये इस तरफ ध्यान देना बहुत जरूरी है। मिडिल क्लास के लिये इस वक्त कफ़ी मसीबत है, कफ़ी तकलीफ है। वह अपनी सफेद पोसी को कायम रखना चाहता हूँ लेकिन उसकी हालत बर्ड क्लास से भी ज्यादा बहतर है। और यह अपनी सफेद पोसी में मारा जा रहा है।

मेरा यह ख्याल है कि हमें रूस की तरह जो चिल्ड्रेन-रेलवे का सिस्टम है उस को किसी न किसी तरह से यहाँ रायच कर देना चाहिये। यकीनन उस से एफिशिएंसी आती है क्योंकि शुरू से ही बच्चे को रेलवे के बारे में ट्रेनिंग मिलती है। रेलवे के हर एक काम के बारे में उसको ट्रेनिंग मिलती है। यह सिस्टम वहाँ रूस में कामयाब साबित हुआ है। सन् १९५४ में जब मैं रूस गया था तो उस वक्त यहाँ से रेलवे अफसरान का एक डेपुटेशन भी वहाँ गया था। उन्होंने वहाँ के हालत देखे थे। मुझे अब याद नहीं रहा कि उन्होंने क्या रिपोर्ट दी क्योंकि उसको कफ़ी वक्त हो गया। लेकिन फिर भी मैं समझता हूँ कि यह चिल्ड्रेन रेलवे का सिस्टम अच्छा है और उसको यहाँ हिन्दुस्तान में अपर चलाया जाये तो मुझे यकीन है कि रेलवेज ओ कि हमारा एक एम्प्लॉयड डिपार्टमेंट है और जिसके कि गिर्द हमारी सारी बातें घूमती हैं, एफिशिएंसी के बिहाज से यह चिल्ड्रेन रेलवे का सिस्टम जारी करना मुफीब साबित होगा और बाकी हर बिहाज से भी मुफीब साबित होगा। इन अफ्फाज के साथ मैं आपसी बात खत्म करता हूँ।

श्री कि० पटनायक (सम्बलपुर) :
अध्यक्ष महोदय, नये रेल मंत्री महोदय का प्रारम्भ कुछ नापाक ढंग से हुआ है। एक तो किराये में वृद्धि हुई है और दूसरे उन का स्वयंसेवक करने के लिये इतनी बड़ी रोक-टोकना हुई है।

अध्यक्ष महोदय : माननीय सदस्य अपना भाषण कल जारी रखें।

17-04 hrs.

17 hrs.

एक तजवीज और करके में अपनी बात को खत्म करूंगा। एफिशिएंसी के मुतालिक

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 25, 1964/Vaisakha 5, 1984 (Saka).