

[Shri Ranga]

funds while they do not seem to be taking sufficient care to prevent these accidents, even after the Kunzru Committee Report had been submitted. If they do not take sufficient care and if we go on placing money at their disposal. . . .

Mr. Speaker: Order, order. He can vote against the Bill, if he so desires. Now the question is:

“That clauses 2, 3, 1 and the Schedule stand part of the Bill.”

The motion was adopted.

Clauses 2, 3, 1 and the Schedule were added to the Bill.

The Enacting Formula and the title were added to the Bill.

Shri Shah Nawaz Khan: I beg to move:

“That the Bill be passed”.

Mr. Speaker: The question is:

“That the Bill be passed”.

The motion was adopted.

12.09 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Speaker: The House will now take up general discussion on the Railway Budget for the year 1963-64. Shri Frank Anthony.

Shri Frank Anthony (Nominated—Anglo-Indians): Mr. Speaker, Sir, at the outset I would like heartily to endorse the tribute paid by the Railway Minister to railwaymen for having risen so magnificently to the occasion of the emergency. Sir, I agree with the assessment of the Railway Minister that the task that faces the railways in the Third Plan is a stupendous task. May I, here, pay a personal tribute to the Railway Minister? I am not in the habit of paying tributes to Railway Ministers, but one

thing in him I do admire, and that is his capacity for hard work. Because, I feel that, by and large, without reflecting on any particular individual, that is a quality which is not to be found in many politicians, including members of the Treasury Benches. But I have found that Sardar Swaran Singh is always ready to apply his mind to a problem and to deal with it, rather than try to fat it off on some railway official. I am sorry that the Railway Minister is not here to hear my encomia. I also agree with his estimate that the railways are an integral part of the defence effort.

In fact, I have underlined this position that the Railways literally are the lifelines of our national strength and our progress. Inevitably, Shri Swaran Singh has tried in his Railway Budget speech to skim the surface of a colossal task. Perhaps, he has not also put into focus the difficulties that he is faced with and the deficiencies of the Railway administration. But I am anxious that because the Railway Budget speech does not put these difficulties into focus, this House and the Railway Ministry should not fall into any sense of complacency.

I feel that many of the basic weaknesses of the Railway Administration are due to the fact that the Planning Commission has made mistakes. Many of the basic deficiencies are due to the fact that the targets passed on to the Railway Ministry are not targets properly assessed by the Planning Commission. There has been, if I may say so, a marked absence of co-ordination and planning by the Planning Commission *visa-a-vis* the Railways. Hon. Members of this House may remember that in his 1962-63 Budget speech Shri Jagjivan Ram had said that the tentative target set for the Third Plan was 235 million originating tons. That target was then raised to 245 million tons of originating carrying capacity. Shri Swaran Singh now tells us that he has raised

the target to 260 million tons of originating capacity for the Third Plan. What I feel is that this whole upward revision is purely *ad hoc*; it is purely by rule of thumb. There has been no real attempt at assessing the task of the Railway administration and needs of trade and industry both in the private and public sectors. There has been no correct allocation of resources.

The first allocation was Rs. 1,255 crores. That was put up to Rs. 1,325 crores. Now, I think, the hon. Minister has put it up by another Rs. 200 crores of which Rs. 145 crores have already been accepted, so to speak. This is where I differ with him. Of these Rs. 145 crores, Rs. 120 crores have been earmarked for increased carriage of coal and Rs. 25 crores for increased carriage of goods generally. When Shri Jagjivan Ram—I think, it was Shri Jagjivan Ram—introduced his estimates with regard to the Second Plan *vis-a-vis* the Railways, I criticized him. I said that his speech was not only unduly rosy but it was dangerously unrealistic. I do not think the Railway administration took that criticism very kindly. But that criticism has proved to be correct with an unfortunate vengeance.

I made two criticisms. In the first place, I said that the Railways had hopelessly under-estimated their task. My estimate was, if you were not going to be faced and if the country was not going to be faced with crippling bottlenecks in trade and industry, the very least you would require for increased carriage would be in the region of 20 to 25 million tons per year. But the hon. Railway Minister said, "No; 15 million tons per year will meet the needs of trade and industry."

Two things happen. First of all you under-estimate your target and then you are not able to achieve it. What happened so far as the achievement was concerned? I do not know whether any speaker has analysed it.

Your target in the last two years of the Second Plan was an increased carriage capacity of 15 million tons. In no year during the Second Plan did the Railways achieve an increased carriage of more than 9 million tons. Throughout the Second Plan period the Railways never carried or achieved more than 50 per cent of the target which, as I have already said, was grossly under-estimated. My own estimate is this. You had estimated 15 million tons per year increase at the end of the Second Plan. Your target was 162 million tons for the final year of the Second Plan. What did you achieve? One hundred and fifty three millions. Your short-fall in the final year of the Second Plan was, according to your own figure, 8 million tons. One hundred and sixty-two million tons was your own target for the final year. You purported to add to that 15 million tons. Simple arithmetic can work—177 million tons. The Minister tells us, in the first year of the Third Plan, all that you have been able to carry is 158 million tons. That means, according to your own figures, you have fallen short of your under-estimated target, in the first year of the Third Plan by almost 20 million originating tons. What has been the consequence? The consequence has been inevitable. No amount of tricks of advocacy—I am an advocate like my hon. friend Shri Swaran Singh—no amount of statistical gymnastics can get over this truth. You have not achieved half of your under-estimated target in the Second Plan. In the first year of the Third Plan, according to your own targets, you have fallen short by between 18 to 20 million originating tons. What has been the consequence? An unseemly dispute between two Ministers, one trying to plam off the blame to another. What has been the actual effect?

Actually, the coal industry has been crippled, with the result that there has been a chain reaction by a corresponding crippling in industry and trade throughout the country. I do not blame the Minister. When he

[Shri Frank Anthony]

wants an advocate, even in this House, perhaps, he may enlist me, certainly.

Shri Tyagi (Dehra Dun): Without fees.

Shri Frank Anthony: Without any fees. Yes, Sir. The genesis of the trouble is this. Here, I would ask the Railway Minister not to qualify his criticism of the Planning Commission. The genesis of the trouble is the Planning Commission. Look at their figures. The Planning Commission asked the Railways to provide for a target of 51 million tons for carriage of coal. Trade and industry—look at their figures—said that this was hopelessly inadequate provision. The Railways are asked to provide for 51 million tons of coal carriage. The coal industry say that they had produced at least 60 million tons, with the result that they were obliged because you could not provide them with the necessary wagons, to reduce coal production. The figures are significant. The planners themselves make certain statements. They think that some of us, all of us are likely to forget their figures. I do not. The planners, according to their original estimate, provided carriage for coal 7183 wagons per day. That was their estimate at the end of the Second Plan. What did the Minister provide? He provided 5999 wagons. That is, the Minister provided, on his own showing 1184 wagons less per day than even the estimate set by the Planning Commission. What was the result? As I see, the result was, outcry from the coal industry and reduced output by the coal industry and a chain reaction throughout all the other industries. The Railway Minister says this. He set his target of increased carrying capacity at 17 million tons. Of this, as far as I can make out, 4.2 million tons will be for carrying other goods. I have two criticisms to make. You will not achieve 4.2 million tons. Even if you achieve, it will be hopelessly inadequate. The private sector

is going to be more and more starved. The private sector is going to come to a grinding halt.

I am not enamoured of the figures supplied by the Railway Board or the Review by the Railway Minister. Because, I feel it is human nature to doctor them to some extent in order to support your own case. The Minister's own figures have their own tale to tell. Coal carriage has increased. You have concentrated everything on carrying coal because of the outcry from the coal industry. Cement carriage has fallen from 83.48 in 1960-61 to 81.50 in 1961-62. Even the carriage of iron and steel has fallen from 167.06 in 1960-61 to 165.08 in 1961-62. The figures are significant. There has been a steep fall in the carriage of raw jute: 78.25 was carried in 1960-61. It fell to 62.79 in 1961-62. It is the same story with regard to tea. There was a steep fall in the carriage of tea requirements. It was 78.13 in 1960-61, and it fell to 68.86 in 1961-62. What I say is this, that the gap between promise and performance, the promise by the Planning Commission and the promise passed on to the Railway Administration and the performance, has not only been glaring but it has been crippling for trade and industry. These figures are there, and I think I have read them fairly, and I hope I have read them correctly.

In passing, I would like to refer to what I regard as a breach of ordinary financial practice amounting to almost malpractice. No one suggests for a moment that the railways should not more than play their part in contributing to the defence effort, but I say this to the Minister with due respect; neither he nor his Ministry nor his Administration is going to play his or its part, if you are not fair to yourself.

I have always been against this contribution by dividend to general revenues. And I say this that it is an

elementary principle of financial practice that you pay no dividends until you have made up all your arrears of depreciation. You make up your arrears of depreciation first. I say this to the Railway Minister that this provision of Rs. 80 crores for his Depreciation Reserve Fund, if you say it quickly, means a lot. But in the background of the terrible backlog of rolling-stock, track and materials, Rs. 80 crores is not only illusory, but Rs. 80 crores is a hopelessly utterly inadequate provision. Yet, the dividend to the Central or general revenues is not only maintained but it is increased. As I see it, it is a financial malpractice at the expense of the railways' resources. Somebody may say that the Central revenues and the general revenues are badly in need of money. But how does the Railway Minister defend what is indefensible, what I regard as utterly immoral? How does he raid the railway funds, which are not adequate, to pay the States, unequal, halting in their performance, Rs. 12.5 crores? What is he doing? How can you defend him?

First of all, your allocation to depreciation is hopelessly inadequate. You pay when according to financial practice you shall not pay. Then you said it to help whom, to help the States to the tune of Rs. 12.5 crores in lieu of passenger tax. Then what will happen? If the Railway Minister says, Mr. Anthony, no, no, we have plenty of money, I say to the Railway Minister that this is the tragedy of the Indian railways today. I do not join with my friends who keep criticising the railways the whole time; the tragedy of the railways today is that we have a creaking, a groaning, a dilapidated administration, necessarily creaking and dilapidated because your stocks, your engines, your stock, your materials, are so largely creaking, groaning and dilapidated. If the Minister says 'No, I have adequate funds', then he had this accident today, and he will continue to have accidents, and he will be destroying his own defence, and he will prevent

people like me from coming to his defence and saying, unless you provide the railways with near-adequate resources, you cannot ask them to carry the task that they are asked to carry today. I am, I believe, pleading his case.

So far as operational efficiency is concerned, here again, I do not want to break into any illusion that everything in the railway operating garden is perfect. It is not. I am quite prepared to concede certain achievements. For instance, I was looking at the average loads of trains. That has increased. I was looking at the average wagon-load. That has increased. That shows a certain increase in the operating efficiency. But I looked also at crucial critical tests of operational efficiency. And what did they show? Look at the speed of goods trains. It is a critical test of operating efficiency. The speed of goods trains on the broad gauge was 17.4 km. in 1950-61, and in ten years, the speed of goods trains has fallen to 15.4 km. Why? Your engines have improved, you have got the WG engines now, you have got faster engines, you have got diesel engines, and yet, the speed of your goods trains has fallen as compared with the performance ten years ago. On the metre gauge also it was the same story. From 15 km. in 1950-51, it fell to 13.07 km. in 1962-63. As I say, I am not blaming the Railway Minister. The speed of your goods trains, your operating efficiency, is going to decline, because you are in this chronic condition; you have got your sick lines or inadequate yards; you have got your over-aged engines. These are all going to impede any attempt at improving the operating efficiency. I am not blaming the Railway Minister. I am only pointing out from his own figures the decline.

The Minister of Railways (Shri Swaran Singh): And more traffic.

Shri Frank Anthony: And more traffic. I am sympathising with the Railway Minister.

Shri Harish Chandra Mathur (Jalore): Not for more traffic.

Shri Frank Anthony: Take the wagon turn-around. Here is another crucial test. The wagon turn-around has got slower. It was 11.2 in 1960-61, it increased to 11.5 in 1961-62. This was on the broad gauge. The Minister, probably much to his chagrin, had to admit that he does not know what to do about empty haulage? A hundred per cent empty haulage. How is it happening? I do not know. Apparently, there seems to be no way of breaking this bottleneck in operating efficiency. But what I am sad about is the gaping hole in their operating efficiency made first by engine failures and then by the incidence of these accidents.

Look at the engine failures. They went up from 34.8 per cent in 1960-61 to 36.53 per cent in 1961-62. The Railway Board report says that the failures owing to faulty design, material and workmanship increased from 1190 in 1960-61 to 1404 in 1961-62. This is the Railway Board's own report. Due to faulty design, material and workmanship, engine failures have gone up. Failures of coupling and draft gear in goods trains have risen from 13.6 per cent to 14.8 per cent.

Then I want to say this to the Minister. There is a constant complaint—and there is no sign of it letting up—from the running staff. Because of this fetish for driving your men and material beyond the limits of endurance, men are not allowed to book repairs. They are told by their officers, 'You will take this out.' It is a defective engine. But they are told 'You will take this out'. If they book repairs, the repairs are not carried out. So naturally this complaint is there. Again, I do not blame the Railway Administration. They are faced with an impossible task. They do not know how to begin to meet it, with the result that we have this tremendous increase in failures of all kinds.

Then look at the accident position. There is a Review here. Of a total of

1557 accidents in 1960-61, 1056—68 per cent—were due to the railway staff. In these accidents derailments represent the highest proportion, 16.9 in 1960-61 and 16.05 per cent in 1961-62. But I am bound to tell the Railway Minister that the railwaymen do not accept his conclusions. They say these accidents are there, but they are not due, as the Railway Administration would have us believe, to the railway staff to the extent it is stated. Take the track. The Minister knows it. Experts have said that the Indian track was never built to carry the WG engines. The track is outworn. When I tour railway centres, the men tell me that the track is outworn, the track is not adequate and maintenance of the track is not adequate. So they say, 'Do not put all this down to the running staff. It is due to many other factors'.

Here I want to say a word about driving the staff. You are driving the staff tremendously. I do not know what is the reason. Last time I said that they were not recruiting people adequately, my hon. friend, Shri Shah Nawaz Khan, said 'No, no. We are making adequate recruitment.' But the hard fact is that you have not got enough rest-givers; you are not able to give rest to your running staff; you have not got enough of leave reserve. Even if they get leave, it is almost impossible to take it because they have to work under-staffed. All this contributes also to failure of the staff. There is a salutary rule of 10 hours actual running, 12 hours from shed to shed. But I know that in goods train running that rule is not usually observed.

Then I want to say this. In 1961-62, the railways paid over Rs. 4 crores in claims. Pilferage amounted to over one crore of rupees. Theft of complete parcels was of the value of over Rs. 18 lakhs. I am a great friend of railwaymen. I am the last person to make any allegations against them. But draw your own conclusions. Every wagon is loaded in the presence of

RPF staff, sealed in their presence; it is unsealed, unloaded in their presence. How does this pilferage of over Rs. 1 crore take place? The only conclusion is, and the railwaymen agree with me, that your Railway Protection Force, in the tradition of the Indian Police, which is not a very salutary tradition, is involved in it; either with their collusion, or with their active participation, the pilferage and theft take place. There is no other conclusion, and I would ask the Railway Minister to do something about this huge amount of Rs. 4 crores going down the drain.

I only want to refer to two other matters, though there are many other things I wanted to refer to. There is this question of increased house rent that the staff has to pay. You increased it by 25 per cent in 1954, by another 25 per cent on 1st October, 1960, and I hear the complaint from unions that again it is going up from 4 to 6 per cent. How can you justify this?

Shri Swaran Singh: Pay Commission's recommendations.

Shri Frank Anthony: People who are not experienced come to conclusions without knowing very much. I say this with all respect. Even if it was the Pay Commission's recommendations, when the Railway Minister accepted them. It may have been all right for new buildings, but half the buildings on the railways are 30, 40, 50 years old. You have recovered their capital value over and over again. How can this tremendous increase in house rent be justified? What the railways have given with one hand they are taking away from the men with both hands. So far as the quarters are concerned, they are to increase by 12,000 units each year. I calculated it, and I am not going to give it again, it is going to take 50 years to provide all the railwaymen with quarters. What is the result? Tremendous abuse by the railway officials. There is a reserve quota for quarters. That reserve quota is given

only to their favourites, usually to their stenographers and clerks who are not essential staff.

I want to end by making an appeal to the Railway Minister. There is a strong rumour that the railway administration is toying with the idea of reducing the privileges of the staff with regard to passes and PTO. I would ask him not to do that. If himself has paid a tribute to the railwaymen. What do they get? If they have less than one year's service, they get nothing. If they have one year's service, they get one pass; if they have five years service, they get 3 passes and 6 PTOs. If you say this quickly, some MPs will think it is an undue privilege, but remember this that this is necessary. It is not a privilege, it is something which is necessary to all your line staff, your staff at small railway stations. They cannot keep their families with them. The only way they can go and see their families sometimes is through the use of this PTO and passes. So, I would make an earnest request to the Minister not to curtail this.

Mr. Speaker: Not even for a moment had I the attention of the hon. Member throughout the speech!

Shri Frank Anthony: I am sorry.

Shri Swaran Singh: He was advocating my case also all the time!

श्रीमती रामदुलारी सिन्हा (पटना) :

अध्यक्ष महोदय, भारतीय रेलवे का विशाल संगठन हमारे मुक्त के अर्थ-नैतिक जिन्दगी का एक महत्वपूर्ण हिस्सा है। इसकी विशालता और इसकी अहमियत का इसी से अन्दाजा लगाया जा सकता है कि समार में इसका दूसरा स्थान है। इसकी अपनी एक दुनिया है जिसमें बारह लाख कर्मचारी काम करते हैं। मैं ऐसा समझती हूँ कि भारतीय रेलवे की अहमियत सिर्फ इसलिये नहीं है कि इससे भारत सरकार को अधिक मुनाफ़ा प्राप्त होता है बल्कि इसकी अहमियत और इसकी विशेषता और प्रधानता इसलिये भी है कि यह एक आधार है हमारी योजना की सफलता

[श्रीमती रामदुलारी सिन्हा]

का और साथ ही साथ औद्योगिक प्रगति का भी। हर साल भारतीय रेलों से २०८ करोड़ की वस्तुएं खरीदी जाती हैं। इसलिये आज आवश्यकता इस बात की है कि हम सभी सदस्यों की पैनी दृष्टि रेल विभाग पर जाये। यह इसलिए भी आवश्यक है कि जनसंख्या, विकास, कार्यक्रम, उत्पादन और योजनाओं के बढ़ते हुए बोझ के अनुपात से रेलवे में एफीशेंसी, प्राइमिटीविटी, कैपासिटी और बढ़ोतरी आवश्यक है अन्यथा हमारी योजना को कुछ ठेस लगेगी।

मैं माननीय रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि आज वह इतनी विशाल संगठन की पेचीदा समस्याओं को मुलमाने में शीघ्रता कर रहे हैं। मैं इस बात की भी सन्नता जाहिर करती हूँ कि भारत जैसे गरीब देश में पैसेजनों का किराया उन्होंने नहीं छुआ है। रुपये की बढ़ती हुई आवश्यकता म १४५ करोड़ की राशि प्राप्त करना लाजिमी है। जहां तक जनरल रेवेन्यूज की मद में डिविडेंड के इजाफे और उसके साथ साथ डिप्रिसिएशन रिजर्व फंड की बढ़ोतरी का मवाल है, उसका मैं स्वागत करती हूँ। इसका कारण यह है, जैसे रेल मंत्री जी ने अपने वक्तव्य में संकेत किया था, कि प्रति वर्ष रेलों का कैपिटल बढ़ता जा रहा है और अगले साल तक वह शायद २१०४ करोड़ तक पहुंच जाये।

जहां तक फ्रेट के सरचार्ज के रेट में वृद्धि का सवाल है जो कि पांच से दस परसेंट की गई है और उसके साथ साथ पार्सलों पर एक रुपये में दस नये पैसे की वृद्धि की गई है, वह मुझे कुछ मालूम नहीं दिखाई देती। यों रुपये की जब आवश्यकता होती है और उसको देखते हुए जब रेट बढ़ाया जाता है तो जहां तक यह बात होती है, वहां पर जब कास्ट स्टडी के साथ-साथ हर चीज को नापा जाता है तो कुछ और ही बात हुआ करती है। इस

सिलसिले में मैं यह कहना चाहती हूँ कि सरकार के दो विभाग हैं, एक लेबर और एक रेलवे। एक तरफ रेलवे फ्रेट के सरचार्ज में वृद्धि हो रही है और दूसरी तरफ अभी हाल में ही इसी सदन में नन्दा जी ने वक्तव्य देते हुए यह प्रन्देशा जाहिर किया था कि हमारी चीजों के दाम अधिक बढ़ने न पायें और इसके साथ ही साथ उन्होंने प्लानिंग कमीशन के ठोस इरादे का भी जिक्र किया था कि कास्ट आफ लिविंग को बढ़ने नहीं दिया जायेगा और प्राइस लाइन को भी होल्ड किया जाएगा। ये दोनों ही परस्पर विरोधी बातें हैं। ये दोनों ही एक साथ नहीं चल सकती हैं। इस पर ध्यान देना हमारे रेल मंत्री महोदय का फर्ज था। इससे दाम बढ़ेंगे ही।

रेल मंत्री जी के वक्तव्य में और बजट स्पीच में इसका संकेत नहीं मिलता कि अगले दिनोंके बढ़ते हुए बोझ और जिम्मेदारियों का कैसे हल निकाला जाएगा। मैं कहना चाहती हूँ और माननीय सदस्यों को यह बात मालूम भी है कि आए दिन रेलवे की नाकामियों की शिकायत हम लोगों के सामने आती रहती है समय पर रेलवे द्वारा कोयला और पिग आयरन आदि समय पर उद्योगों तक नहीं पहुंचने से, उद्योगों की प्रगति में धक्का लगता है और कई उद्योग तो बन्द तक हो जाते हैं जिससे मजदूरों के मामने भुखमरी की समस्या भी खड़ी हो जाती है। मुझे आशा है कि वर्ल्ड बैंक की स्टडी टीम जो हार्वर्ड यूनिवर्सिटी के प्रोफेसर एडवर्ड मासन (Prof. Edward Mason) के नेतृत्व में काम कर रही है, उसकी सिफारिशें कामयाब साबित होंगी। मुझे यह भी उम्मीद है कि तीसरी योजना की १४५ करोड़ की प्रतिरिक्त रकम तथा डिप्रिसिएशन की मद में दस करोड़ की राशि तृतीय योजना से जो उन्होंने निकाली है वह हमारे रेल मंत्री के हाथों को मजबूत करेगी, और हमारा रास्ता माफ करेगी।

इसके साथ ही साथ मैं आशा करती हूँ कि रेलों में वह एफिशेंसी लायेंगे, उसकी प्राइविटि-विटी को बढ़ायेंगे और उसके जरिये इकोनोमी भी करने की कोशिश करेंगे : इससे देश की आर्थिक हालतों में सुधार होगा और रेलवे की नाकामियों के चलते जो खर्च कठिनाइयाँ उठी हुई हैं उसमें सुधार हो सकेगा ।

श्री श्री चन्द दिन पहले शाहनवाज खां साहब जो रेलवे के डिप्टी मिनिस्टर हैं, उनका एक पत्र मेरे पास आया था । उसमें उन्होंने इस चीज का जिक्र किया था कि रेलवे में बिना टिकट यात्रियों की बढ़ोतरी को रोकते का प्रयत्न किया जाये । मैंने उसका स्वागत किया । देश की हर दिशा से इसकी शिकायत भी होती है कि बिना टिकट यात्रियों की भरमार रेलवे में बढ़ती जा रही है । लेकिन मैं कहना चाहती हूँ कि यदि रेलवे में किसी तरह का सुधार लाना है तो उसका आधार हमारी लेबर पालिसी भी है । जो लाख हम लेबर के वास्ते बनाते हैं, वे यदि उचित हों, समयानुकूल हों, तो जो लोग रेलों के अन्दर काम करते हैं, वे इस तरह की चीजों में सुधार ला सकते हैं । पार्सलों और गुड्स में जो चोरियाँ होती हैं, वे रेलवे की पुलिस और कर्मचारियों का जो गन्दे तरीके का गठबन्धन होता है, उसी के फलस्वरूप होती हैं । मैं चाहती हूँ कि इन तमाम चीजों को रोकने के लिए एक नया कदम उठाया जाना चाहिये । रेल मंत्री जी का कर्तव्य है कि नई दिशा में वह कदम उठाये । वहाँ पर जो अनेक यूनियन हैं, उनमें एकरूपता लाई जाए और उसके सामने एक नया प्रोग्राम रखा जाए ।

इसके साथ साथ थिहटले काउंसिल्र को चालू किया जाए और सहयोगी समितियों को तीव्र गति से मजबूत बनाया जाए, बलफेयर फंड का एक अच्छा हिस्सा वर्कजं एजुकेशन पर भी खर्च किया जाना चाहिए । रेलवे के कर्मचारियों की कठिनाइयों और उनकी शक्तों पर सहानुभूतिपूर्वक विचार किया

जाना चाहिये । रेलवे मंत्री महोदय ने इमर्जेंसी के मौके पर रेलवे कर्मचारियों ने जो देशभक्ति का परिचय दिया है उसकी दाढ़ देकर उनके ऊपर एक अच्छा प्रसर डाला है और उससे देश को बहुत प्रसन्नता है । लेकिन इन तमाम चीजों के बावजूद उन लोगों की जो दिक्कतें हैं उनकी तरफ भी रेलवे मंत्री महोदय को अवश्य ध्यान देना चाहिये ।

अन्त में मैं एक बार फिर मंत्री महोदय को धन्यवाद देती हूँ कि उन्होंने अपने बजट की तजवीजों को बड़े अच्छे तरीके से पेश किया है, और मुझे पूरी उम्मीद है कि वे अपने योग्य नेतृत्व में रेलों की खामियों, त्रुटियों और कठिनाइयों को शीघ्र से शीघ्र और यह सबन उनके इस महान प्रयास में हृदय से सहयोग देगा ।

Shri Harihar Chandra Mathur: Mr. Speaker, Sir, it was really refreshing that even the carping critic—Shri Frank Anthony—had to pay a tribute to the railway administration and the Railway Ministry. By and large, most of the hon. Members who have participated in this discussion in this House and in the other House have given approbation to the Railway Minister. While some of the critics have made certain adverse observations, in spite of the fact that it was a well-intentioned criticism, it is obvious that that criticism was absolutely one-sided and out of focus, and they did not take into consideration certain major issues. When I say all this, I do not wish to convey the impression that all is well and that there is very little left for improvement in the railway administration. It is not so. There are many a colourful bubble which have been raised and which may be pricked and which will be pricked. But it would be unfair to deny the obvious fact that the railways, by and large, have given an exceedingly good account of themselves both in the matter of earnings as also of performance.

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The railways have fulfilled their commitments so far as the general revenues are concerned; they have also increased the depreciation fund and also the development fund. They have carried about 15 million tons of additional traffic. They have fulfilled all the needs of defence without dislocating the usual traffic. That is very creditable. The performance of the railways in that particular region has shown an increase of 65 per cent. Therefore, it would be uncharitable and unfair not to recognise all this and give our wholehearted support, congratulations and compliments to the workers of the railway and to the Railway Ministry.

While I do this, I wish to remind the hon. Minister that he is concerned not only with the earnings—so much per ton-mile, so much has been lifted as haulage, etc.—but that he should not forget that the railway is almost a monopoly concern. There are irritants with which he should acquaint himself—the irritants so far as the clientele, the passengers are concerned. You have given the best earnings, but we cannot forget that the best earnings are also at the cost of overcrowding in the railways. There is overcrowding and you charge them for that. There has been a deterioration in the maintenance of the carriages and the people have to undergo hardships. So, you have got to take into consideration this aspect of the matter, namely, the consuming public has also contributed to the railways.

You have just passed an order and that shows the attitude—take it or leave it. The order is, the wagons must be released within three hours. You must remember that the other end, namely, the consumer, has also made a very great contribution, and is doing his very best and seeing that the wagons are released within three hours, so that there may be a better turnover.

While we take full note of the earnings and performance of the railways, and of the better movement of passengers and of wagons, we have got to take into consideration—the railways must apply their minds to them—the welfare activities, and the inconvenience caused to the travelling public as well as to those who send their goods, the sufferings they undergo and a considerable amount of malpractices that obtain on the railways.

I also fully support the additional surcharge which the hon. Minister has levied on the movement of goods. My hon. friend who initiated the debate raised a serious objection to that. I wish he had examined this in the context of the levies which have been imposed by the Finance Minister. If he had examined them in that context, I think he would have said nothing except welcoming it. The railways cannot work in isolation. The railways are just part of the entire administration and they have got to work in a particular context, and our hon. friends must understand that the Railway Minister, through his tact and politeness, has been able to manage the Finance Minister very cleverly and got away very lightly. The increase in surcharge has got to be viewed in that context and I fully support it. I fully support it for another reason also. What is he doing with it? He has given an additional sum of Rs. 4 crores to the general revenues. He is increasing the depreciation fund about which my hon. friend who preceded me spoke has a certain intimate knowledge of the railway's working and of the administration. He was so eloquently wanting that the depreciation reserve fund must be increased. The Railway Minister has taken a definite and positive step in that direction by giving an additional Rs. 10 crores for that fund. He has also increased another Rs. 5 crores in the development fund. That is all very well. That must be very much welcomed.

But, when I say this, while I agree with my hon. friend that this is a welcome stage for increasing the depreciation and, I do not at all agree with my hon. friend when he said certain things about the general revenues. Even when the report of the Railway Convention Committee was discussed, I said that the railways must contribute about Rs. 100 crores to the general revenues. I say that the increase in dividend from $4\frac{1}{4}$ per cent to $4\frac{1}{2}$ per cent is not only fully justified but the Railway Minister must have a target of raising this to six per cent. As one of our best-establishments and one of our largest enterprises which we have in this country, which has all the advantages of a monopoly, all the advantages of complete support from Government, the railways should at least give a dividend of six per cent. This is the minimum which I would expect from them, and that would mean that Rs. 125 crores must be contributed by the railways, with their outlay of Rs. 2,000 crores, to the general revenues. Otherwise, it would be difficult for us to raise further money for our plan and projects and also for the improvement of the railways. But I say that this should be done not by raising the freights and fares alone. They must certainly bring it through a greater efficiency and economy. That greater efficiency and economy is quite possible. I cannot go deeply into it now, but I venture to submit that it is quite possible and it will certainly come along with the dieselisation of the railways which they have now taken on hand. We must have dieselisation and electrification, more particularly in those areas which are far removed from the coal-bearing areas.

Having given this support, I would next pass on to the administration of the railways and the working of the railways. There has been a growing feeling in me that the hon. Minister should now have an overall examination of the working of the railways and their operation. I again venture to suggest that he should appoint a

high-power commission for it. I suggest it not only for an overall examination of the working of the railways but for a further re-examination of the regional distribution as it exists today. This regional distribution of the railways was almost *ad hoc*. I venture to submit that it should be on a certain rational basis and on the needs of development. I may make it perfectly clear on the floor of the House that I do not want the railways to be divided into zones so as to correspond with the States. Let us keep the States completely out of consideration in this matter; let us keep politics completely out of it. I am not one of those who support such a demand coming from certain States. But certainly we have got to take a second and fresh look at our present zones and try to see how the zones should be divided now, more particularly in view of the various developments that have taken place. We have put up three steel plants and we are going to have a Rajasthan Canal. These are going to generate traffic, of which no note could have been taken earlier when these zones were carved out. Some of the zones are certainly too big and it is absolutely impossible for the General Manager to know his staff and to have any personal contact with them. Certain divisions are too unwieldy. The Delhi division has a staff of 30,000 people. Sitting at Delhi, do you think the Divisional Superintendent can have any idea of the staff and have any kind of personal contact? It is humanly impossible. So, the entire thing needs re-examination.

I would also appeal to the Minister to re-examine the metre gauge system. I want a high-powered commission to examine the entire working and the policy matters to give you a guidance and a plan for future. They should also examine whether we should retain the metre gauge and whether in future, we should have any metre gauge. But at the present moment, I want to stress that the metre gauge zone should be separated. We have got certain sections in the Northern

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Railway and also in the Western Railway which are metre gauge. Originally, when the zones were being carved out, they had definitely come to the conclusion—you will be able to find it from the records in the Railway Board—that they wanted to carve out a separate metre gauge zone. But certain vested interests and certain personal conveniences were responsible for undoing that wise decision. In the metre gauge, the loading position has not improved as it has improved in all other sections. On the metre gauge, the passenger amenities and other things do not receive the same attention as in other sections. They send to the metre gauge sections those officers who are not favourites and whom they want to punish, those who have not got much push. So, it remains neglected. It is my definite complaint that the metre gauge sections remain very much neglected. They are far away from the headquarters of the railway, whether Delhi or Bombay and they do not receive the attention which they ought to receive. Therefore, I would again plead with the Minister to examine this matter very thoroughly to see whether it is not necessary to create this metre gauge zone.

While on this subject, I would submit that the General Managers and Divisional Superintendents should remain in charge of their particular divisions for a fairly long time, at least four to five years and responsibility must be fixed on them for giving a good account of the performance of the railways in their divisions. I have also written to the Minister and possibly I have said it here last time also. I would like to repeat it that when he presents the papers, we do not want to have only an over-all picture about the railways. We must know the performance of each railway, how it has acquitted itself, so that we may know what are the difficulties and bottlenecks in each railway and other railways may learn a lesson from it. I have not been able

to find the performance of each zone and I have written to the Minister also.

I do not want to say that the saloons which have been given to the railway officers should be withdrawn, but I wish to stress that the Minister should make it incumbent upon General Managers and Divisional Superintendents that at least two days in a month they travel in the ordinary carriage. Let them understand the people's difficulties; let them listen to what the people say. Let them learn something from personal experience. Instead of depending upon the reports of A, B or C. I want them to travel *incognito*. Of course, the hon. Minister will not be able to travel *incognito*; he would be easily recognised.

Dr. Ranen Sen: But the Deputy Ministers can do that.

Shri Harish Chandra Mathur: The Deputy Ministers are very conspicuous; at least one is.

Shri Swaran Singh: I have succeeded in travelling *incognito* many times.

Shri Harish Chandra Mathur: I entirely agree with what Shri Frank Anthony said about inadequacy of the staff. He has been saying it times without number. In spite of the fact that he was out to pay to the Railway Minister all the compliments, he had a very forceful argument to put forward, which will be supported by the Kunzru Committee report. I went through that report hurriedly and I found they have made certain very valuable recommendations, I find that a driver has to work sometimes about 18 hours continuously. I can understand a goods clerk working for two shifts, where the interest of the goods clerk also is there and the illegal profits he makes are not to be shared by too many. But in the case of the driver, in spite of the little amount

that you may pay to him, this is rather too much. The condition of the station masters and drivers has been highlighted by the Kunzru Committee report. I hope the Minister will see to it that there is no shortage. On the one hand we have the problem of unemployment and on the other hand we find they have not got any leave reserves and they do not employ adequate number of people. This is rather tragic and they must look into this.

Another very important cause of inefficiency is the ministerial staff. They recruit a matriculate who knows nothing; he is just thrust into the office. There is no arrangement for his training. He is just there to put obstacles. One or two efficient graduates will do better than four such people, who do not know what to do. Of course, you cannot rule out matriculates, but you must give them training, so that it may lead to efficiency. I say you should recruit more staff, because it will lead to more efficiency. Otherwise, it is a vicious circle. The matriculates who are recruited must undergo one year's training and they must pass a certain diploma test to discharge the responsibilities which are to be entrusted to them. Otherwise, they do not know what to do. Some State Governments have examined this matter and come to the conclusion that they should start training classes. They have started training classes. I hope our railway administration, which is so large, will look into this matter.

I would also point out to the Minister that this unfortunate legacy of Class II and Class I officers, which he has inherited from the past, should be done away with. It had a historical background. More than five years ago, I pointed it out as a Member of the Rajya Sabha and the predecessor of the present Railway Minister almost agreed it had a historical background and it was a legacy which we had inherited from the past. Between engineer and engineer, creating two different classes or castes has a demoralising effect. It is really unfortunate and something must be done about it.

I entirely support most of the recommendations of the Railway Accidents Enquiry Committee. But there is one recommendation with which I am in complete disagreement. That is, the Kunzru Committee has asked the railway administration to appoint some safety officers. I think they have already gone ahead with the appointment of these safety officers for each division. I think this is a great mistake. They do not realise what the effect of it is going to be. These safety officers will have no better fate than our Minister for Defence and Economic Coordination, Shri T. T. Krishnamachari, who is himself unhappy and all other Ministers are also unhappy. The safety officers will not be very happy; probing into this department or that department. This safety business is the responsibility of the divisional superintendent. He alone can exercise the overall control. Otherwise, this man will be poking his nose here, there and everywhere making himself unhappy and everybody would resent it. Therefore, please reconsider this matter, refer this matter back to the Kunzru Committee and ask them to reconsider it.

13 hrs.

Sir, I have two more points which I will dispose of in another two or three minutes. One is about trade unions. I am not a trade unionist and I do not know much about it. But I know one thing for certain, and that is that they are not running on sound lines. For this, both the leaders of the trade unions as well as the administration has to blame themselves equally. Sir, there is corruption. The corrupt leaders are further corrupted by the administration. When individual cases for remuneration are taken up, the attitude of the administration also smacks of favouritism so that they can keep these leaders in a bad order and also keep them pleased whereby they can keep the influence of the trade unions down. I think it is time for the trade union leaders to give a better health to this trade union movement. The trade union movement is very

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sound, but it has got to be given a good health.

Then I come to my last point and that is about the roadways. I hope the hon. Minister for Railways will be able to cast this old prejudice which still persists in the railway administration against the development of the roadways and road traffic. The railways have been a great inhibitory factor in the development of roads. We are so much pressed now with all sorts of freight traffic. We have almost forgotten about the Co-ordination Committee. What has happened to it? There was a Masani Committee which was appointed for the reorganisation of the roadways. Their report was accepted whole hog by this entire House, but those recommendations are not being given effect to. I hope the hon. Railway Minister will not stand in the way and he will make it perfectly clear that there should be an inter-State free movement of road traffic. That will only help him and that will help to develop the transport facilities in this country much better.

Shrimati Vimla Devi (Eluru): Mr. Speaker, Sir, let me join my hon. friends who spoke before me by greeting the railwaymen for the patriotic fervour they displayed in fulfilling the immense defence needs. They deserve our special thanks.

Having said this, I pose a question to the hon. Minister. Why can that enthusiasm not be harnessed for normal operational efficiency and for avoiding accidents? We can do it if we care for their minimum needs and improve the labour relations.

Sir, after the aggression by China on our country, the hon. Prime Minister and the Government repeatedly asked the people to change their ways according to the needs of the country. They are asked to bear the burden on their shoulders by paying heavy direct and indirect taxes. The nation is not only reeling under the impact of the Chinese aggression, but also under the impact of the Railway Minister's and the Finance Minister's demands.

13.04 hrs.

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

Sir, the people have a right to demand that the money collected from them by way of taxes should be used for the development of the nation. They do not wish that it should go into the purses of corrupt officials and contractors. People also expected that during this emergency the Government would rise to the occasion and find out ways and means to check wastage and corruption that is prevalent in the railway administration.

All these years, the Railway Ministry's policy was to get more revenue by increasing the passenger fares and freight charges. This year the freight charges are increased. By this measure the prices of all essential goods will shoot up and many small industries will be hit. Before looking into the pockets of people and into wagons for more money, the Railway Ministry should have looked into its own pockets and found out how the money from their own pockets is being drained into the pockets of contractors and corrupt officials.

The department thinks that by cutting the strength of the staff the wage bill can be reduced. But this results in paying more money as overtime allowances. Shortage of staff in other categories results in lack of proper maintenance and attention to the engines and wagons. Shortage of operating staff is resulting in overwork without rest causing more accidents.

There is shortage of important materials in all the repair depots. The worker has to remove parts from one engine or wagon and place them on another wagon or engine, which has to move from the station, taking double the time. This would not happen if parts are supplied readily. At some places even rivets are not being supplied and the workers are using bolts instead of rivets. Bolts are very costly. It is necessary, therefore, that all the workshops are developed into production shops to produce spare parts for engines and wagons so that

the railway department need not buy them from private industries. Thereby they will also be able to save a large amount of money.

Added to this, the turn round time of engines and wagons has been cut to the barest minimum. The staff is not able to give full attention to the correct maintenance of engines and wagons. Even the scheduled repairs are not being undertaken in a proper way. This results in reducing the age and efficiency of the engines. This is also the cause of many accidents.

Coal is a vital item in our economy. Of late, the consumption of coal in the railways has increased enormously compared to the increase in the services. Previously good coal used to be supplied for passenger, express and goods trains. But, of late, good coal is not being supplied. When the engines are not being maintained properly, the coal consumption has become very heavy. Besides, coal is being loaded into the engines without being broken into pieces, without removing the shale and stones, because of the shortage of staff. The engine staff are removing the shale and stones while the train is on the run, resulting in heavy consumption. There have been many complaints that the cinder contractors are stealing away the coal stacked in the yards. There are complaints that these cinder contractors take the coal from the yards, pack it into boxes, cover them with cinder and then take them away. It is reported that each contractor is taking away nearly four lorry loads of coal per day. All these things should be stopped, good coal should be supplied and thefts should be prevented so that crores of rupees can be saved.

Railways maintain huge depots of stores worth crores of rupees. These are not properly maintained and accounted for. There are no periodical checks. There are cases where the permanent way inspectors have not settled their retirement dues for the shortages noticed in the stores under their control. In the State Governments the revenue department is the

most corrupt. But the railway engineering section is much worse. There is a lot of theft of zinc sheets, iron rods and pipe sets in large quantities. In many cases the contractors and officers are able to build their houses with railway property.

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): Give us some instances of that.

Shrimati Vimla Devi: I may be permitted to give them personally.

Shri Shah Nawaz Khan: You are always welcome.

- **Shrimati Vimla Devi:** Effective checks should be there periodically and the usage of each single item should be assessed in the stores. This will save a lot of money.

It has become common practice to beautify the stations when higher officials and dignitaries come to visit them. The aesthetic sense of the railway department surpasses any man's imagination. You can come and see, for example, the Vijayawada railway station, loco shed and the running room. They are painted with costly paints of silver and enamel. All these things can be avoided and more money can be saved.

Narrow gauge lines are running at a loss. They must be abolished or converted into metre or broad gauges to make them a paying enterprise.

Then, the number of inspection officers has been increased. When they go on visits, nearly 15 to 20 officers have to accompany them. It is causing a great drain on the exchequer. It would be better if the strength of the inspection staff is reduced and the number of the working staff increased. So, it would be better if the strength of the inspection staff is reduced and the working staff increased.

All these complaints have been brought to the notice of the department. But, somehow, the Railway Ministry maintain absolute silence

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over this. I do not know what has happened to Acharya Kripalani's report. Nothing is being done to check and stop wastage and corruption. Money can be saved on the development of the country by practising economy at various levels even without raising the fares.

I am glad that passenger fares have not been increased this year. But last year the revenue was increased by raising the passenger fares even though the amenities given to them are not enough. Only Rs. 3 crores are allotted for amenities and even that money is not being spent in full.

There are hundreds of stations where there are no sheds to protect the people from sun and rain. They are afraid to stand under the trees for fear of the birds. Many stations have to be provided with waiting rooms, especially for ladies. Third class compartments are over-crowded, resulting in passengers getting on the top of the trains and sometimes meeting with death during accidents. The ladies compartments should be made more safe and more third class compartments should be provided.

The Railway Ministry claims that all the goods offered for transport are moved. I do not agree with this view. I come from West Godavari which is the granary of the south. The paddy produced in that district cannot be moved in time due to lack of wagons and there were many complaints made to the railway department on this score. The performance of the railways has not been very striking.

Dr. M. S. Aney (Nagpur): The hon. Lady Member wants reserved compartments for ladies?

Shrimati Vimla Devi: We want more.

Shri Narendra Singh Mahida (Anand): Ladies are afraid to travel with men.

Shrimati Vimla Devi: We are not afraid to travel . . .

Shri Daji (Indore): Not with Dr. Aney, but certainly with Shri Mahida.

Shrimati Vimla Devi: The performance of the railways has not been very striking. The increase is marginal. Even this is due to the failure of industrial and agricultural products last year.

Coming to over-bridges, the policy so far followed by the Railway Ministry is that if an over-bridge is to be constructed the State Government should bear 55 per cent of the cost, the railways bearing the balance 45 per cent. I understand that the proportion has been changed to 50 per cent each side. According to the present practice, out of the 50 per cent to be borne by the State Government, 25 per cent is collected from the municipality and the other 25 per cent is paid by the State Government. Suppose a municipality is prepared to pay the 50 per cent without any aid from the State Government, will the over-bridge be constructed by the railways?

Shri Swaran Singh: Yes, with very great pleasure. Please send me the case. We will do it.

Shrimati Vimla Devi: Then, diesel trains are to be run at Vijayawada area in four or five directions. The floating population at Vijayawada is about 50,000 and its requirements have to be catered to.

For the coal and steel belt of the country all the traffic offered for transportation has been provided. So the Railway Ministry can now safely take up the most neglected areas of Andhra, Kerala and Mysore. The Andhra Government has repeatedly asked for many lines. None of them has been taken up. Last year I demanded many new lines, but not even one of them has been taken up.

Shri Swaran Singh: So, please do not demand more this year.

Shrimati Vimla Devi: We cannot avoid that, because we come from that part. Only those lines which link the south with the north are improved in capacity. So, I want the Ministry to take up at least one new line this year.

Andhra is falling under three zones. I do not want to ask for a separate zone for Andhra, but the whole of Andhra should be brought under one zone. In the Southern Railways the accidents are on the increase due to its huge area of 6,000 miles. This must be avoided, and it can be done if the zones are more efficiently organised. Last year the hon. Minister said that he has no objection to reorganising the zones. I understand that there is a proposal that the four zones, namely, Southern Railways, Northern Railways, Western Railways and Central Railways are to be reorganised into six zones, so that each can have a mileage which it can operate effectively. Such re-organisation is very necessary during this period of emergency when the railways might be called upon to shoulder heavy responsibility at any time. The little inconvenience which might be felt during the process of reorganising should be put up with for the purpose of increasing efficiency in the transport system.

Then I want to point out that all the press and people in Andhra came out with protests after the budget speech of the hon. Minister because he did not mention anything about the regional disparity. They protested vehemently against that attitude of the Centre. At a time when Government want every help from the people it is not good to keep 3½ crores of people utterly dissatisfied. The Centre must win their confidence not by their words but by their actions.

In conclusion, I want to draw the attention of the Railway Minister to

the fact that many workers engaged in electrification work are being retrenched, in spite of the assurance given to them to the contrary, while new staff is being recruited with the result that hundreds of workers are being rendered unemployed. I want the Ministry to look into the matter seriously.

Dr. K. L. Rao (Vijayawada): Mr. Deputy-Speaker, I rise to congratulate the hon. Railway Minister and his administration for the remarkable achievement of the railways during the present year of crisis. Starting somewhere in 1853, 110 years ago, with 22 miles from Bombay to Thana, the railway system has grown to a very wide dimension of 36,000 route miles, stretching across the whole country, functioning as main arteries, having a powerful impact on the economy and social progress of this country. Still there are vast areas in various parts of the country, specially in Madhya Pradesh, Orissa and Andhra Pradesh which are not connected with the railway system. It was hundred years back that an estimate was made that the least amount of mileage required for India's requirements would be in the order of 100,000 miles, of which we have so far only half. Also, it is very interesting to note that at the beginning of the century the railway passenger traffic was about 250 million, which has gradually gone up to 1700 million today, in the course of sixty years, while the goods traffic, which stood at 50 million at the beginning of the century has gone up only very little till our independence and only recently it has shot up to 170 million tons, showing rapid development, giving an idea of the progress of our country.

It is estimated that in the next 10 to 12 years the goods traffic will go up to 500 million tons. Thus, we will have the vast problem of meeting the increased goods traffic, the increased passenger traffic and covering vast areas in the country. I expect this will require anything over Rs. 5,000 crores. I submit, therefore, that a

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parliamentary committee may be set up to draw a comprehensive railway plan for dealing with this problem. There is no use of tinkering with the problem from time to time. Instead of that, we must prepare a very comprehensive plan and decide how to get the funds and so on.

It is very clear from the magnitude of the problem that we can depend no more on taxation which, I think, has reached a fairly high level in view of our low *per capita* income of our country and we have to depend mainly on scientific and engineering advances more economic administration and advanced techniques to be adopted in the administration and increase goods traffic. In India a very important factor is that our prosperity, our earnings of the railways have to depend entirely on the goods traffic, and the more we get from goods traffic the better will be the earnings of the railways.

That being the case, I will first say a few words about the zones. My friend, the Honourable lady Member, has already referred to the redistribution of railway zones. I will give only a few more arguments in favour of the same. While we in India have got 8 zones for 36,000 route-miles, the United Kingdom has got 6 zones for a little more than half of this mileage. Britain is the pioneer, the inventor of the railway system, putting up a great fight for the supremacy of the railways over highways and airways in competition. She is even spending as much as Rs. 3,000 crores for modernisation in order to survive. Her experience will be very valuable to us.

From her experience it looks that the optimum size of a railway zone should be somewhat of the order of 3,000 to 3,500 miles. Of the eight zones in our country, four zones have 3,000 miles and less. It is only the Central Railway, the Western Railway, the Northern Railway and the Southern Railway—these four zones—that have got a mileage of 6,000 miles

and more covering nearly 24,000 miles out of the 36,000 miles. It is an utterly uneven distribution. These vast-area systems become unwieldy and the touch with the local areas is lost.

In the review of the efficiency published by the Ministry and given to us—this is a very valuable document it is stated in one of the paragraphs that the recent survey by the Railway Board has shown that the workload on the Central, Northern and Southern Railways has greatly increased. On previous occasions in 1953 and 1958 when similar increases were noted in the Eastern and the North-Eastern Railways, they were split up. In the same paragraph it has been stated by the Ministry that the division that they had made of the North-Eastern Railway into North-Eastern and North East Frontier Railway has been a very great advantage during the present crisis. They have, appreciated this division.

Also, these railway zones take a lot of time to settle down and to become running concerns. I would, therefore, appeal that the re-distribution of the zonal system may receive careful consideration at the hands of the Railway Board which is already aware of this problem and the necessary re-organisation may be effected very early.

On the technical side it is very difficult to make any suggestions. I have been trying to think it over whether I can make any useful contribution on the subject. It is so because the railway engineers are the flower of the nation. They are recruited after a very great competition. They are really some of our best engineers. I am only anxious that having such a good material it should be possible for us to establish a leadership of these engineers in the world all over. That means to say that we have got to create opportunities for some specialisation for them. At the moment having been recruited the railway en-

engineers just run on without getting that necessary training for specialisation. In these days of advance design and research and some aspects of technique of construction, I would submit that measures may be taken to ensure that they get a certain amount of specialisation.

There is a tendency in the Railways to effect transfers of engineers rather frequently because they do not pay so much as the other departments do on transfer and railway travel being free. You must try to keep them on for a longer period and ensure a thorough acquaintance with the local problems so that they may offer solutions suited to the area as well.

At the moment the Designs Office is located at Simla and the research organisation is located at Lucknow. These two must be together; otherwise, you would not get co-ordination and incentive to get along together. In spite of whatever may be the inconvenience or objections, the Designs Office must be brought near the Research Section.

It is also necessary that the research staff must be associated with investigations of accidents. I do not know whether it is done at the moment. But I would definitely say that this should be done. I am saying this because I understand that in the recent Naraj railway bridge pier explosion one of the reasons for the explosion was the presence of methane gas. If this gas is really there, it must have escaped from the coal-mines nearby. It would not exist under that pressure and in that quantity for a long time. If the regular inquiry is over and then the research staff is to come in, the conditions would change. Therefore it is essential that whenever any railway accidents occur, the research staff should also be associated with spot investigations.

There are one or two other minor aspects and if attention is paid to these

quite a large amount of savings can be effected. For example, in the Railways, quite correctly too, the standards are set very high so far as railway construction of the main lines and the bridges is concerned. But there are other structures, like, the platforms, the railway stations and buildings, which do not require the high standards. These can be lowered. We can follow the standards and the allowable factors that we permit in other civil engineering practice.

To take another example, it is stated that a few crores of rupees are being lost through breakages. The breakage should be prevented because the cost is more than few crores of rupees that are represented in the railway returns. There are lots of claims which are often rejected by the Railways. Goods that are broken and thus rendered useless are a great national loss. I know of cases where we get goods all the way from England and other countries. They get broken and are rendered useless. It takes a long time to repair them. Therefore we must endeavour and see that these breakages do not occur. This can be done by giving special training to those people who are handling them. By providing them with small cranes or belt conveyors, by giving them some simple mechanical device of this type it should be possible to avoid these breakages. That would indeed be very valuable and will save a few crores of rupees.

There must be a greater liaison between the Railway Ministry and the other ministries. To illustrate what I have in mind when I say this. I shall give two other examples. There is the Satpura thermal power station and the Obra power station which have been planned and sanctioned and for which every action has been taken but for which railway lines are still in the planning stage. The first thing that is required there is coal. There-

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fore before these thermal stations were planned the railway line must have been thought of and planned.

Similarly, there are stupendous and very big projects like the Rajasthan Canal and the Nagarjunasagar Project. These projects will bring in millions of acres of land under irrigation. That is to say, several million tons of foodgrains are going to be put into the market. In such cases the development will not be there unless the goods produced are readily removed. There is no use in merely producing food; there must be ready transport also. For example, at the moment Vijayawada which is a granary of foodgrains is not able to move out the foodgrains because of the bottleneck that is occurring at Vijayawada station. Similar situations must be avoided. It should be necessary now to conduct surveys and see plan out additional railway lines so that the foodgrains can be readily transported.

Similarly, I may give the instance of Delhi City. The other day there was a question also in Parliament about it. Delhi City is a rapidly growing city. Being the capital of our country it is bound to bring in millions of people in the near future. Due to topographical difficulties of the city it is going to stretch out on the outskirts towards Mathura on one side and Punjab on the other side. The roads are very congested even now. To come from Chandni Chowk to Connaught Place takes a lot of time. When the traffic grows up it becomes almost impossible. I am, therefore, certain that an underground railway system is going to come for Delhi City. It must be there. An underground railway is easily constructed. Delhi is standing on good rock. Only tunnelling is required. I know there are financial difficulties. I do not advocate that you should construct underground system now though I would recommend that you should put in at least a single line from Chandni Chowk to Connaught Place. I would do it even

today. That would relieve congestion. It is necessary even now to conduct a survey so as to locate the railway stations and reserve those areas and prevent building on them. Because, once an area is built on, you will find it very difficult to have proper sites for underground stations. If you do not do it now, later on you will have to give kinks to the tunnel alignment. In a sense, bombing in London has been helpful in that some of the twists in some of the underground stations could be removed. The hon. Deputy Minister, in answering a question on this matter, said that it is the duty of the Delhi Municipality. I was surprised to hear that. No underground railway system is owned anywhere by a city. Always they are owned by the Railway organisations and investigations must be done by them. Railways have a great influence on social and the economic progress of the country. We have got to be alive to that fact all the time. Bacon the eminent writer said that a country can become great and prosperous provided there are three factors: a fertile soil, busy workshops and easy conveyance of men and commodities.

Once again I wish to pay my humble appreciation to the Railway Minister and his brilliant staff for the excellent budget they have prepared.

Shri Bhagwat Jha Azad (Bhagalpur): Mr. Deputy-Speaker, the outstanding feature of the Railway budget presented by the the Railway Minister this year is that, in spite of the emergency, there is no proposal to increase the passenger fares although there is a small increase in the freight on parcels and goods. He has made a refreshing departure in recent years in the Railway budget presented to the House in the sense that he has shown an urgency to keep the Railway finances on an even keel. That is the most important thing that he has shown his anxiety through his efforts. I would later on refer to how far he has succeed-

what else could be done. At the outset, I would like to say that there seems to be an urgency to put the Railway finances on an even keel. Secondly, he has shown an anxiety to conserve the Railway finances for the defence efforts and defence purposes.

It has now to be examined how far he has been able or whether the efforts that are going in the Railways all over the country show that these efforts are really being fulfilled. The proposed surcharge on freight rates on goods and parcels is expected to yield about Rs. 19 crores and very judiciously he has allocated Rs. 4 crores to the General revenues, Rs. 10 crores to the Depreciation fund and another Rs. 5 crores to the Development fund. All this shows that he is conscious that in the coming years, the responsibility of the Railways is going to increase day by day when our economy gets a good start, rightly. In the first year of the Third Plan, we have seen that the Railways have failed miserably to carry out the task which was expected of them. We knew in the debate last year that it was not a happy performance. Compared to that, we can very well say this, the Railway Ministry has done very well. (Cheers). But, with this clapping, I would add two provisos. The first is this. This increase is favourable because of the comparison with the performance last year which was very bad. Secondly, as a student of economics, I must say, that the Railways' performance in the current year has to be judged in the light of the development of our economy. You know, in the food front, we have not been able to achieve the 5 per cent increase that we wanted to. Secondly, in the current year, it has not yet been said so far, but I know, even the national income in the country which was supposed to go up by 5 per cent possibly has not gone beyond 3 per cent. These two important facts had helped the railway performance to be commendable because the economic growth which was to put a large stress on the

Railways could not be there in the country. Therefore, with this performance, though I am happy to congratulate them, I fear, something that happened in the first year of the Third Plan may not happen in the future. The Railway Minister has not, anywhere in his Budget speech, indicated as to how he is going to handle the larger burden in the coming years when we expect that all the lapses that the plan is having on the food front or on the other fronts are made up in the coming 2 years or 2½ years, and how the Railways will be able to do it. I support the increase in the freight. I support it because I feel there is an urgency to give the finances a right direction, because there is urgency and he has shown an anxiety to contribute more to the General revenues, to put something more in the Depreciation fund and to put something more in the Development fund, to meet greater demands on the Railways in the coming years. But, at the same time, I would say this. Do you mean to say when the time and circumstances demand to have some more finances, you can do it in this arbitrary manner? The point is that an *ad hoc* increase or any arbitrary increase is no substitute for a rational policy of freight rates in this country. In the absence of periodic cost study, in the absence of prompt revision in the structure, I can say that it will never be a paying policy. It will never be a good policy for the Railways in the coming years to say, here I need something for defence purposes, a few more crores or here I need something to put in the Depreciation fund or to double the Development fund, and therefore I increase it. I say there must be a periodic cost study. There must be that attitude which must be shown to us that this policy of increase is based on a rational approach, on a rational study of the problem. I can say that I support this arbitrary increase because I feel that it is going to be properly utilised. But a commercial undertaking like the Railways, the biggest national undertaking in this country

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which is supposed to lead the other undertakings, must not increase in this manner. Rather, it must be based on a sound policy.

I know that the Railways, in coming years, have got a stupendous responsibility. It has to justify its solvency for the Development fund. Secondly, it must have an increasing return on the ever and ever expanding investment which it is sinking into it for the development of the country. Therefore, it must have a return which justifies the investment which in the coming years, or even today, tomorrow or the day after, the Railways are going to have. These things have to be kept in mind. Thirdly, to meet the future increase in expenditure chargeable to the Development fund, it must have more money. Therefore, I can understand the Railway Ministry trying to keep an annual net surplus like Rs. 31 crores instead of Rs. 15 crores. That is very justifiable, and a good attempt in this direction to meet all these. We know very well that at the end of the Third Plan, we have to have a capital at charge round about Rs. 2000 crores. I think that computation is correct, compared with Rs. 900 crores that we had in the First Plan. All these things are there. The average annual expenditure chargeable to Development fund also has to be doubled. From these points of view, we feel that the assessment is correct and to meet these things, you can increase it.

The most important point I have already dealt with is that there must be a rational basis, a cost structure study of all these things. The second important point is this. We feel we have a right to know whether the Railway Ministry believes in the Parkinson's law and whether the Railway Minister feels that there is scope for economy. I can understand the demand for more funds. As I have said, I can understand Rs. 145 crores

allotted to the Railways for development work. The point is whether this amount that is going to be allotted to the Railway Ministry or what it propose to get from the surcharge in the future is going to be properly utilised. Some of us feel as Shri Harish Chandra Mathur said that there is scope in the Railway Ministry for economy, economy in working expenses, economy in other ways which could give the amount which the Railway Ministry proposes to raise by this surcharge. I can very well say that let the surcharge be there, but I would also say that let an honest effort also be there in the direction of economy. I must say to the Railway Minister that I am not one of those who feel that our duty is fulfilled if we give some hard hitting speech from the public point of view, I feel that he can infuse the proper spirit in the administration. At least he can try that; just as he is trying that on many international problems, likewise he can try that here also. We expect from him that he will ask his administration at least to think along those lines that there is still scope for economy.

There is still scope for economy in working expenses. He has shown us that there is an increase in the total receipts. But that is completely wiped out by the increase in the working expenses. Therefore, on the one side while there is economy or there is increase in receipts, on the other, we find that the working expenses are almost equal, or rather, there is an increase in the working expenses which is much more than the increase in the receipts. Therefore, let not the repeated argument be advanced, as it has been advanced year after year, that every effort is being made in this direction. I had the privilege to speak on the railway budget for five continuous years in the First Lok Sabha, and I have got the chance to speak now in the Third Lok Sabha also, and I am now speaking for the second time in this House, and I feel that

whenever we put forward certain points before the Railway Minister for consideration, the same hackneyed reply comes, which gives the impression that possibly, the Railway Administration and its big officers are not prepared to hear them or consider them. Therefore, the difficulty arises that we feel that either they are deaf, dumb or blind or they do not understand anything at all.

Shri Narendra Singh Mahida: Have the facilities for third class passengers increased?

Shri Bhagwat Jha Azad: That is for my hon. friend to say. I am saying something else, and I hope my hon. friend will try to understand me. I am saying that the facilities have to be increased and they should be increased. But I think that the third class passengers may have to undergo more sacrifices in coming years, and we shall do it, or rather, they will do it, because I am now travelling in the first class. They will be prepared to undergo those sacrifices in the future, and they will be prepared to manage with less of services in the third class, provided they are convinced that the railways accept will be utilised for more and more development properly in the coming years. Therefore, that point about third class passengers does not arise.

Looking at it from all these points of view, it is very essential that we should see how far the gratifying reference made in the Minister's speech that efforts are being made to conserve the resources of the railways for defence purpose is justified. All that I have to say on that is this that though his anxiety is there, the efforts in the Ministry of Railways do not show any trend towards that direction. And I can quote some figures in this connection.

We find that the revised estimate of the goods traffic receipts for 1962-63 shows a rise from Rs. 545.36 crores to Rs. 549 crores over the budget esti-

mate; but, at the same time, the working expenses have also increased from Rs. 362 crores to Rs. 365 crores. What I mean to say is this that we do not find any sincere effort made by the administration in the direction of economy.

As regards this point, many other examples have been cited. I can, say for example, that every day we find that the fuel and staff bills go on rising. Possibly, my hon. friend the Deputy Minister, Shri S. V. Ramaswamy, would like to say, because he may not have heard me properly, 'But, don't you see? All these things are increasing all over the country'. But I am sure the Railway Minister will not say so, because I feel that in an expanding economy, and in an expanding undertaking, there is always scope for overhead costs to be economised, and there is always scope for reducing them, and we expect that in this undertaking also there should be economy. But we do not find such economy at all.

As has been pointed out just a little while ago, the wastage that is there is known to everybody. You cannot deny it by any number of speeches or by trying to evade our questions or by trying not to reply to our questions in the House, People feel that this wastage is there.

Then, take the question of economy in the matter of compensation in respect of goods lost. Some time before, we had booked a consignment of ours, and it had not reached the destination even after three months, and, therefore, we served a notice and immediately, the thing was delivered to us. There is a loss of Rs. 3 to 4 crores every year on this account in the railways. Why is that happening in spite of the fact that you have got your Railway Protection Force under you, and your station masters and all those persons are there? It is the same persons who seal them, and it is the same persons who unseal them, and yet, we find that there is a colossal loss of about Rs. 4 crores every year. I do

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not draw any inference. I leave it to you. But the people draw their own inference as to how the claims are being settled and how compensation for goods lost or damaged is given. So, there is scope for economy in this matter.

I would not point out another thing. Year after year. I used to submit in the First Lok Sabha that Messrs. Balabhadras and Messrs. Kenners were the two spoilt children of the Railway Minister and they were giving us slow poison while we were travelling on the railways. And I succeeded, and they were driven out, and departmental catering was introduced. But let me say as a fanatic supporter of nationalisation that we have been very much disappointed in this matter. Let not the same reply be made every year 'We are trying to improve it', because in spite of our hearing it year after year, it has not improved at all. Does that not reflect on the efficiency of the Railway Ministry that they cannot even run this catering business and they cannot even provide the travelling public with good and healthy food?

When we speak of high things or big things, they will say, look here, you are asking for a railway line that is not possible, as Shrimati Vimal Devi has pointed out just now. When we ask for economy, they may say again, no, no, that is not possible. But at least when we ask for small things, I say, please examine the possibility of those things. For instance, I say that please examine the possibility of a halt at Mamalka on the Eastern Railway. Again, I may ask that the halt at Ekchari may be converted into a station and if that is done then you will get additional revenue. But the railways would never hear even these small things. Similarly, I may refer you to a small station at Pir Painti. Every day, about forty passengers travel at that station without tickets, because it is sometimes a human weakness: if

nobody asks for a ticket, then naturally the person thinks 'Nobody is asking for a ticket; probably, the railways are good enough not to ask for any ticket, and, therefore, I shall travel without any ticket'. This is happening because there is nobody at the gate to check the tickets. Then, I wrote a complaint saying, look here, you want ticketless travel to be stopped, and you want additional revenues, but at this Pir Painti about forty passengers per train are going without tickets, and there is nobody at the gate to check the tickets; I wrote that letter and I got a nice reply to it, from the Commercial Superintendent or somebody like that, saying yes, it is true. He justified this because he said that there was only one person who had to attend to the office and the track and then start the train and again come back to the office at the station, and by the time he came back, some persons would go away; he justified this and said, it is true and I understand that some persons may go away in the meantime. That was the reply that I got. That shows how efficient those officers are and how they encourage ticketless travelling and they cannot manage thing properly.

Therefore, in the end, I would say that while we support the proposals of the hon. Minister, and while we appreciate the intention of the hon. Minister, and we are convinced of that, the facts in support of it are lacking, because the Ministry is not working at the level at which it is expected to do in this emergency, and in this era of planned development in our country now and in the coming years when our economy is going to grow further, and when the railways will have to be asked to carry more of passengers and more of traffic.

Shri Narasimha Reddy (Rajampet): As I was listening to the budget speech of the Railway Minister, I thought that he was looking extraordinarily fit and in good health after

his recent bout with the Pakistani wrestlers. I am sure that when he goes for his next round to meet his next round to meet his counterpart at Calcutta, Mr. Bhutto would present him with a packet of fresh Chinese pickles containing choice earth-worms and such other delectable denizens of under-ground which I hope he and his deputy will greatly relish.

After listening to the budget speech of our Finance Minister we are of the opinion that the tall stately figure of our Railway Minister with his grisly beard was far more acceptable than the smooth smiling barbarity of the Finance Minister. The Railway Minister has been already sufficiently peppered for having increased the freight rates. It will serve no useful purpose by my reiterating it. I hope that this will be the last of his increases in freight and that he would make a mental resolve here and now that during the remainder of his tenure as Railway Minister he would not increase either passenger fares or freight rates but would make financial adjustments by pruning expenditure, eliminating waste and putting an end to ticketless travelling.

We appreciate the Railway Minister's statement that the overall operational efficiency of the railways this year has been far in excess of previous years. We also feel that criticism in season and out of season is likely to dull the edge of enthusiasm in the Railway Minister. A timely appreciation of sincere effort will go far in enthusing him still further to greater effort.

The Review of Accidents says that in 1961-62 the number of consequential accidents entailing injury or loss of life has been far less than in previous year. But I would caution the Railway Minister not to be complacent over this matter because the fewer accidents in 1961-62 as compared with the previous years might be an accident. The Deputy Minister for Railways today made a statement about

a serious accident recently. This should be a warning that he should not lessen his vigilance, so that when he delivers his budget speech in 1964, he could mention with pride that railway accidents have been almost eliminated

During my talks with some people who know something about the railways, I learnt that the engineering department which is vitally concerned with the maintenance of the track is in a state of intense dissatisfaction. I heard that officers in the engineering department recruited 15 years ago are still in their regional places as junior officers without any sort of promotion whereas officers in other departments of the railways who were considerably junior to them have had quick promotions. I understand this has produced an element of dissatisfaction. If these engineers are to keep the track fit and free from accidents, there should be a corresponding appreciation of good work and long service. I would, therefore, request the Railway Minister to see that this kind of dissatisfaction among important elements of the railway administration is lessened, if not totally removed.

I also heard, when I was talking to somebody on the number of derailments of goods wagons in the Gunताल Division. I was told that even in the engineering staff, people who have put in more than three years were being retained in a particular places so that they became accustomed to an attitude of indolence and laziness and that resulted in accidents. I would commend to the Minister that rigorous enforcement of the three year rule. On the analogy that a new broom sweeps well, the officers could be transferred immediately after they have put in three years in one place

There have been lots of complaints in regard to railway carriages. The corridor system now introduced for the upper class travel is very inconvenient. In long-distance trains like the GT Express, where we have to go

[Shri Narasimha Reddy]

1,300 miles, these long corridor compartments are of no use during summer when we have to pass through some of the hottest parts of India. I would request therefore, the Railway Minister to see that at least during the summer months—July to September—so far as these long-distance trains are concerned, conventional carriages are put in.

Then there has been complaint about departmental catering in restaurant cars. I agree with Shri Bhagwat Jha Azad that there has been great dissatisfaction regarding the supply of good food in railway compartments. It is difficult to eat it. Not that the Railway Administration does not supply good materials for cooking; I am sure they would have done it all right. I am afraid these must be lot of pilfering by those in charge of the car. The inspecting officers must be pulled up and asked to do their duty. I have been travelling from Delhi to Madras a number of times, but I have never come across any inspecting officer coming into the trains and enquiring from passengers whether they had been served decent food. I therefore request the Minister to ask the inspecting officers to meet passengers now and then and see whether proper food is served.

I feel sorry that the Railway Minister has not bestowed sufficient attention towards the undeveloped tracts in India like Rayalaseema. Rayalaseema is well known as the chronic famine zone of India. If he only request to the Food and Agriculture Minister, he would bear out that it is one of the problem areas so far as food production is concerned. That zone has not been served with proper railway lines except for the two railway lines laid by the British for military convenience which by accident go through Rayalaseema. Ever since the dawn of independence time has been lying still on. Rayalaseema, and the people there have not seen or felt

the impact of the railway administration.

14 hrs.

Rayalaseema abounds in mineral wealth. Some 12 years ago investigations were made as to the feasibility for connecting Nandiyal with Chittoor via Cuddapah, Rayachoty, Mahanapalle and Palamaner. People hailed it with delight and hoped that this would become an accomplished fact, but we see that it has not found a place in the Plan. Even the Andhra Government who unanimously recommended this line to the railway administration have been showing step-motherly affection to us because they have now relegated that line to the fourth place in the list of priorities in their recent recommendation to the Railway Board.

I am not pleading for Rayalaseema as part of a linguistic unit. I have been opposed to linguism. Linguism and linguistic provinces have been nauseating to me because I feel that they have been responsible for the disintegration of our country. When many of your plans have been replaced, I am wondering why Rayalaseema has not engaged your attention. I feel that if you take up that line, on account of the considerable mineral wealth there, it will amply pay; it will not be a losing concern.

Then I come to overcrowding. Express and Mail trains which run from places like Madras or Bombay get overcrowded at the place of starting itself, and when people try to get in at the intermediate stations they get crammed. For instance, on the Madras-Bombay line, there is overcrowding between Renigunta and Guntakkal, which is the Rayalaseema tract on that line. Between these two stations you can introduce shuttle services with diesel engines.

So far as Rayalaseema is concerned, people from Tirupati and Chittoor and Anantapur District who have to

go to the capital of Andhra Pradesh, Hyderabad, have to go on the Pakala-Dharmavaram route. On that route, the engines are bad and there are frequent breakdowns. There is only one carriage at present which takes people straight to Secunderabad. In addition to the first class carriage and a small third class carriage now being provided, I would suggest that a second class carriage may also be provided, to run direct from Secunderabad from Renigunta.

I would also bring to your notice that on this important Pakala—Dharmavaram line, railway stations which are Taluk headquarters do not have even the convenience of an upper class waiting room. The third class waiting rooms are in the same condition in which the British built them 150 years ago. I would, therefore, request the Minister to see that the whole line from Pakala to Dharmavaram is amply provided with good amenities for the third class and second class passengers.

On the Madras-Bombay line, at Rajampet and Nandalur in the district of Cuddapah, traffic is at a standstill for hours together because of railway crossings. These two towns have developed on either side of the railway line remarkably, and therefore we want that overbridges should be constructed there. After all, it does not cost much. The railway administration has not spent much on Rayalseema. These two overbridges may cost only about Rs. 3 lakhs. There is the Development Fund of over 5 crores out of which, these overbridges can be built within a period of six months.

I have sufficiently taxed the Railway Minister, and he has just now gone out of the House probably to escape further implication of my speech. But the Deputy Minister is there. If, out of the many things that I have mentioned, at least some stick in his mind I will be immensely satisfied.

Shri S. V. Ramaswamy: It has all been recorded.

2841 (Ai) L.S.D.—5.

Shri M. Malaichami (Periyakulam): The great part played by the railways at the time of the Chinese aggression speaks highly of the essentiality and the necessity for development of the railways. It is in the fitness of things that the capital-at-charge of the railways which was at Rs. 900 crores at the beginning of the First Plan will go up to Rs. 2,000 crores at the end of the Third Plan. The construction of the railways has also facilitated national integration to an extent, though it was started during the British days with a different objective.

It is also gratifying to note that we have started manufacturing electric and diesel locomotives and that our progress in the manufacture of wagons and coach shells is also improving. Payment by result has stepped up the out-turn. I would suggest that the same procedure may be adopted in running other departments of the railways. If the employees carry out their duties giving minimum room for accidents or derailments, their services may be appreciated by monetary benefit or other due recognition, and it will go a long way to prevent accidents on the railways.

The superiority of the railways as a mode of transport has also been proved beyond doubt. For one gallon of high speed diesel oil, the performance of the railways is 400 ton-miles, while in road traffic it is only 60 ton-miles.

With all these redeeming factors, we have not yet been able to serve the national to its entire satisfaction, in spite of the Railways being a monopoly concern. The goods traffic and passengers amenities are inadequate, and the figures before me amply demonstrate the need for making improvements in the railways. Preference must be given to goods traffic to strengthen the economic base. On account of the increase in agricultural and industrial production through our planned programmes, we find heavy goods traffic by road and since the railways are not able to secure the confidence of the public by safe, timely and economic transport of goods a lot of difficulties are created. There is always the risk of theft and pilfer-

[Shri M. Malaichami]

age of goods during transit. Claims for goods lost and damaged remain pending for long. Businessmen find it necessary to be at the mercy of the railway employees. They are not able to get wagons in consideration of the perishable nature of the goods and the distances to be covered. Cotton and chillies produced in my area worth Rs. 50 lakhs find their market in Delhi. If goods traffic by railways is safe, easy and tidy, it will go a long way to increase the goods traffic and will satisfy the producers.

The three-tier sleeper coaches are more a hardship than an amenity to the public. To tier coaches alone should be continued.

From a perusal of the explanatory memorandum, we find that Southern Railways run at a loss. It could be avoided if the rural areas which developed recently are provided with railway links. The Southern Railways are also not keeping up the schedule as before. Electric traction will go a long way to prevent losses and also help in keeping up the schedule timings. The electrification of the Madras-Villupuram line is an attempt in the right direction and it should be extended to other parts of the railways also. That work must be completed in time so as to minimise the present losses.

Facilities such as buildings, etc. on the wayside stations remain just as they were before Independence. Receiving facilities must be provided to the third class passengers are remodeling should be done in respect of the wayside stations.

The hon. Minister is practical in presenting the budget with a view to developing the railways as a national concern. The audit report for 1963 reveals serious irregularities in the utilisation of wagons and unnecessary losses on account of lapses in the implementation of some contracts, etc.

Yet they provided a very essential service at the time of emergency. They also provide the facilities for national integration. With sustained efforts, we can make the railway more efficient.

Sir, on this occasion, I would submit the long felt need of my constituency for the past so many years. The Madurai-Bodinaickanur railway passes through Theni, an important trading centre. It has to be given an additional link upto Gudalur from Theni a distance of thirty miles, providing an opportunity to connect Periyar hydroelectric scheme, recently completed at a cost of Rs. 10 crores. The Madurai-Bodi line which is running at a loss now, could be converted into a profitable line if the Gudalur-Theni link is provided. For the past several years, there has been this demand. Two surveys have also been completed. Still the work is not undertaken. It is reported in the Press that the Madras Government has recommended the construction of this new line and I request the Ministry to take up this scheme during this Plan itself to facilitate the linking up of the rural areas which have recently been developed and to facilitate the transit of goods such as cotton and chillies, which I had already mentioned. This would also link up Madras and Kerala States beneficially. So long as this line is not constructed, there is a feeling in my constituency that the Government is turning a deaf year to the needs of the tax payers on account of some pulls from road transport magnates. At least to avoid that impression, I would request the Ministry to take up this scheme and complete it within this Plan period itself. The Tinevelly-Cape Comorin line has been sanctioned and some amount also allotted this year for survey work. That also should be expedited. A beautiful health resort, Courtallam, may be connected by railway to encourage tourism. Railway concessions for tourists desirous of visiting that area should

be given. There are certain routes in the Southern Railway which are over crowded with heavy traffic. A comprehensive survey would help to locate such lines. If such lines could be doubled, it would go a long way to improve the efficiency of the Southern Railways and avoid the losses. The railways are a national concern and the people, the railway administration and the Government should make them as efficient and profitable as possible.

Shri A. S. Alva (Mangalore): Mr. Deputy Speaker, Sir, I also pay my compliments to the Railways for presenting this Budget, which shows all-round improvement. At the same time they should not rest content saying: all is well with the railways. There is scope for a lot of improvement and especially the administration must be streamlined.

I would touch only one or two points to bring home to the Minister the need of setting right some of the lacunae that we find these days. As far as accidents are concerned, there is a report of the committee which will be studied and things are improving.

One other thing I want to bring to your notice is that the property of the railways not being taken proper care of. In the first place, persons who travel long distances in the railways notice that the electric fittings such as bulbs and some other things are all removed from the compartments. This only goes to show that either there is some connivance or there is no proper supervision. These are things that must be properly looked into.

As far as catering is concerned, there a lot of criticism. Some people want to revert to the contract system. But I for one will oppose that, and my own feeling in this matter is that with proper supervision the catering by the railway themselves could be improved. For this purpose it is necessary that officers either travel incognito or devise some other means to find out whether catering is done

properly and whether food and other items are sent to the compartments in time without much difficulty. These are some of the things which the railways should look into.

Then I would just narrate some of the needs of the southern region. I for one will not put this case on the ground of any particular State being neglected or any such thing. We must view the entire railway system in the present context. In the south we have got—I am referring especially to the Mysore State—a lot of iron ore and manganese which are being exported and which earn foreign exchange. For this purpose, it is necessary to view the development of the railways as a whole in the present context. Of course it has been mentioned here that it is absolutely necessary that the metre gauge is changed into broad gauge, because metre gauge lines cannot properly cope with the movement of goods, when practically about 40 per cent of the goods are being carried by railways. For this purpose, the Ministry must certainly have a long-range plan for converting the metre gauge lines into broad gauge. In this connection, I would submit that as far as Mysore is concerned, we have got a broad gauge link from Madras to Bangalore. But when you proceed further towards Bombay side, upto Poona, it is metre gauge. The Government has decided to connect Poona and Miraj with a broad gauge line; so, thereafter, from Miraj to Bangalore also, it is absolutely necessary that it should be connected by broad gauge, and I request that a phased programme should be made with a view to see that that section is also converted into broad gauge. As far as the railway running from Guntakal to Hospet is concerned, it is going to be converted into broad gauge and the work has also commenced.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Not conversion; but parallel lines.

Shri A. S. Alva: Yes It is absolutely necessary to continue that line

[Shri A. S. Alva]

from Hospet to Hubli so that it will be a complete broad gauge. You are aware that as far as Hospet and Sandur are concerned, it is necessary that the mineral from these areas should be carried to the western ports, for being transhipped to Karwar and Mangalore. Now that Mangalore is Mangalore. Now that Mangalore is going to be an all-weather port—it has to handle a lot of cargo and a railway line is to be laid between Hasan and Mangalore. But we are told that though the actual track will be for a broad gauge, actually, only a metre gauge will be laid at present. This certainly is not a correct policy because a lot of iron ore cannot be moved in right time to this port. As such, it is now absolutely necessary that a broad gauge line should be laid between Hassan and Mangalore in the first instance itself. I am sure the Railway Ministry will consider this aspect very seriously, so that the development of a port like Mangalore, which has to handle a lot of iron ore and other cargo, comes to fruition. Besides, it is the only port which has to export all the goods from the hinterland, from Mysore and the eastern side of the western ghats and other places. As such it is necessary that a broad gauge line should be laid even at the first instance between Hasan and Mangalore in order that it may carry more goods.

I would like to mention one more thing which the Ministry will seriously take note of. A small line connecting Kottur and Harihar will also be absolutely necessary. As I said in the beginning, on account of the mineral wealth of Mysore, it is absolutely necessary to move this iron ore and manganese through this line. As a matter of fact, the necessity for this line has been stressed several times. I am told that the Mysore Government has been repeatedly harping on this aspect, because this is a line which is very vital to the needs of the Mysore State. I am not stressing all these things only from the

point of view of any particular State but from the point of view of the new finds of these minerals which have to be exported and for which there is a very good market and for which Government have also entered into contracts. For this purpose, it is necessary to revise the existing ideas and see that this line is also laid.

I do not want to say much, except to touch on one or two points more. The Minister was pleased to give an impressive figure to show how the relationship between labour and management has gone on very well and how on account of the agreement, labour also has played its part very well. In this connection, it is painful to see that some of the hon. Members make wild allegations against labour unions. Of course, it is well known that there are two or three labour unions which are in the field, but, at the same time, it has to be recognised that one union is certainly not opposed very much to the other, or at least their professed ideas certainly do not collide with one another, because all are interested in seeing that labour is put on a firm footing so that instead of each person bargaining, a collective bargaining which is recognised by all civilised countries is resorted to, so that labour would attain their objectives. To or three labour unions are in the field, and though all of them may not be working properly and may not be guided by the same principles, yet, as far as their professions go, all are interested in seeing that labour is put on a sound footing and their needs are considered properly, more because they are low-paid people than the officers as such.

In this connection, I would like to mention one other thing. Though I am not very much conversant with what actually is the matter, I know that there are—what are called—temporary workers who are not taken in the regular list, but who remain temporary for every year without the benefits that accrue to permanent wor-

kers. This matter is to be looked into and it is absolutely necessary that persons who are serving in the department are made permanent.

Another thing which is really impressive as far as the railways are concerned is that they are doing a lot of things by way of workers' education. Of course, some people make light of it saying that it is simply a wastage and it does not confer any benefit on the workers. Certainly this is not correct. It is absolutely necessary that the workers are given proper education so that they could conduct themselves properly in their relations with the management. They should also feel that the running of the railways is not only the concern of the Minister or the Railway Board or the high-ups, but as citizens of India, they are also vitally interested in running the administration in seeing that the railways, which are national assets are one of the best in the world. As the previous speaker said, in the national emergency, we have seen how they came forward and how everybody was prepared to subscribe a day's wage without any compulsion and goading from any quarter. On their own accord, they came forward and made this contribution, though some of the high-ups want to say that they are responsible for these things. These are things of which the Ministry can be well proud of.

In conclusion, I pay my compliments to the Railway Minister, who has really presented a good budget. At the same time, I hope he will bear in mind the healthy criticisms which have been made on the floor of the House. I am sure with his sympathetic understanding and firmness, he will see that the railway administration is streamlined much further.

श्री बड़े (खारगोन) : माननीय उपाध्यक्ष महोदय, जब मेरे सामने रेलवे बजट आया तो मैंने देखा कि उसमें पेंसिजर फेयर नहीं बढ़ाया गया है। इसके लिये मैं सब से

पहले रेलवे मिनिस्टर को धन्यवाद देना चाहता हूँ। इमरजेंसी के नाम पर जैसे प्रौर बहुत से टैक्स बढ़ रहे हैं उसी तरह वह भी पेंसिजर फेयर बढ़ा सकते थे लेकिन उन्होंने ऐसा नहीं किया। इसलिए मैं उनको धन्यवाद देता हूँ।

साथ-साथ जिन रेलवे कर्मचारियों ने इस संकट कालीन परिस्थिति में असम में प्रौर नेफा में जैसा अच्छा प्रौर जितना ज्यादा काम किया है उसके लिए वे धन्यवाद के पात्र हैं। मैं उनका अभिनन्दन करता हूँ।

लेकिन मैंने देखा कि रेलवे पारसल्स पर प्रौर गुड्स पर भाड़ा बढ़ाया गया है तो मुझे लगा कि रेलवे मंत्री भी शायद फाइनेन्स मिनिस्टर के कहने में आ गए होंगे। प्रौर इसलिए व चार करोड़ जनरल एक्सचेकर में दे रहे हैं। मैं इसके बारे में यह नहीं कहना चाहता कि भाड़ा नहीं बढ़ना चाहिए लेकिन भाड़ा बढ़ने के साथ-साथ जो हमको सुविधा मिलनी चाहिए उसकी प्रौर भी ध्यान देना चाहिए।

रेलवे डिपार्टमेंट ने जो फिगरस का ढेर दिया है, उसको तीन, चार, पांच रोज तक स्टडी करने के बाद भी मैं जहाँ का तहाँ पर अपने को पाता हूँ। इतने फिगरस को देख कर यह शंका होती है कि कहीं इतने फिगर अपने खराब काम को छिपाने के लिए तो नहीं दिए गए हैं।

इस साल जो ५६६.६६ करोड़ रुपये की आमदनी होने का अनुमान है उसमें से केवल २० करोड़ प्रपर क्लास से होगी प्रौर १५२.४६ करोड़ तीसरे दरजे से होगी। लेकिन मैंने देखा है कि तीसरे दरजे के पेंसिजर्स को क्या एमैनिटीज मिलती हैं। अभी भी तीसरे दरजे में बड़ी भीड़ होती है। मुझे एक पेंसिजर ने पूछा कि आप सिनेमा में टिकट लेते हैं तो आपको सीट मिलती है

[श्री बड़े]

आप नाटक में टिकट लेते हैं तो आपको सीट मिलती है, अगर आप स्टेट मोटर ट्रांसपोर्ट का टिकट लेते हैं तो आपको जगह मिलती है लेकिन मैंने पैसा खर्च करके रेल का टिकट लिया है लेकिन मेरी बूढ़ी मां नीचे खड़ी है। उसको जगह नहीं मिलती। आप हाउस में जाकर क्या करते हैं, क्या आप केवल फिगर्स को अटके करते हैं या जो हमको जगह नहीं मिलती उसके लिए भी आवाज उठाते हैं। मैंने कहा कि हर साल तीसरे दरजे के पैसिजर्स के लिए आवाज उठाता हूँ लेकिन कुछ नहीं किया जाता। आज आप देखें कि तीसरे दरजे में इतनी भीड़ होती है कि पैसिजर्स को खड़े-खड़े जाना पड़ता है, उनको खड़े-खड़े जाना पड़ता है। उनको संडास के पास बैठ कर ग्यारह-ग्यारह घंटे तक सफर करना पड़ता है। इस तरह रेलवे मंत्रालय का कोई ध्यान नहीं है।

पहले दरजे में जो लोग यात्रा करते हैं उनको सारी सुविधाएँ दी जाती हैं। मैंने उस पैसिजर से कहा कि वे लोग ज्यादा पैसा देते हैं इसलिए उनको ज्यादा सुविधाएँ मिलती हैं, तो उसने कहा कि पैसा तो हम देते हैं और उनको हमारे खर्च से सुविधाएँ मिलती हैं।

इसके बाद उस पैसिजर ने कहा कि आप सोशलिस्ट पैटर्न लाना चाहते हो, क्लास लैस सोसाइटी लाना चाहते हो, तो फिर यह पहला दरजा, दूसरा दरजा और तीसरा दरजा क्यों रखते हो। क्या मेरे पास पैसा कम है इसलिए मैं तीसरे दरजे का हो गया? और जो बैंक मार्केटिंग करके पैसा कमा लेता है, या जो बड़ा आफिसर है जिसको तीन-तीन हजार तनखाह मिलती है और जिसको बड़े आदमी का लड़का होने के कारण पढ़न की ज्यादा उच्चलियत मिल गई वह पहले दरजे का हो गया। उसने कहा कि हम गरीब हैं

इसलिए हमको तीसरे दरजे का समझा जाता है। आज ये पहले, दूसरे और तीसरे दरजे क्यों रखे गये हैं। क्यों नहीं एक क्लास रखा जाता, यह उसने मुझसे पूछा।

इसके अतिरिक्त मैंने खंडवा से अजमेर तक और दिल्ली तक देखा है कि जो चाय तीसरे दरजे के पैसिजर्स को दो आना देने पर मिलती है उसका स्वाद गोमूत्र जैसा होता है।

एक माननीय सदस्य : गोमूत्र का अनादर न करिए।

श्री बड़े : माननीय सदस्य मेरे सिमिली और मेटाफर को समझे नहीं। मैंने उसको गोमूत्र की तरह इसलिए कहा कि उसका स्वाद पेंजेंट होता है। दो आने देने के बाद भी उस गरीब आदमी को ऐसी चाय मिलती है। उस पैसिजर ने हमसे पूछा कि आप हाउस में जाकर ये बातें नहीं कहते। मैंने कहा कि हम हर साल चिल्लाते हैं लेकिन वह सारा का सारा अरुण्य रोदन साबित होता है, ए क्राई इन वाइल्डरनेस होता है।

मोटर गेज में आपने रतलाम से इन्दौर तक स्लोपिंग कम्पार्टमेंट दिया है। लेकिन उसको सोटों पर सोने वाले का पैर बाहर निकल जाता है। बँचेज छोटी हैं। मैं नहीं समझता कि इस प्रकार का स्लोपिंग कम्पार्टमेंट देने से क्या लाभ है। मैं समझता हूँ कि यदि पैसिजर्स को उचित सुविधाएँ दी गईं तो इस इमरजेंसी के समय में जनता का सरकार पर विश्वास हो जाएगा और लोग कहेंगे कि कांग्रेस शासन में हमको इतनी सुविधाएँ मिल रही हैं। लेकिन हम देखते हैं कि तीसरे दरजे के मुसाफिरों पर कोई ध्यान नहीं दिया जाता। और हर साल वँसा ही बजट पेश कर दिया जाता है।

इसके बाद मैंने लासेज के बारे में देखा। उसके फिगर दिए गए हैं। लेकिन हमने

पी० ए० सो० की रिपोर्ट में देखा है कि रेलवे को १९५७-५८ में .६ करोड़ का लास था, सन् १९५८-५९ में .६ करोड़ का लास था, १९५९-६० में .८ करोड़ का लास था, १९६०-६१ में .८ करोड़ का लास था और १९६१-६२ में .११ करोड़ का लास था। ये चीजें पी० ए० सो० के सामने आती हैं कि कभी २९ वैगन्स मिसिंग हैं, रेलवे के सामान को चोरी हो जाती है। कभी एक जोप की चोरी हो जाती है और उसका पता नहीं लगता। तो यह लास बढ़ता जाता है।

सिक्वोरिटो के बारे में मैं कहना चाहता हूँ कि एक बार मेरे कम्पार्टमेंट में सी० आई० डी का एक बड़ा अफसर शराब पीकर बैठा। मैंने उसकी शिकायत की, एक लेडी ने शिकायत की और टी० टी० ई० रमेश गुप्ता ने शिकायत की लेकिन कुछ अफसर नहीं हुआ क्योंकि वह एक बड़ा पुलिस अफसर था। यह सिक्वोरिटो हमको कम्पार्टमेंट में मिलती है।

श्री कछवाय (देवास) : उसका नाम क्या है ?

श्री बड़े : नाम में नहीं बतलाना चाहता यह हालत रेलवेज में सिक्वोरिटो की रहती है। सिक्वोरिटो के लिए जो पुलिस अफसर रहते हैं यदि वही लोग इस तरह की गैरजिम्मेदारी बरतें और अत्याचार करने लग गये तो रेलवेज में क्या खाक सिक्वोरिटो होगा।

रेलवे एडमिनिस्ट्रेशन जब तक थर्ड क्लास के यात्रियों की मुख-मुविधा और सुरक्षा आदि का पूरा इंतजाम नहीं करेगा तब तक जनता में विश्वास पैदा नहीं होगा।

दूसरी बात मुझे यह कहनी है कि वैस्ट निमाडू और इन्दौर के अन्दर डब्लेल्ड एरिया में मीटरगेज चलती है लेकिन उसके पास में और उसके साथ एक दूसरी रेलवे लाइन के लिए मैंने बहुत कोशिश की और कहा सुना कि यहां भी रेलवे होनी चाहिए लेकिन

अभी तक सुनवाई नहीं की गई है। पूर्व और पश्चिम में १००, १०० मील तक रेलवे नहीं है। उसमें नर्मदा वैली रेलवे हो सकती है जैसे कि ताप्त; वैली; रेलवे है और खंडवा टु दाहौत तक की जा सकती है।

रेलवे मंत्रालय ने पार्सल का फ्रेट बढ़ा दिया है लेकिन पार्सल इन्दौर कब पहुंचता है, इसका; रेलवे को कोई चिन्ता नहीं है। दिल्ली; से इन्दौर कितने दिन में पार्सल पहुंचता है अथवा बम्बई से इन्दौर पार्सल कितने दिन में पहुंचता है इसके लिये रेलवेज को कोई चिन्ता नहीं होता है। आज हमारे यहां पार्सल ढोने के काम में रेलवेज और मोटर ट्रक के बीच कम्पैटिशन चल रहा है। बम्बई से इन्दौर सीधे ट्रकान पर मोटर ट्रक माल ले आते हैं और अब ज्यादातर व्यापारी लोग बजाय रेल से मोटर ट्रक से सामान मंगवाते हैं। मोटर ट्रक आठ आने मन भाड़ा लेता है जब कि अभी जो फिगर्स दिये गये हैं और उसका मैंने हिसाब लगाया है तो रेल से माल लाने में भाड़ा फी मन ७५ नये पैसे पड़ेगा। आप स्वयं समझ सकते हैं कि ऐसी हालत में कौन रेलवेज से अपना सामान लाना चाहेगा ? मेरा तो रेलवे मंत्री महोदय से कहना है कि माल पर फ्रेट चार्ज बढ़ाने से रेलवेज का ज्यादा फायदा होने वाला नहीं है क्योंकि लोग ऐसी हालत में रेल के बजाय मोटर से सामान मंगायेंगे और रेलवे और मोटर ट्रक के बीच इस बारे में कम्पैटिशन चलेगा। आप जितना फायदा रेलवेज को होने को समझते हैं उतना नहीं होने वाला है। लोग अधिकाधिक अपना सामान बजाय रेलवेज के मोटर ट्रक से भेजेंगे। लेकिन हमको यह डर है कि यहां केन्द्र से संकेत किया जायगा कि मध्य प्रदेश में मोटर ट्रकों पर ज्यादा टैक्स बढ़ाया जाय ताकि रेलवेज उनसे कम्पिट कर सके। मैं रेलवे मंत्रालय को सूचना देना चाहता हूँ कि यदि आप चाहते हैं कि लोग अपना माल रेलवेज से ही भेजें तो उनकी पार्सल जल्द पहुंचाने की कोशिश

[श्री बड़े]

करना होगी। अगर आप यह चाहेंगे कि माल तो चाहे जब पहुंचे, देरसबेर पहुंचे लेकिन फ्रेट चार्ज बढ़ा दें तो आप मोटर ट्रक्स से कैसे कम्पोट कर सकेंगे जो कि व्यापारियों का माल बम्बई से भर कर सांघे इंदौर उसकी दुकान तक पहुंचा देंगे।

रेलवे मंत्रालय ने एक्सपोर्ट फ्रेट्स में बहुत सी चीजों को छूट दी है और मैं चाहता हूँ कि डीप्रायल केक्स—मूगफली की खली को भी यह छूट दी जाय। इंदौर से काफी मात्रा में यह खली बाहर जाती है। हमारे ऐरिया में मूगफली बहुत ज्यादा पैदा होती है। हर एक जिले और तहसील में आयल मिन्स हैं और वहां से यह डीप्रायल केक्स बाहर जाती है। मैं चाहता हूँ कि उनको एक्सपोर्ट में छूट दी जाय। इस बारे में इन्दौर से मुझे एक तार मिला है। मंडारी मिल ने इस बारे में एक तार भेजा है। मैं मंत्री महोदय से विनती करता हूँ कि इस ओर ध्यान दिया जाय और यह जो मूगफली की खली भारी मात्रा में हमारे यहां होती है उसको एक्सपोर्ट करने में छूट दी जाय और खली को भी उस एग्जम्पशन लिस्ट में शामिल कर लिया जाय। ऐसा करने से रेलवेज को भी फायदा होगा।

कोयले की लदाई और ढुलाई के बारे में और उसके लिए वेगंस मुहैया किये जाने के लिये माननीय सदस्य यहां पार्लियामेंट में काफी कहते सुनते हैं। यहां पर शोर मचाया जाता है कि कोयले में बोटलनेक हो गया है। लेकिन मैंने देखा है कि जितना ध्यान कोयले की ओर दिया गया है उतना ध्यान फुडग्रेंस और राँ कोटन की तरफ नहीं दिया जाता है। उसके बारे में इस तरह से कोई शोर और आवाज नहीं उठाई जाती है कि उसके लिए ट्रांसपोर्ट की कोई कमी हो गयी है। मेरी विनती है कि इन चीजों के लिए भी रेलवे मंत्रालय उचित ट्रांसपोर्ट की व्यवस्था करे।

‘रेल्यू आफ दी परफोरमेंस आफ दी इंडियन गवर्नमेंट रेलवेज’ के पेज ७ के अनुसार रा कौटन जो हमारे खानदेश और मध्य प्रदेश में होती है उसका ट्रान्सशिपमेंट कम हो गया है। पहले जहां इसका उठान ४५.१२ परसेंट था वहां अब उठाये जाने वाले माल का परसेंटज घट कर ४२ रह गया है। राँ कोटन का उठान कम हो गया। कोल का बढ़ाव गया है लेकिन जहां तक राँ कोटन, जूट, टी वगैरह का सम्बन्ध है उनका परसेंटज कम होता गया है। आयलसीड्स का भी रेल मूवमेंट कम हो गया है। जहां पहले इसका उठान २२.६० परसेंट था वहां अब वह १६.२४ परसेंट हो गया है।

इसके साथ ही मेरा यह कहना है कि हमारे मध्य प्रदेश में सब हो रहा है। वहां पर नर्मदा वनी रेलवे खंडवा टु दाहीत होनी चाहिए। ऐसा करना डिफेंस परपोजेज के लिए भी बड़ा उपयोगी हो जायगा।

इसके अतिरिक्त मुझे यह भी निवेदन करना है कि रेलवे बोर्ड के ऐडमिनिस्ट्रेशन में टेम्पोरेरी स्टाफ ४११ है। उनको परमानेंट किया जाय। इसके कारण उनमें भारी असन्तोष विद्यमान है। रेलवे बोर्ड के मेम्बर्स और डाइरेक्टर्स को ४०००, ४००० रुपये मासिक तनख्वाह मिल रही है तो किसी को २०००, २००० और ३०००, ३००० तक तनख्वाह मिल रही है और यह बंचारे स्टेनोज और टाइपिस्ट्स वगैरह अभी तक टेम्पोरेरी ही चल रहे हैं। इंदौर में टेम्पोरेरी स्टाफ में इसको लेकर तीव्र असन्तोष है।

एक मिस्टर परेख करके रेलवे कर्मचारी जिन्होंने कि भावनगर में म्युनिसिपल चुनाव लड़ा था उनको विदाउट परमिशन के लिए डिस्मिस कर दिया गया। टेम्पोरेरी रहने के कारण उनको बहुत असन्तोष है और

दूसरे सविस की भी कोई सिक्क्योरिटी नहीं रहती है और उनको डिमिस कर दिया जाता है। रेलवे मंत्रालय को अपने इस तरह के अस्थायी कर्मचारियों को अधिक समय तक अस्थायी नहीं बने रहते देना चाहिए। इन्दौर में मैंने देखा कि टेम्पोरेरी स्टाफ रेलवे में रखते हैं, कुछ समय बाद उनको बाहर निकाल दिया जाता है और फिर टेम्पोरेरी रख लिया जाता है। मैं चाहता हूँ कि उनको परमानेंट कर दिया जाय।

जो रेलवेज के कर्मचारी निकाल दिये जाते हैं उनके केसेज पार्लियामेंट के मेम्बर्स ले आते हैं और पूछते हैं कि आखिर क्या बात है? उनको क्यों डिमिस किया गया है? लेकिन उसका कोई विशेष फल नहीं निकलता है। उनके द्वारा रेलवे मंत्रालय का दरवाजा खटखटाये जाने और पार्लियामेंट के मेम्बरों द्वारा उनका केस लिये जाने के बावजूद अगर रेलवे प्रशासन अपना वही पुराना रवैया जारी रखता है अर्थात् आगे धकाई की नीति चर्चता है तो इसको लेकर आपके कर्मचारियों में ऐडमिनिस्ट्रेशन के प्रति अविश्वास और असन्तोष बढ़ेगा। आज रेलवेज में जो ऐक्सीडेंट्स बहुत होने लगे हैं उनका एक बड़ा कारण यह भी है कि नीचे के कर्मचारियों में भारी असन्तोष है। चूँकि मेरा समय समाप्त हो गया है इसलिए और अधिक न कह कर मैं अपना स्थान ग्रहण करता हूँ।

Mr. Deputy-Speaker: During the discussion on the Demands for Grants the House has agreed every year to sit up to 6.00 p.m. every working day. A large number of hon. Members have desired to be accommodated during the discussion on the Railway Budget also. I hope, therefore, that hon. Members would have any objection to sitting up to 6.00 p.m. from today onwards till the Demands for Grants are completed.

Shri Sheo Narain (Bansi): Today there is a party meeting at 5.00 p.m.

Shri Sham Lal Saraf: There is a very important meeting today at five o'clock.

Mr. Deputy-speaker: From tomorrow onwards we will sit till six o'clock.

Some hon. Members: Yes.

Shri M. S. Murti (Anakapalle): Mr. Deputy-Speaker, Sir, I join many of my hon. friends in conveying my congratulations to the Railway Minister for the all round improvement they have brought in the performance of the railways. In spite of the additional burdens of transport of goods, they have faced the demands of the emergency, and the railwaymen of all ranks deserve our appreciation.

Efficiency has been kept up inspite of the stresses and strains they have to face. Both the capital at charge and the gross earnings are progressively increasing. Although no additional taxation on the passenger fares has been imposed, there is a slight marginal adjustment in the freight and parcel rates which the emergency demands. The contribution to the general revenues as well as depreciation fund has been increased and with the production of electric and diesel locomotives indigenously in the country they are nearly approaching self-sufficiency, for which there is every appreciation.

But, inspite of these improvements, we cannot lose sight of the shortfalls in the traffic movement. As regards coal and cement, their movement during the past year has not been upto the mark and it has not reached the target. As regards movement of jaggery in the Southern Railway and movement of foodgrains in the Vijayawada region, they are not able to meet the demands there. Recently, I made a request to the Railway Ministry to allot more wagons to Anakapalle for moving jaggery, as that is the second biggest market in India for jaggery. They have not been able to cope up with the situation for the

[Shri M. S. Murti]

last few months. It is more or less a regular feature there every year. Therefore, they must allot more wagons for the movement of jaggery. Similarly, the same difficulty is being felt in the movement of foodgrains from Vijayawada section every year. Consistent with the increase in production, attempts must be made every year to allot more wagons for the movement of goods from there.

Coming to the passenger traffic, while the increase in I and III class passenger earnings are appreciable, that of II class is comparatively less, which calls for thinking afresh as to whether the continuance of II class is still desirable and necessary. While the railways had provided for 15 per cent increased passenger traffic in the Second Plan, the actual increase was 25 per cent. In the first year of the Third Plan itself the increase is 6 per cent as against 3 per cent provided for. Under these circumstances, attempts must be made to reduce overcrowding in III class by providing additional accommodation.

Punctuality of trains is going down and accidents are mounting, inspite of the railway accident committees and their recommendations. In seventeen days there are 73 accidents which is a very serious matter to be taken note of. I hope the Railway Ministry will look into this. Many hon. Members have complained that the railway servants are over-burdened. Looking at the staff position, specially of the running staff, I wonder why we should not recruit more staff, as it is a question of protecting the property of the railways and the lives of the people travelling by the railways, which is a very serious matter.

The R. D. S. O. Branch located at Simla may be shifted to a centrally located place so that efficiency can be maintained and economy effected. Now people have to travel from one end of the country to another to reach this

place. Also, during the winter months they are not able to cope with the work. So, I would suggest that this may be located at a central place.

Then, the level crossings are posing a problem. In the urban areas much time is lost at these level crossings. In the town of Anakapalle in the Southern Railways there is a level crossing which is practically shut all the time. A proposal was put up by the municipality to have an over-bridge but the matter is being delayed by the railways inspite of the fact that the municipality has provided for it in its budget. So, I would request the Railway Ministry to take up the construction of the over-bridge at an early date.

In the rural areas a number of new village roads have come up consequent on the Community Development movement. Because of this activity a number of new roads are springing up. Unless the missing links at the railway lines are connected, no useful purpose will be served by these roads. There are nearly 8 to 10 such places in my constituency alone. This matter must be taken up by the railways themselves without leaving it to the joint control of the State Government and the railways, if necessary by meeting the expenditure from the quota of the State.

Near Anakapalle railway station there is a halt called Kasimkota halt on the Vijayawada-Waltair section. This is an important centre where industries are coming up speedily and a large number of offices are located. The people of this locality are requesting the railway authorities to convert this halt into a full-fledged station. Here tickets are not issued for distances over 25 miles and the officials and business people are experiencing a lot of trouble. Recently, the railway authorities enquired into the matter on my representation, but with what result is not known. I request that this matter may be taken up at an early date.

Coming to railway catering, many of my friends have expressed their anxiety at the deteriorating standard of catering. I have myself felt this difficulty a lot of times. Unless some incentives are given to the caterers, they cannot cope with the situation. They always complain of inadequate staff or lack of utensils. This can be done by meeting the money from the Amenities Fund.

Then, the public of my constituency are agitating for a passenger coach from Tuni to Waltair on the Southern Railways, leaving Tuni in the early hours of the morning and reaching Waltair by 8 A.M. A lot of correspondence has passed on this subject between the State Government and the railway administration. The people of Visakhapatnam town depend upon these parts for their daily requirements of milk, vegetables, etc. In addition to this, Visakhapatnam being the district headquarters, with a lot of industries coming up both in the public and private sector, people who want to attend offices, courts and hospital are being put to great inconvenience. I think a diesel car would be sufficient for this purpose. If the railway authorities can provide at least this, I think it will serve the purpose.

As regards the development of Waltair station, it has not been remodelled since its construction. It is the terminus of both the South Eastern Railway and Southern Railway. I think this is the oldest building still lying without remodelling in spite of its importance. This station is a part of Visakhapatnam where there is a harbour, ship-building yard, oil refinery and a university in addition to a number of industries and offices. In spite of its importance, it has only one platform and so only one train can proceed at a time. All the other trains have to halt at the outer signal, resulting in so much loss of time. The problem will ease to a great extent if another platform is provided. So, this station needs immediate attention of the Railway Ministry for improvement with a

provision of retiring rooms and additional platform.

Drinking water facilities and I class waiting rooms are badly needed at Tuni, Narasapatnam Road and Yellamanchili. An additional platform may be provided at Anakapalli railway station by extending the present goods platform to the booking office side to facilitate not only loading and unloading of good but to increase the capacity of receiving passenger trains also.

Namavaram crossing station was recently constructed between Tuni-Gullipadu on the Southern Railways. Trains will be halting here but there is neither passenger nor parcel booking although there is adequate staff to handle the traffic. Railways are losing revenue and inconvenience is caused to the public. The General Manager of Southern Railways promised to look into the matter but nothing seems to have been done though six months have passed. I request that this matter may be taken up by the railways at an early date.

The Andhra Pradesh Government and their representatives here are repeatedly requesting for the construction of two new lines—one Kothagudem-Visakhapatnam viz Bhadrachalam and the other Ongole to Hyderabad via Nagarjunasagar. These are important and necessary not only from the point of view of public utility but also from the point of view of development of industries and movement of industrial raw materials and foodgrains from that part of the country to other areas. I hope both the Railway Ministry and the Planning Commission will take note of these things and decide on their construction at an early date.

Dr. K. L. Rao and Shri Mathur have referred to the re-distribution of zones. We have been requesting for a single railway zone for Andhra Pradesh and the Railway Ministry has agreed to it in principle. The Railway Minister has promised that he will take a decision on this matter soon. So, I would request him that an early decision may be taken in the matter.

[Shri M. S. Murti]

There has been a feeling in the South that the South has been neglected completely, nay ignored. If this feeling is allowed to develop, it is going to create a dangerous situation. Both the planners as well as the Railway Ministry must take note of this thing. In future plans sufficient importance should be given to the South for its proper development.

15 hrs.

Shri G. Mohanty (Balasore): Mr. Deputy-Speaker, Sir, I congratulate the hon. Railway Minister. Of course, the congratulations have become very stale. Several hon. Members have congratulated the hon. Railway Minister. Congratulations have rained upon him. Still, it is a well deserving case of congratulations; hence, I congratulate him.

Mr Deputy-Speaker: He is not audible; he should come before the mike and speak.

Shri G. Mohanty: I should congratulate the hon. Railway Minister for the improvements shown and the operational efficiency that the Railways have shown during the course of the last year. Nearly 1200 miles of new lines have been opened and lines of an equal number of miles have been doubled. The production of passenger coaches, steam locomotives and electric locomotives numbering 168 has been maintained. Though before independence we used to import almost the entire rolling stock, we have produced 1,900 goods wagons in 1961-62, 2,200 in 1961-63 and intend to produce 3,000 in 1963-64. This is work which certainly deserves praise.

In the loading that has been done all over India there is an improvement of 13 per cent over last year's loading. In the North Eastern Frontier Railway we have been told 65 per cent additional loading has been done by them.

As regards staff amenities, during the First Plan period 40,000 quarters

had been built; during the Second Plan period 60,000 were built and during the Third Plan period we intend to build 54,000 quarters. The per capita expenditure on staff has considerably increased.

As regards lines that have been opened all over India, I know of the lines opened in my State. Soon after his departure from Orissa the previous Railway Minister declared that he will see to the increase in railway lines prayed for. This year in the Railway Budget speech, the hon. Railway Minister has stated that these lines have been opened or are about to be opened. They are Bimplagarh-Kiriburu, Bundamunda-Purunapani and Bailadila-Kolaballasa lines. Another line which we want and which is very necessary during the emergency for the ore supply is the Sukinda-Dailyari line joining the mining areas to junction points on the main line. That was under consideration. We will be glad to know whether they are going to take it up during this year.

We have seen enormous improvement done. Over and above all that I have stated there has been a certain pleasant surprise for us, namely, that there has been no increase in railway fares although everyone of us, inside and outside this House, expected that during the emergency there would be an increase in fares. This certainly has been a pleasant surprise and for that the hon. Railway Minister deserves congratulations. But there are certain points to which I draw the Minister's attention.

Firstly, I shall give you one instance of income from freight going down. At Bhadrak station in South Eastern Railway, the freight is going down. During the first six months of 1960 the freight realised was Rs. 992,089 and the freight realised during the first six months of 1961 was Rs. 907,773 but during the first six months of 1962 it was Rs. 10,000 still less. So, the freight is going down. What is the

reason? We have already heard Shri Bade speaking there and my hon. friend on this side here was speaking about it. We are not able to supply wagons. That is why the businessmen have opened depots at Calcutta and are sending their goods through trucks. That is the information that we must be receiving from all sections of the House. I should request the hon. Railway Minister that he should first see that the holes are plugged and then alone should try to impose any tax or increase the freight charges.

Another hon. Member of this House has spoken about the vendors who are selling edibles. I have myself seen freshly prepared articles kept side by side rotten things. They are selling those things to unwary customers. For that if any complaint is made, I think, our Railway Board ought to make the officer who makes the selection responsible.

I will now speak about the Public Service Commission. Every day in our side complaints are heard that the applications sent to the Public Service Commission are tampered with. Often, they do not receive the application that the candidates send. The applications do not reach the Commission. When, by chance, the candidate is called for interview, he does not receive the notice, though his name is put on the waiting list, he is not called for appointment. If an appointment letter is sent to him, it is sent for a post which is not in his division, but at a very distant place.

Then, I will come to my next point about the Scheduled Castes and Scheduled Tribes who form a third of the population in my State. We have asked questions in this House enquiring the number of class IV employees of S. E. Railway in the Kurda Division and the Scheduled Castes and Scheduled Tribes among them. The reply was that the total number of employees were 4622 in class IV, of this, 394 were Scheduled Caste people and only 48 Scheduled Tribe people. I

want the Railway Minister to pay special attention to these people who are ignored and neglected.

I am reminded of level crossing accidents because of the Cuttack accident on the 25th of last February. We have to take into account the fact that accidents are increasing. We got information during the last year there were 240 level crossing accidents. In reply to a question, the hon. Deputy Minister of Railways informed us on 22nd May, 1962 that it is neither feasible nor obligatory to man all un-manned level crossings. I wonder whose responsibility it is, or whose obligation it is. The road were there. Railway lines came afterwards. It is the duty of the Government to see to it that these level crossings are manned and innocent people are not killed. In view of rising number of accidents, the Government cannot shirk their responsibility. I would draw the special attention of the Railway Ministry to this question.

श्री ब्रिजानन्द सेठ (एटा) : उपाध्यक्ष महोदय, रेलवे बजट के सम्बन्ध में मुझे कुछ बातें आपके द्वारा रेलवे मनिस्ट्री से निवेदन करनी हैं। मुझे इस बात का सन्तोष है कि इस समय रेलवे मनिस्टर महोदय यहां विराजमान हैं।

जहां तक माल भाड़े के बढ़ाने का सम्बन्ध है, उसके विषय में मुझे यह निवेदन करना है कि अनेक वर्षों से जिस समय हमारे देश में रेलवे तथा जनरल बजट आता है एक क्रांति सी फैल जाती है। हर आदमी के मन में यह भावना पहले से ही आ जाती है कि रेलवे जरूर भाड़ा बढ़ायेगी और जनरल बजट जब आयेगा तो इनकम टैक्स, सेल्स टैक्स और न जाते क्या क्या बढ़ जायेगा। इस तरह की भावना मुझे देश के लिये बहुत बड़ा दुर्भाग्य मालम होती है।

एक माननीय सदस्य : हर जगह होता है।

श्री बिजानचन्द्र सेठ : हर जगह होता है लेकिन श्री कनेडी तो अमरीका में जो स्टेटमेंट दिया है आप उसको पढ़ कर देख लीजिये ।

मैं बतलाना चाहता था कि इस तरह की परिस्थिति में देश में जो भावना का सन्तुलन होना चाहिये उसका पूर्णतया अभाव हो गया है । अगर रेलवे फ्रेट बढ़ाने के प्रश्न पर हमारे माननीय मंत्री महोदय गम्भीरता से विचार करते तो मैं ऐसा मानता हूँ कि वे इसको समझ लेते कि हमारे देश में किसी भी अंश में रेलवे फ्रेट बढ़ाने की आवश्यकता नहीं है । कारण बड़ा स्पष्ट है । आज रेलवे में इतनी चोरी होती है और इतने आदमी बिना टिकट बैठते हैं जिसका ठिकाना नहीं है । इस सदन में अनेक प्रकार से उसकी सूचना लाई गई, परन्तु यह सूचना वही है जो कि बिना टिकट पकड़े गये और जिन पर मुकदमे चले । इस सूचना में वे लोग सम्मिलित नहीं हैं जो हजारों की संख्या में सिगनल पर गाड़ियों के पहुँचने के समय उतर जाते हैं । हमारे आदरणीय रेलवे मंत्री महोदय को ध्यान देने चाहिये कि केवल जनता पर हैवी टैक्सेशन करने से ही काम नहीं चलेगा । आप उस चाहे जितना भी बढ़ाते जायें उसकी कोई सीमा नहीं है, हमारे देश में सरकार की जितनी आमदनी होती है आमदनी करने वाले जो विभाग हैं उनमें रेलवे महत्वपूर्ण अंग है । अतः उसका यह नैतिक कर्तव्य है कि वह अपने बजट को इस तरह से संभाले कि नये टैक्स का कोई बर्द्धन जनता पर न लादना पड़े । परन्तु इसको सोचने के बजाय उस के पास सीधी सादी तरकीब है कि भाड़ा और किराया बढ़ा दिया जाय । कारण यह है कि रेलवे का कोई कम्पैटिशन मुल्क के अन्दर नहीं है । यह अमरीका तो है नहीं, जहाँ पर कि पब्लिक रेलवे है और काफी कम्पिटिटर लोग हैं । यहाँ पर सरकारी रेलवे है इसलिये उनके हाथ में है कि जितना चाहें किराया या माल भाड़ा बढ़ा दें ।

मैं यहाँ पर एक सजेशन देना चाहता हूँ और यह विनती करना चाहूँगा कि आदरणीय रेलवे मंत्री महोदय उसको नोट करने की कृपा करे क्योंकि उसका भारत में अपना बड़ा महत्वपूर्ण स्थान होगा । इसके सम्बन्ध में मैं निवेदन करूँगा कि अगर केवल एक साल तक पूरी सख्ती देश में की जाय तो एक आदमी भी बिना टिकट सफर करने की हिम्मत न करे । आज इप चीज के चान् रने के दो कारण हैं । पहला यह है कि टिकट कलेक्टर जब बिना टिकट आदमियों को पकड़ना चाहते हैं तो मैं देखता हूँ, जो दूसरे लोग सफर करते हैं वे भी देखते होंगे, कि उनकी हिम्मत नहीं पड़ती कि वे उनको पकड़े । अगर एक आध आदमी हुआ तब तो वे पकड़ लेते हैं, लेकिन अगर वे ज्यादा हुए तो उनकी बिलकुल हिम्मत नहीं पड़ती है । आखिर आज इसका कारण क्या है ? कारण यह है कि इसका प्रोसीजर इतना लम्बा है और इस तरह की परिस्थिति है कि उन्हें किसी तरह से दबाया नहीं जा सकता । इसके लिये नितान्त आवश्यक है कि कोई उचित प्रबन्ध किया जाये । इस सम्बन्ध में मैं एक सुझाव देना चाहता हूँ । भले ही एक वर्ष में हम २५ से ३० लाख रुपये खर्च करते पड़ जायें, लेकिन इस २५ या ३० लाख रुपये से रेलवे विभाग को बड़ा ऐतिहासिक फेल मिलेगा । हर जिले में ५ या ६ वकील छांट लिये जायें जो समय पर पुलिस द्वारा मौके पर बुलाये जा सकें । उनके लिये आप २५ रु० रोज बांध दें इसको निश्चय करते के बाद कोई ट्रैन ऐसी न हो जिसकी कि चेकिंग न को जाय । उन वकीलों को मजिस्ट्रेट्स की पावर्स दे दी जायें और वे स्वयं ट्रैन्स की चेकिंग करे । आज परिस्थिति यह है कि चन्द दिन हुए मैं शाहजहाँ पुर से कलकत्ता जा रहा था । कम्पार्टमेंट में एक मैं था और दूसरे रेलवे के कोई बड़े अधिकारी थे । दस बारह लड़के किसी स्टेशन पर फास्ट क्लास के डब्बे में आ गये और बड़े इत्मीनान से किसी ने मेरी

मुराही का पानी पीना शुरू किया और किसी ने कुछ । मैं बड़ा हैरान हुआ कि आखिर यह कौन से लड़के हैं । मैंने उस अधिकारी से पूछा कि आप तो रेलवे के अधिकारी हैं, आखिर यह सब क्या है । उन्होंने मुंह अपने पर उंगली रखी, अर्थात् बोलो मत । खैर वे लड़के किसी स्टेशन पर उतर गये । मैं बड़े आश्चर्य में था कि इतने बड़े अफसर रेलवे के और वे कुछ न कर सके । उन्होंने कहा कि मैंने उंगली दिखाई कि वे लड़के कहीं उनकी ओर मेरी ही सेवा न करने लमें । इस तरह की इनडिसिप्लिन फैलना मैं देश के लिये बड़ा दुर्भाग्य मन्ता हूँ लेकिन फिर भी इन चीजों को रोका नहीं जाता ।

जैसा कि कुछ वक्ताओं ने कहा, रेलवे के अन्दर कितनी चोरी हो रही है इसका कोई हिसाब नहीं । रेलवे पार्सलों के बारे में मुझे पता है कि कोई भी आदमी ५०,१०० या २०० मील के लिये अपना सामान रेलों के द्वारा भेजना पसन्द नहीं करता । पहले तो स्टेशन सामान ले जाइये, उसका झगड़ा, फिर बिस्ती बनेगी । साथ ही इसका पता नहीं कि सामान कितने दिनों में पहुँचेगा । अगर कोई आदमी ट्रक लेता है तो घर पर ट्रक आयेगा, माल लादेगा और उसके बाद उसे निर्धारित स्थान पर पहुँचायेगा । रेलवे विभाग को सोचना चाहिए कि उसके कम्पटीटर ट्रक वाले खड़े हैं । आपको तो इस तरह की सुविधायें देनी चाहियें ताकि कस्टमर आपकी तरफ आकर्षित हो । कस्टमर सीधी सी बात यह देखता है कि सामान पहुँचाने में रेलवे कम समय लेगी या ट्रक वाला कम समय लेगा । आज डिपार्टमेंट की स्थिति यह है कि वह सोचता है कि जिसे गरज होगी आयेगा चाहे सामान जितने दिन में भी पहुँचे या चाहे जितनी दुर्दशा उसकी हो कारण कोई पूछने वाला नहीं है । इसलिये मैं निवेदन करना चाहता हूँ कि आज हमारे

देश का इतना बड़ा लास बिना टिकट चलने वालों की ओर से और सामान की चोरी से हो रहा है जिसका ठिकाना नहीं है । करोड़ों रुपयों की चोरी हर वर्ष हो रही है । रेलवे मंत्रालय के सामान की भी चोरी हो रही है जो सामान बूक होता है उसकी भी चोरी होती है । उसको रोकने के लिये हमारे मंत्री महोदय ते कोई चिन्ता व्यक्त नहीं की परन्तु सीधी सादी तरकीब यह अख्तियार कर ली कि किराया बढ़ा दें । इस तरह की बातों से देश में बड़ा असन्तोष है ।

इसके लिये मैं एक सजेशन देना चाहता हूँ मेरे एक मित्र ने कहा कि उसमें कानूनी बाधा है लेकिन मैं अपना सजेशन देना चाहता हूँ । कि देश में जितनी रेलवेज हैं उन सब की एक केन्द्रीय यूनियन होनी चाहिए और उसके नीचे हर रेलवे की अपनी अपनी एक एक यूनियन होनी चाहिए । अगर ऐसा हो तो तो देश में रेलवे का काम डिसिप्लिन के साथ चले । आज तो यह है कि कहीं कम्प्युनिस्टों की यूनियन है उसे भी मान्यता मिली हुई है, कहीं कांग्रेस की यूनियन है उसको भी आपने मान्यता दे रखी है । मेरे विचार से यह गलत है । सारे देश की एक यूनियन होनी चाहिए उसको मान्यता मिलनी चाहिए । मैं यह नहीं कहता कि वह कौनसी यूनियन हो । यह मैं आप पर छोड़ता हूँ । लेकिन मैं चाहता हूँ कि एक सेंट्रल रेलवे यूनियन हो और उसके नीचे जितनी रेलवेज हैं उनकी अपनी एक एक यूनियन हो । ऐसा होने से ऐसी परिस्थिति का निर्माण होगा कि देश में रेलवे कर्मचारियों में डिसिप्लिन फैल जाएगा ।

इसके बाद मैं रेलों के देरी से पहुँचने के बारे में कहना चाहता हूँ । हम देखते हैं कि कनेक्शन के लिए एक एक घंटे का समय दिया गया है लेकिन यात्रा कनेक्शन नहीं मिल पाता । अगर साल में यह शिकायत एक दो बार हो तो कोई बात नहीं, लेकिन ऐसा अक्सर होता है कि कनेक्शन छूट जाता है

[श्री बिशन चन्द्र सेठ]

ऐसा ब्रांच लाइन्स पर बहुत होता है जिससे बड़ी अमुविधा होती है, इसके बारे में बार बार कहा जाता है पर कुछ फायदा नहीं होता। मैं पूछता हूँ कि हमारे यहां बोलने का क्या लाभ अगर उस पर ध्यान न दिया जाए। मैं आपके द्वारा मन्त्री महोदय का ध्यान सभोर दिलाना चाहता हूँ कि ये चीज ठीक हों। आपने जहां भाड़ा बढ़ाया है वहां यह आपका नैतिक कर्तव्य भी हो जाता है कि आप जनता को सन्तोष दें।

हम देखते हैं कि देश के अनेक भागों तक हम सड़कों बसों या रेल द्वारा आज तक सम्बन्ध स्थापित नहीं कर सके। लेकिन आज तक इस सभोर ध्यान नहीं दिया गया। हर साल बजट बनता है। खर्चा बढ़ता जाता है। मैं इसकी तफसील में नहीं जाना चाहता, लेकिन मैं निवेदन करूंगा कि हमें देखना चाहिए कि देश के किन किन भागों में अभी रेलवे नहीं पहुंची है। इस सभोर विशेष ध्यान देकर उन भागों के लिए कम्युनिकेशन लाइन बनायी जाए।

इसके साथ ही मैं एक सभोर महत्वपूर्ण बात निवेदन करना चाहता हूँ। इस इमरजन्सी के समय में मैंने एक महत्वपूर्ण लाइनों की सभोर आपका ध्यान खींचना चाहता हूँ। इस समय चीन का खतरा हमारे सामने है। मैं इस सभोर विशेष रूप से अपने आदरणीय मन्त्री महोदय का ध्यान चाहता हूँ। मेरा मुझाव है कि पठानकोट से एक लाइन जम्मू होती हुई काश्मीर जानी चाहिए। कहा जा सकता है कि इस पर खर्चा बहुत आया। लेकिन समें खर्च का सवाल नहीं आना चाहिए। यह देश की सुरक्षा का सवाल है। हमको एक लाइन पठानकोट से काश्मीर को फौरन बनानी चाहिए। सभोर दूसरी लाइन कलकत्ते से तेजपुर को ब्राडगेज की बनानी चाहिए ताकि इमरजन्सी के समय में हम इन सारे क्षेत्रों को कवर कर सकें। मैं देखता हूँ कि देश की बड़ी शक्ति ऐसे कामों पर खर्च हो रही है जिनका इस

समय तात्कालिक महत्व नहीं है। कुछ विशेष कामों को खास कारणों से हाथ में लिया जाता है जिनका महत्व इस समय नहीं है और जो देश के लिए आवश्यक कार्य हैं उसकी ओर ध्यान नहीं दिया जाता।

इसके साथ मैं एक सभोर निवेदन करना चाहूंगा। चन्द दिन पहले यहां एक एक्सीडेंट की चर्चा हुई थी, उसके सम्बन्ध में मैंने भी कुछ निवेदन किया था। आज मैं मन्त्री महोदय का ध्यान उस तरफ फिर खींचना चाहता हूँ। उस दुर्घटना में कुछ लोग रेल के डब्बे की छत पर बैठे थे और एक पुल से टकरा कर मारे गए थे। मैं निवेदन करना चाहता हूँ कि छतों पर बैठने की क्या तुक है। न तो छत तक जाने के लिए सीढ़ी है, न उस पर गढ़े बिछे हैं, तो फिर किस को कुत्ते ने काटा है कि जबरदस्ती अपनी जान खतरे में डाल कर छत पर जाकर बैठे। इसका कारण यह है कि आज रेलों में बैठते को जगह नहीं मिलती। इस कारण अनक आदमी डंडा पकड़ कर लटक जाते हैं और कुछ लोग छत पर चढ़ जाते हैं। यह बड़े ही दुर्भाग्य की बात है कि जब आप उनसे दाम लेकर उनको टिकट देते हैं तो उनके बैठने का प्रबन्ध क्यों नहीं करते। मेरा मुझाव है कि अगर आपके पास १००० आदमियों की जगह है तो उससे अधिक को टिकट न बेचा जाए और पुलिस को कहा जाय कि कोई भी आदमी बिना टिकट गाड़ी पर न चढ़ सके। मेरा निवेदन है कि इस सभोर मन्त्री महोदय को ध्यान देना चाहिए। इस परिस्थिति का निर्माण केवल इसी लिए होता है कि हमारे पास पूरी मात्रा में डिब्बे नहीं हैं, हम उनका प्रबन्ध नहीं कर पा रहे हैं। पिछले डिब्बेट के समय मन्त्री महोदय ने कहा था कि इस भीड़ का कारण यह है कि देश में चलने वालों की संख्या बढ़ गयी है। मैं समझता हूँ कि यह तो सौभाग्य की बात है कि अधिक लोग यात्रा करते हैं, लेकिन इसके साथ ही साथ रेलवे का यह नैतिक कर्तव्य हो जाता है कि वह उनकी

आवश्यकता की पूर्ति करे। लेकिन हम देखते हैं कि सरकार को इसकी चिन्ता नहीं है।

इसी के साथ मैं यह निवेदन करना चाहूंगा कि विशेष अवसरों पर हमारे देश में अनेक त्यौहार होते हैं जब अधिक संख्या में लोग यात्रा करते हैं जैसे गंगा स्नान के अवसर पर, और गरमी के दिनों में बहुत से लोग पहाड़ों पर जाते हैं। ऐसे अवसरों पर रेलवे का यह नैतिक कर्तव्य होना चाहिये कि वह विशेष ट्रेनें चलाए और कनसेशन टिकट जारी करे ताकि लोगों को प्रतीत हो कि यह हमारे देश की सरकार है और जनता को सुविधा पहुंचाना उसकी भावना है और उसी भावना के अन्तर्गत वह हमको ये साधन और सुविधाएं प्रदान कर रही है। साथ ही ऐसे अवसरों पर सुरक्षा का विशेष प्रबन्ध करना चाहिए जिससे कि इस प्रकार की दुर्घटनाएं न हुआ करें।

इसीके साथ मैं अपने आदरणीय मंत्री महोदय का ध्यान एक और महत्वपूर्ण बात की ओर दिलाना चाहता हूँ। जो लाइन ग्रंथेज क जमाने में थीं और जो कि पिछली लड़ाई के जमाने में उखाड़ ली गयीं थीं उनको फिर से जारी किया जाए मैं ने कई बार इस ओर मंत्री महोदय का ध्यान आकर्षित किया लेकिन इस ओर ध्यान नहीं दिया गया। आज मैं फिर यह कहना चाहता हूँ कि फर्रुखाबाद से शाहजहांपुर और शाहजहांपुर से मैलानी तक के क्षेत्र में लाइन जारी की जानी चाहिए। यह हमारे यहां एक बड़े जंगल का क्षेत्र है और यहां से बहुत लकड़ी बाहर जाती है। जो लाइन पहले यहां थी उसको फिर जारी कर दिया जाए तो यह लिक बन जाये। इस क्षेत्र में अनेक स्थान हैं जिनका कोई कनेक्शन नहीं है जैसे बलालाबाद, पुखरायां, मैलानी और

अलागंज। इनका कोई रेलवे लिक नहीं है। अगर इनको कर दिया जाए तो रेलवे को बहुत लाभ हो सकता है।

एक भाषणीय सबस्य : क्या ये आपकी कांस्ट.ट्यूएस। में है ?

श्री बिशनचंद्र सठ : मेरी कांस्टीट्यू-एंसी हमें नहीं खन्ना ज। की कांस्ट.ट्यू सी में है।

अब मैं अपने निर्वाचन क्षेत्र के सम्बन्ध में एक दो बात कह कर समाप्त कर दूंगा। मैं टा से चुन कर आया हूँ। कासगंज और टा में १७-१८ मील का अन्तर है। और इन दोनों के बीच में कोई कनेक्शन लाइन नहीं है। अगर कासगंज को एटा से मिला दें तो बहुत अच्छा हो। उससे इन दोनों स्थानों का कनेक्शन हो जाएगा और एटा में जो लाइन है वह भी कनेक्ट हो जाएगी। यह केवल १८ मील का टुकड़ा है।

अन्त में मैं समझता हूँ कि जो बातें मैंने मंत्री महोदय के सामने रखी हैं व उन पर विचार करेंगे। इन शब्दों के साथ मैं समाप्त करता हूँ।

Shri P. C. Deo Bhanj (Bhubaneswar): Mr. Deputy-Speaker, I rise to make my maiden speech on the floor of this House and I thank you for giving me this opportunity.

I shall begin by paying a warm tribute to the workers of the North-Eastern Railway for their excellent work when hostilities were going on in the Assam border as a result of the Chinese aggression. These brave men lived up to the maxim that each man is a soldier in his own field of work. I hope that workers on other railways shall imbibe this spirit of patriotism which was so ably displayed by the men of the North-Eastern Railway.

At a time when emergency is in vogue in our country and when goods

[Shri P. C. Deo Bhanj]

and passenger-traffic are constantly on the increase, the Indian railways are posed with a new challenge, and I hope that the Railway Administration shall buckle up its belt and meet this new challenge in a successful manner under the ministrship of Sardar Swaran Singh and his two able Deputy Ministers.

With trouble at our borders and no one to deny the fact that there is a positive need to raise resources, the fare-paying passenger was looking at the Railway Budget with a slight flutter in his heart. But his fears were relieved when Sardar Swaran Singh announced in the Railway Budget that there would be no increase in passenger fares. Instead, a surcharge was imposed on freight traffic from 5 per cent to 10 per cent and on parcel traffic at the rate of 10 pP. on the rupee. It is claimed that this surcharge will yield a total income of Rs. 19 crores—Rs. 17 crores from freight and Rs. 2 crores from parcels. It is also claimed that the effects of this surcharge will be marginal. But I have reasons to believe that this shall definitely have a bearing on the prices of exportable commodities. But at a time as this when the Railway Minister has spared the passenger of an increased passenger fare, let us not grudge the small increase on the freight and parcel rates.

I would now like to say something about our trains. Practically every State capital is linked to Delhi by direct trains. But there are some State capitals, like the capital of my own State, Bhubaneswar, which are neither connected to Delhi by through trains nor linked with it by through bogies. I think it will be a good idea if the Government lays down a general policy that the capital of every State should be linked directly with India's capital. That will benefit the travelling public as well as promote in its own way national integration.

I would now dwell on the Railway of my region, the South-Eastern Rail-

way. I would not like to sound regional, but I would be failing in my duty to my electorate if I do not place before this House the difficulties we experience in our area. The South-Eastern Railway, which was formerly known as the Bengal-Nagpur Railway, was famous for its catering; the food at that time in that Railway was really good. But lately, there has been a slow decline in the quality of food, and at the moment the food is appalling, to put it mildly. I think the Railway Ministry should take special care to see that the quality of the food is improved. The way to a man's heart, they say, is through his stomach, and if the Railway Ministry wants to be popular with the travelling public, it should provide them with good food.

A word about a station called Khurda Road Junction. It is one of the most important stations on the South-Eastern Railway, and is the rail-head for a number of important business centres in the Puri district like Daspalla, Nayagarh, Itamati, Bolgarh Begunia, Khandpara, Baghmari and Khurda. What happens is that parcels arrive at Khurda Road addressed to these places, and by the time the people get the railway receipts and then catch the bus and come down to Khurda Road to collect the parcels, they are already a few days late and they have to pay demurrage; perishable goods like vegetable and fruits get rotten. So I would suggest that out-agencies should be opened at these places—at Daspalla, Nayagarh, Itamati, Khandpara, Bolgarh, Begunia, Baghmari and Khurda—so that it will not only benefit the public, but the public will also receive the full benefit of Khurda Road which is their nearest rail-head.

Now I would say something about late running of trains. Late running of trains has become a disease in our railways. This is not only confined to my railway, the South-Eastern Railway; it has become a disease in most railways. Everytime I visit my constituency, I am faced with the common problem of the late running of trains,

specially on the Howrah-Waltair line. They say that the Puri-Hyderabad Express is notorious for running late. I hope the Railway Administration will see that trains run at least to time. We do not want to correct our watches by the punctual arrivals and departures of trains as they boast of doing with some trains in England. All that we want is that our trains should run reasonably correct to time.

Some years back, a survey was undertaken for the laying of a railway line from Khurda Road to Sambalpur via Khurda, Nayagarh, Daspalla, Baudh and Sonepur. The idea was to link the east coast with the western districts of Orissa which were rather backward. The survey was done. But suddenly, for some reason or other, the whole programme was abandoned. Actually, this would be a very useful line and it would open up the western districts of Orissa and bring them into direct link with the eastern coast line. Therefore, I hope the Railway Ministry will re-examine this proposal because there will be plenty of traffic, if this railway line is laid. Thank you.

Mr. Deputy-Speaker: Shri D. N. Tiwary.

श्री बंरवा कोटा (कोटा): उपाध्यक्ष महोदय, हाजस में क्वोरम पूरा नहीं है।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. We must keep the quorum. It would be a very sad reflection on us if everytime I have to ring the Bell for quorum.

Shri Harish Chandra Mathur: Ask the Whips.

Shri S. M. Banerjee: It is the responsibility of the Minister of Parliamentary Affairs to ensure quorum.

Shri P. K. Deo: It is more so on the Government side.

Mr. Deputy-Speaker: All parties are equally guilty.

Shri P. K. Deo: That is the lookout of those who pilot the Bills.

Mr. Deputy-Speaker: The hon. Members' first duty is towards Parliament.

Shri Harish Chandra Mathur: Equally that of the Opposition Members.

Shri D. N. Tiwary (Gopalganj): Before I come to the Railway Budget, I have one request to make of the Railway Minister. Year after year we make certain suggestions here. They are varied and large in number. The hon. Minister cannot touch on every suggestion that we make here. He replies to some, and leaves the others untouched. So, there should be some procedure by which he can satisfy the Members at least by writing and telling them that this suggestion is practicable, that suggestion is not. Otherwise, we remain in the dark as to what is being done or not done. We are never told whether our complaints are genuine or not, whether we were misinformed. Therefore, I would request him to devise some means by which any suggestion or complaint made here may be replied to in due course.

Coming to the Railway Budget, I congratulate the Railway Minister for presenting a surplus Budget with a very small additional burden on us. If he had taken some pains, he could have relieved us of that burden also. The additional money of Rs. 19 crores that he will get by the increase of freight rates he could have made up by resorting to economy, by plugging existing loopholes and retrenchment measures. At a time when the Finance Minister has put burdens of every conceivable sort on us, I thought since the passenger fare was not increased, freight rates would also not be increased.

I said that I congratulate him, but I would have been happier if I were able to congratulate him also on the better performance of the railways, on better relations between the public and the railway employees, on improved relations between the staff and officers. Even from the books supplied to us, we find that these things require further looking into. If the railway administration does not take care to look to these matters, there will be discontent among the passengers.

Discussion

Shri Banga: It is there now.

Shri D. N. Tiwary: Not to the extent that you think. Late running of trains and corruption in the railways have been referred to by other speakers, and I am not going to touch them, because in respect of the first the Railway Minister himself has said that there are some lapses and that he is going to deal with them. As for corruption, there are very few palms that do not want to be greased before anything is done. I shall leave it to some future revolution to correct it, not the ordinary procedure, that we want to adopt.

Some of my friends have referred to broad gauge and metre gauge, and narrow gauge also. Narrow gauge is an anachronism, an out-dated thing. It should be abolished as soon as possible. If we look into the expenses on the metre and broad gauges, we find that the working expenses on the metre gauge are more than what it earns. If the earning is 100, the expenses in some sections are 119, 142 and 135.

15.46 hrs.

[MR. SPEAKER in the Chair]

If we had converted the metre gauge lines into broad gauge, the losses would have been obliterated. If you take into account the loss suffered by metre gauge lines from 1947 to 1962, I think half of the metre gauge lines could have been converted by that amount to broad gauge. So, I would request him to see that new lines are only in broad gauge, and that if there is any doubling to be done in a metre gauge line, it is better not to double it but to make it broad gauge because the expenses will come to be the same, but there will be better service by broad gauge.

Besides, performance on the metre gauge is lower than on the broad gauge. In the figures that we have got for the last ten years, we see that the engine work for metre gauge is far less in percentage than broad gauge. All these considerations should be taken into account.

So many friends have referred to idle wagons or the speed of goods trains. That matter should also be taken into consideration, because idle wagons or less mileage of goods trains is a loss to the country.

I have said that if the Railway Minister plugged some of the loopholes he could have made up Rs. 19 crores that he expects by increased freight rates. In this connection I may mention that in the Audit Report, 1963, two major items of losses are mentioned. One is in dealings with contractors. At one place in the Audit Report it has been said:

"A notable feature in regard to these constructions is the abnormally high rates, even up to 500 per cent above the scheduled rates, quoted by the tenders for earthmoving, tunnelling etc., with the result that in 106 contracts out of 176, negotiations had to be resorted to for bringing down the rates,"

If they were 500 per cent more than the scheduled rates, why were the officers soft towards them, it passes our comprehension.

Shri Shah Nawaz Khan: They were not soft. It was difficult to find contractors to do that difficult job.

Shri D. N. Tiwary: Then, why were the scheduled rates made like that. It means your engineering department is not up to the mark. They knew that this terrain was difficult. There is some defect either in your engineering department or with the giving of the contracts.

There is another example. A contractor had given low rates for some work and a time was stipulated for its completion. The time was exceeded, but he was again called for the work, he charged abnormally high rates. So, there is defect in the system. The work is not settled in time, and the railways have to pay more than they ought to. You can look it in page 18 of the audit re-

port. There is also strong criticism about the coal losses. Stealing and other kinds of things are there. In page 21 of the audit report it is said that appreciable shortage in the weight of coal received at the loco-sheds on the South-Eastern Railway were noticed during the year 1961-62 and that the shortages were heavy in the case of coal received in box-type wagons. The shortages with widely varying range are indicated in that report and in some cases it is as much as 54 per cent. Supposing the coal loaded is 70 tons, the price paid is that of 70 tons but you actually get 54 per cent less. Naturally the fuel costs for the railways go up. It was mentioned in the Minister's speech that because the train mileage has increased or for some other reason the fuel bill has gone up. It is not so. The reason really is what I have pointed out above. Now, what steps have been taken to check these losses?

Shri Ranga (Chittoor): Let them study it now at least.

Shri D. N. Tiwary: Many of our friends have spoken against the students travelling without tickets. It is a social matter. But why should the students take to this? They are equally good citizens of India like us. They see that all the relations and friends of the railway staff go without tickets; they see that policemen and their friends and relations go without tickets. They see some of our public workers go without tickets. They are thus tempted. To blame the students alone for this social evil is not correct. I am not for a moment justifying their travelling without ticket or their goondaism. What I am saying is that all these have their impact on their behaviour.

Mr. Speaker: They would do so further if the hon. Member says like this....

Shri D. N. Tiwary: No, Sir. I say that the railway staff, the policemen and the public workers should correct themselves and this will have a

tremendous effect on the students also.. (Interruptions.)

Now, about railway catering. No doubt the contractor system was bad and the railway catering was a great relief. Some defects have crept in here to. The hands of the contractors are there in this matter. They want this system to fail so that the railways may resort again to the old system of contractors. You must be warned of that. The stations taken over or the catering system prevailing in the railway zones or in the trains should not be disturbed. Some reform is necessary. I do not say that it is now inferior to the arrangements of the contractors. This system was started on the basis of no profit no loss basis but I see there are losses. It is time that a Committee of Members of Parliament be set up to enquire into the matter as to why the losses had occurred.

Shri Swaran Singh: In the current year it is as low as Rs. 11,000.

Shri D. N. Tiwary: I am glad over that. But this should also be eliminated. The contractors make huge profits while we are not even balancing it. That is my point.

I now come to the behaviour of the railway staff which is deteriorating day to day. Whenever one writes to the officers, perfunctory replies are given. I have several such cases but for want of time I cannot quote them. For instance, I complained against a member of the staff at Patna. But another man was punished instead. I had to request Shri Shah Nawaz Khan to look into the matter. At least if the guilty man was not punished in the present circumstances, the innocent man should not be punished. With his intervention and after several months that matter was set right. But the real culprit was not punished.

Here is another instance of an hon. Member from Kesaria. He was assaulted by a TTE. When he complained, the DTS gave a reply casting

[Shri D. N. Tiwary]

aspersions on him. The DTS said that because he wanted certain persons to go without tickets, he was treated like that! That is the sort of reply that is usually given. It is just adding insult to injury. There are two lords on the railways: the big and the small lords. The big lord is the general manager and the small lords are the DS or the DTS. They never care for the public complaints.

In matter of staff also, is some officer is interested in him, he gets promotion. If nobody is interested in him then nobody cares for him. If in such cases we write to the autocracies concerned, that becomes harmful to the employee concerned. We are members of the public and the relations and friends of the employee—not the employee himself—meet us and we know such complaints. So, when we take up that complaint and write to the general manager or the DTS, they tend to harm that employee. At once they say, this man has approached such and such person; we will see that nothing is done.

Shri S. M. Banerjee: I am writing ten letters daily; no action has been taken.

Mr. Speaker: They are too many for a single Member.

Shri Shah Nawaz Khan: That is the cost one has to pay for encouraging the employees to do so... (Interruptions.)

Shri D. N. Tiwary: There is a rule that a class IV employee can be promoted to class III after a certain number of years of service. He is sent for examination and then promoted. I know matriculates serving in class IV for a number of years, 5-8 years being ignored while non-matriculates have been sent for examination; they have been promoted. We do not bring these matters to the notice of the general manager or the DTS because

the interests of the employee which already suffered would suffer again. But we know these things. I say that the labour unions would not get the support of labour if the officers of the railways behaved properly. It is only increments or pay that matters; it is the ill-behaviour of the officers. The staff go more and more to seek the help of unions or agitate for something which they do not even know sometimes.

If the Railway Ministry wants that the labour should behave properly and that the railway union should be more responsible, they should at least see that the behaviour of the higher staff is good and that they do not discriminate between persons.

I have brought these things to the notice of the Railway Minister so that he may look into them and there may be peace and good relationship in the railways. It is a public undertaking, a business undertaking for the public, for the users. It will do them no credit if the people are dissatisfied and if the workers are unhappy. As it is a monopoly may go on but no other business concern could run if the users are dissatisfied. The Railway Minister should see that the behaviour of the staff towards the public, especially of the higher officials, is good.

16 hrs.

श्री मोर्य (अलीगढ़): अध्यक्ष महोदय, पूर्व इसके कि मैं जो बजट आदरणीय रेलव मंत्री जी ने इस सदन के सामने उपस्थित किया है, उसका विरोध करूँ, मैं रेलव मिनिस्ट्री को धन्यवाद देना चाहता हूँ, अपनी ओर से और अपनी पार्टी की ओर से, कि उसने संकट काल में अपनी पूरी शक्ति से और सफलतापूर्वक राष्ट्र की सेवा की।

बजट का विरोध करते हुए सबसे पहले मैं आदरणीय रेलवे मिनिस्टर के

शब्दों को ही यहां रख कर भागे बढ़गा।
उन्होंने कहा है :

"It may be of interest to mention in this connection that one diesel locomotive by utilising one gallon of high-speed diesel oil, will give nearly 400 net ton-miles of performance, against about 60 net ton-miles that a road truck will give for the same consumption of diesel oil".

इस तरह की बात उन्होंने वहां पर कही। परन्तु साथ ही साथ उन्होंने सुझाव भी दिये हैं कि वे रेवेन्यू से जो १६ करोड़ रुपया अधिक हासिल करेंगे। किस तरह उसकी बढ़ोत्तरी करेंगे। जो सामान रेलवे में जायेगा उसमें ५ प्रतिशत की और जो पारसल जायेंगे उसमें १० फीसदी बढ़ोत्तरी करेंगे। एक तरफ तो उनका ऐसा कथन है कि हमारी रेलवेज में जो फ्यूएल इस्तमाल होता है वह ट्रक्स के मुकाबले, जो कि सड़क पर चलत है और दूसरी कम्पनियां चलाती हैं, उसमें १:७ का अनुपात होता है और दूसरी तरफ वह उससे बढ़ोत्तरी करना चाहत हैं ग्रामदनी की। आदरणीय रेलवे मिनिस्टर ने सुझाव दिया है कि जो १६ करोड़ ६० की बढ़ोत्तरी होगी वह रेवेन्यू से हासिल की जायेगी, और इस १६ करोड़ ६० की बढ़ोत्तरी इसलिये अनिवार्य है कि ४ करोड़ ६० रेट आफ डिविडेड में बढ़ोत्तरी के कारण इसमें से जायेगा, १० करोड़ ६० डिप्रिसिएशन रिजर्व फंड में जायेगा और ५ करोड़ ६० डबलपमेंट फंड में जायेगा।

जहां तक रेट आफ डिविडेड के लिये ४ करोड़ ६० की बात है, मैं उस का विरोध नहीं करता, लेकिन जहां तक बाकी १५ करोड़ ६० की बात है, जिसमें १० करोड़ डिप्रिसिएशन रिजर्व फंड का और ५ करोड़ ६० डबलपमेंट फंड का है, उनका मैं

जरूर विरोध करता हूं। उन्होंने १० करोड़ ६० की बात डिप्रिसिएशन रिजर्व फंड के लिये कहा है। पिछले वर्ष ७० करोड़ ६० का फंड इस कटेगरी के लिये था। इस वर्ष ८० करोड़ ६० की बात इसके लिये रखी गई है। मैं नहीं समझ पाता कि यह १० करोड़ ६० की बढ़ोत्तरी किस कारण से की जा रही है। एक तरफ राष्ट्र संकट का सामना कर रहा हूं और दूसरी तरफ जनता जनार्दन पर से टैक्स बढ़ रहे हैं। मध्यम वर्ग के व्यापारियों और उन के व्यापार की रीढ़ की हड्डी टूट चुकी है। एक तरफ तो रेलवे यातायात के साधन का खर्च बहुत बढ़ता चला जाता है और दूसरी तरफ ५ करोड़ ६० डबलपमेंट फंड में देने की बात कही गई है। मैं और पार्टी इस के पक्ष में हैं कि निर्माण हो, लेकिन निर्माण के नाम पर विशेष व्यक्तियों, सत्ताधारी वर्ग या किसी विशेष उच्च कोटि के सरकारी नौकरों की कोठियों का निर्माण हो, उन के बंगलों का निर्माण हो, उन के बैंक के बैलेंस का निर्माण हो, इस का मैं विरोध करता हूं।

श्री शाहनवाज खां : यह गलत है।

श्री मोय्य : मैं इसके आंकड़े दूंगा, आप बराबर नहीं।

एक माननीय सदस्य : बैंक बैलेंस के भी।

श्री मोय्य : बैंक बैलेंस के आंकड़े भी दूंगा, यदि अध्यक्ष महोदय आज्ञा दे देंगे।

चूंकि रेलवे बजट पर अपने विचार रख रहा हूं इस लिये दो तीन चीजों की ओर विशेष रूप से ध्यान दिलाना चाहता हूं। एक तो दुर्घटनाओं की ओर, दूसरे भ्रष्टाचार की ओर और तीसरे जो ट्रेन लेट चलती हैं उन की ओर। दुर्घटनाओं के सम्बन्ध में जो आंकड़े स्वयम् सरकार द्वारा दिये गये हैं उन के अनुसार सन् १९५६-६० में ८,९१६ दुर्घटनाएँ हुईं, सन् १९६०-६१ में ८,८०८

[श्री मोर्य]

दुर्घटनाय हुई है और सन् १९६१-६२ में ६.१८४ दुर्घटनाय हुई। अर्थात् अगर पिछले वर्ष और इस वर्ष की दुर्घटनाओं को देखा जाये तो ३७६ दुर्घटनाये अधिक हुई हैं। वहाँ पर दूसरे राष्ट्र बहुत सी उन्नति कर रहे हैं वहाँ सभ्य और दूसरी बहुत सी चीजों में, वह हमारी रेलवे मिनिस्ट्री जो रेलवे में सफर करने वाले लोग हैं उन की जान लेने में तरक्की कर रही है। ये दुर्घटनाओं के दो विशेष कारण समझना हूँ। एक तो रेलवे कर्मचारियों की भूल के कारण यह दुर्घटनाय होती है दूसरे रेलवे इंजन की खराबी या रोलिंग स्टॉक के फल हो जाने के कारण होती है। रेल कर्मचारियों की भूल लम्बी लम्बी ड्यूटियों या रेलवे के स्टेशन मास्टर, इंजीनियरिंग और ड्राइवरस की लम्बी ड्यूटी के साथ कड़े काम के कारण होती है, जैसे कि अनी अनी आल इंडिया रेलवेमन्स फडरेशन की वाइस प्रेजिडेंट महोदया ने अपने स्टेटमेंट में कहा है।

उन्होंने कहा है

"Four station masters and assistant station masters posted on stations on the Indore-Dewas-Ujjain section of the Western Railway performed non-stop duty ranging between 103 hours to 216 hours. Mr. J. L. Yadav, station master of Naranjipur was on unbroken duty for 216 hours. Mr. D. B. Puranik, station master of Vikram Nagar was on continuous duty for 103 hours. . ."

Shrimati Lakshmikanthamma
(Bhammam): He is reading his speech.

Shri Maurya:

में रेफरेंस दे रहा हूँ। अपनी स्वीच नहीं पढ़ रहा।

"... Mr. J. B. Baptis, assistant station master of Vikramgarh for 111 hours and Mr. R. D. Dager, A.S.M. of Kadchha station for 104

hours. Such instances are the causes of accidents."

फेडरेशन की जो वाइस प्रेजिडेंट हैं उन्होंने इस तरह का वर्णन किया है। इस लम्बी लम्बी ड्यूटी में स्टेशन मास्टर या असिस्टेंट स्टेशन मास्टर ही नहीं आते बल्कि रेलवे विभाग के ड्राइवर भी आ जाते हैं, जिन की जरा सी चूक के कारण हजारों आदमियों की जान खतरे में पड़ जाती है। वे वहाँ पर काफी असें तक, दस दस, बारह बारह और चौदह चौदह घंटों तक बगैर किसी आराम के ट्रेस में ड्यूटी बजाते हैं। यह मुख्य कारण है जिन की वजह से दुर्घटनायें होती हैं।

दूसरे जैसा कि मैं ने कहा जो दुर्घटनायें होती हैं उन में से ५० फीसदी से ज्यादा दुर्घटनायें इंजनों के खराब हो जाने से या रोलिंग स्टॉक की खराबी की वजह से होती है, जैसा कि दिये हुये आकड़े से प्रतीत होता है। यह जो इंजन खराब होते हैं या रोलिंग स्टॉक खराब होता है उस के लिये आज कोन जिम्मेदार है? रेलवे के उच्च श्रेणी के सरकारी कर्मचारी। उन की भूल के कारण था उन के अष्टाचार के शिकार हो जाने के कारण कह ली जाये, खराब चीजों की सलाह को मंजूर दिया जाता है। इस के कारण एक्सिडेंट्स होते हैं।

अष्टाचार के बारे में मैं केवल यह कहना चाहूंगा कि दुर्भाग्यवश आज की सरकार का अष्टाचार जम जम कर काजमसिद्ध अधिकार हो गया है। वह अष्टाचार को एक ऐसी देन समझती है जो कि उसे बिरासन के रूप में मिला है। अनी राज्य सभा में भी इस का वर्णन हुआ। मेसर्स व्हीलर एंड कम्पनी के नाम से एक कम्पनी है

अध्यक्ष महोदय : माननीय सदस्य किसी एक कम्पनी का नाम न ले।

श्री मोर्य : खैर, एक विशय कम्पनी है जिस के पास ३२५ बुक स्टाल्स हैं। एक तरफ

तो हम सोशललिस्टिक पैटर्न की, समाजवादी समाज की रचना, की बात करते हैं और दूसरी तरफ हम एक विशेष कम्पनी या एक विशिष्ट व्यक्ति को इतना बढ़ावा देते चले जा रहे हैं। उस में कोई रोक थाम अभी तक रेलवे मंत्रालय ने नहीं की है। रेलवे की स्टेटिस्टिकस हमारे सामने हैं। बहुत से रेलवे रेस्टोरेंट्स स्टेशनों पर हैं। अगर उन के नाम मंगा कर देखे जायें कि उन के मालिक कौन हैं, किन को ब ठेके दिये गये हैं तो पता चलेगा कि वे या तो सत्ताधारी पार्टी के हारे हुये एम० एल० ए० और एम० पी० हैं जो कि उम्मीदवार थे और हार गये हैं, या वे लोग हैं जो जिस समय सत्ताधारी पार्टी को वोटों की जरूरत होती है उस समय उन को नोट के बल पर वोट दिलवाते हैं। फिर वे स्वयम् भी इन रेस्टोरेंट्स को नहीं चलाते हैं। ६० फीसदी ऐसे रेस्टोरेंट्स हैं जिन को कि उन के मालिक किराये पर उठा देते हैं और वे घर बैठे हुए किराया पाते हैं। क्या यह भ्रष्टाचार नहीं है? और अगर यह भ्रष्टाचार है तो इसे रोकने के लिये अदरगीय मशीनो ने क्या कोई उपाय निकाला है? मैं उन के अलग अलग आंकड़े भी दे सकता हूँ, लेकिन बूक चन्द अग ही मुझे मिले हैं इस लिये मैं इस में अना समय नष्ट नहीं करूंगा। बड़े बड़े ठेकेदारों ने मनोसोती बना ली है।

श्री शाहनवाज खाँ : अगर आप कोई सबूत दे सकें तो बड़ा अच्छा रहेगा।

अध्यक्ष महोदय : मिनिस्टर साहब चाहते हैं कि आप लिख कर उन को ऐजी मिसार्जें दें और सबूत भी साथ दे दें।

श्री मोर्य : मैं सबूत भी साथ दे दूंगा।

रेलवे की १९६३ की ब्याज रिपोर्ट मेरे हाथ में है। इस में कांड प्रोर नॉलेज के बारे में पेज ३५ पैरा ४२ में यह लिखा हुआ है :

"16 bills amounting to Rs. 1.69 lakhs wer paid to a firm in respect

of supplies which were neither ordered nor received by the Railway. The payments were spread over a period of more than 10 years, starting from November, 1951. The fraud was detected during the course of reconciliation of Registers in December, 1961, arrears in which were being overtaken in pursuance of directions issued by the Railway Board in October, 1960, to clear the difference between balances as per general books and as per the purchase accounts. The Clerk who was checking all these bills is under suspension and criminal prosecution has been launched against him as a result of investigation by the Special Police Establishment."

एक बंदरे काफ़ी ना पकड़ लिया, बिबनो भी गिरी तो किन गरीब पर ?

अध्यक्ष महोदय : पुलिस एप्टेवलिशमेंट ने उा ना पकड़ा है प्रोर उन पर केस चलेगा। आप कहते हैं कि "बंदरे को पकड़ लिया" जैसे कि वह बंगुलह हो।

श्री मोर्य : वह तो मुसाहगार है ही। लेकिन यह जो दस वर्ष तक भ्रष्टाचार होता रहा प्रोर जारन मैन कर को इनकी जानकारी नहीं हुई या अगर उा ना जानकारी हुई तो उन्होंने इनको रोकने के लिए कोई कदम नहीं उठाया, इन मून के लिए उन को का सजा दी जा रही है। यह चोब उा ना जानकारी में प्राती चाहिए थी। अगर उा ना जानकारी में नहीं प्रायी तो इतका का कारण है।

इसी प्रकार विधायियों के पास का मामला है। नको चुरकर बेचा जाता है। इस में स्टेशन मास्टर, कर्नल और बहुत से सत्ताधारी रेलवे कर्मचारी भी शामिल होते गेगे। इस कार के हजारों पास चल रहे हैं। मेरी विनती है कि इस भ्रष्टाचार को रोक जाये। यह अभिशाप है। इसके रहते कोई भी परकर ज्यादा दिनों जीवित नहीं रह सकती। मैं तो कहता हूँ कि अगर आवश्यक

[श्री शौर्य]

समझा जाये तो इसको रोकने के लिए कपीटल पनिशमेंट तक रखी जानी चाहिए। आज भ्रष्टाचार हमारी रग रग में घुस गया है। इसको रोकना अनिवार्य है।

अब मैं शिडयूल्ड कास्ट और शिडयूल्ड ट्राइब्स के बारे में कुछ बातें कह कर आगे बढ़ूंगा, जो पहले रेलवे मंत्री थे बाबू जगजीवन राम, उन्होंने कुछ सहूलियत दी थीं आदरणीय महात्मा गांधी की विचारधारा को पूरा करने के लिए, बाबा साहब डॉ० अम्बेडकर की विचारधारा को पूरा करने के लिए, हमारे पवित्र संविधान की पवित्र धारा की भावना को पूरा करने के लिए, और कहा था :

“Let there be reservation in promotion for Scheduled Castes”

इस के लिए हाईकोर्ट में और सुप्रीम कोर्ट में केस चला और फंसला शिडयूल्ड कास्ट और शिडयूल्ड ट्राइब्स के लोगों के पक्ष में हुआ कि उनको प्रमोशन में भी रिजर्वेशन मिलना चाहिए। लेकिन आज इस भावना की पूर्ति नहीं हो रही है। प्रमोशन ; रिजर्वेशन मिलना तो दरकिनार आज उन लोगों को सजायें दी जा रही हैं। बहुत सों को निकाल दिया गया है। हजारों सरकारी कर्मचारियों को सस्पेंड कर दिया गया है और उन से जवाब मांगा जा रहा है। और सैकड़ों को सरकारी नौकरी से निकाल दिया गया है। मैं आप को उनकी लिस्ट दे सकता हूँ। १२ के नाम तो मेरे पास इस समय भी हैं।

श्री साहनबाबू झा : जो लोग ड्यूटी नहीं करते और भ्रष्टाचार करते हैं उनको चार्जशीट मिलता है, शिडयूल्ड कास्ट होने की वजह से नहीं मिलता।

श्री शौर्य : मैं बेगुनाहों की लिस्ट दे दूंगा।

शिडयूल्ड कास्ट के कर्मचारियों के ट्रांसफर के बारे में एक सरकुलर है जिस में लिखा है :

“It has been represented that persons belonging to the Scheduled Castes who are posted at places far off from their home town, experience considerable difficulties especially in hiring residential accommodation. It has been suggested that the transfer of such employees should be confined to their native districts, or adjoining districts or places where the Administration can provide quarters.”

यह २१ दिसम्बर, १९६० का सरकुलर है। इस सरकुलर की भावना को आज पूरा नहीं किया जा रहा है। अभी अभी मेरे पास करीब ५० रेलवे कर्मचारियों के रिप्रेजेंटेशन हैं जिनको मैं यहां रखना ठीक नहीं समझता। उन्होंने कहा है कि हमें ट्रांसफर कर दिया गया और उनकी जगह ऐसे लोग रखे गये हैं जो वहीं के रहने वाले हैं और जो शिडयूल्ड कास्ट और शिडयूल्ड ट्राइब्स के नहीं हैं मेरी आदरणीय रेलवे मंत्री महोदय से प्रार्थना है कि या तो वे इस सरकुलर को समाप्त कर दें—मैं यह नहीं कहता कि किसी की मानोपत्ती हो—मेरा कहना है कि वह अगर इसको गलत समझते हैं तो इसको समाप्त कर लें। लेकिन अगर वह इसको सही समझते हैं तो इसकी पूर्ति की जानी चाहिए। इसको रद्दी की टोकरी में रख कर यह दिखाना उचित नहीं कि हम शिडयूल्ड कास्ट को सहूलियतें दे रहे हैं। यह भ्रष्टा नहीं मालूम पड़ता।

एयर कंडीशंड कोच में अडैज रहते हैं। उनकी बड़ी भारी परेशानी है। उनकी लगातार सात दिन ड्यूटी रही है। उनको १५० घंटे लगातार काम करना पड़ता है और १५ दिन में उनको केवल २४ घंटे आराम को मिलते हैं। इनकी तनखाह जनवरी मिन १९६२ से पहले ७५ रुपये से शुरू हो कर १२० रुपये तक जाती थी, अब उनको एक इनाम दिया गया है। न मालूम उनको यह सजा क्यों दी गयी है कि

उनकी तनखाह का ग्रेड ६० रुपये से १३० रुपये कर दिया गया है। इसका कारण मा म नहीं पड़ा।

जब से मुझे पहले दज का पास मिला है तब से मैं देखता हूँ कि जो कोरीडार अटेंडेंट रहता है उस को तीस तीस घंटे, छत्तीस छत्तीस और चालीस चालीस घंटे काम करना पड़ता है लेकिन उस बेचारे के लिए वहाँ सोने की कोई जगह नहीं है। यह किस तरह की व्यवस्था है, यह किस तरह का निजाम है। जो जितनी ज्यादा मेहनत करता है वह उतनी ही कम तनखाह पाता है। और जो जितनी कम मेहनत करता है वह उतनी ही ज्यादा तनखाह पाता है जो जितनी ज्यादा मेहनत करता है उतने ही ज्यादा संकटों में रहना पड़ता है और जो जितनी कम मेहनत करता है उस को उतना ही ज्यादा आराम मिलता है। यह चीज हमारे पवित्र संविधान की भावना के विरुद्ध है।

अब मैं गैंगमैन और कंजुअल लेबर के बारे में कुछ निवेदन करना चाहता हूँ। मेरा निवेदन है कि उन की कोई सुनवाई नहीं की जाती। गैंगमैन स्टेशन से दूर रह कर काम करते हैं। जब ये लोग बीमार पड़ते हैं तो इन के इलाज का कोई इन्तिजाम नहीं है। और हो भी नहीं सकता। लेकिन अगर वे प्राइवेट डाक्टर का इलाज करा लेते हैं तो उस को माना नहीं जाता और उन को छुट्टी तक नहीं दी जाती। बहुत से गैंगमैनों को इस लिए नौकरी से निकाल दिया गया है।

श्री शाहनवाज खाँ : आनरेबल मंत्री बिल्कुल गलत कह रहे हैं। गैंगमैन के लिए बैसी ही फौसिलिटीज हैं जैसी कि किसी और के लिए।

श्री मोर्य : मैं नाम दे सकता हूँ, टाइम दे सकता हूँ, डेट दे सकता हूँ।

श्री शाहनवाज खाँ : तो क्यों रखे हुए हैं, देते क्यों नहीं।

श्री मोर्य : डिप्टी मिनिस्टर जो कुछ कह रहे हैं वह सत्य से बहुत परे है।

अध्यक्ष महोदय : आप लिख कर दे दीजिये।

श्री मोर्य : मैं मेडिकल एड के बारे में कह रहा था। प्राइवेट डाक्टर के सर्टिफिकेट को मान लेना चाहिये।

श्री शाहनवाज खाँ : ये लोग भ्रष्टाचार करते हैं। जान बूझ कर ड्यूटी से गैर हाजिर हो जाते हैं और प्राइवेट डाक्टर का सर्टिफिकेट दे देते हैं। इस तरह ये लोग भ्रष्टाचार करते हैं जिस के खिलाफ आप बोल रहे हैं।

श्री मोर्य : डिप्टी मिनिस्टर साहब को इस का खवाब में पता चला होगा। जो लेट ट्रेनें चलती हैं उन के बारे में अब मैं कुछ कहना चाहता हूँ।

अध्यक्ष महोदय : आप का समय हो गया।

श्री मोर्य : एक मिनट। मैं एक मिनट में समाप्त करता हूँ।

आज ट्रेन का समय पर न पहुँचना इस बीसवीं शताब्दी में सब से बड़ा अभिशाप है। लेकिन यहाँ यदि किस दिन समय पर गाड़ी पहुँच जाये तो यह बड़े भाग्य की बात है। इस चीज को रोकना बहुत जरूरी है। ट्रेनों को ठीक समय पर पहुँचना चाहिये। मैं यह नहीं कहता कि अगर किसी ट्रेन के पहुँचने का समय १२ बज कर १५ मिनट है तो वह ठीक १२ बज कर १५ मिनट पर ही पहुँच जाए, वह १२-२५ पर या १२-३० तक तो पहुँच जाये। लेकिन ऐसा तो न हो कि दूसरे दिन १२-२५ पर पहुँचे। ट्रेनें बारह बारह घंटे तीन तीन घंटे और दो दो घंटे लेट हो जाती हैं। इस का एक मुख्य कारण है। अगर किसी जगह पहले दरजे के किसी पैसेंजर को देर हो गयी या अगर कोई डिप्टी मिनिस्टर साहब सफर कर रहे हैं उन को देर हो गयी, या उन को जगह न मिली या अगर कोई वी० आई० पी० सफर कर रहे हैं उन को देर हो गयी तो ट्रेन को रोक लिया जाता है, इस से देर हो जाती है।

एक माननीय सदस्य: डिप्टी मिनिस्टर को तो जगह मिल ही जाती है।

श्री शीर्ष : मैं प्रदेशों के डिप्टी मिनिस्टरों के सम्बन्ध में कह रहा हूँ।

मेरा समय समाप्त हो रहा है इसलिये मेरी विनती है कि जो बातें मैं ने आप के सामने रखी हैं, उन पर ध्यान दिया जाए। भ्रष्टाचार को समाप्त किया जाए। और जो आप ने १६ करोड़ रुपये की बढ़ोतरी की है अगर ईमानदारी से और ऐफीशिएंसी से काम किया जाये और निजाम ठीक हो तो वह पूरी हो सकती है। और यह जो १० करोड़ रुपया डिप्रीसिएशन फंड में बढ़ाया गया है यह आज की संकट की घड़ियों को देखते हुए आवश्यक नहीं है।

Shri Basumatari (Goalpara): Sir, at the very outset I want to thank the hon. Railway Minister, Shri Swaran Singh, for his boldness in presenting the Budget with a surplus to the tune of Rs. 31 crores. I also want to thank him for his boldness for submitting a budget estimating to yielding Rs. 19 crores through increased charges on freight of goods and parcels. Why I use the word 'boldness' is because, in spite of the fact that there is a heavy levy of other taxes by the hon. Finance Minister, he has still ventured to think of bringing Rs. 19 crores through other means. Therefore I cannot but thank him.

As you know, Sir, the Railways is the biggest public undertaking in Asia and is the second biggest in the world having total kilo metrage of 57,089 in 1961. Its administration is just like an independent administration. Therefore the criticism launched in this House is quite unlike the criticism of other Budgets of other departments.

A lot has been said about corruption and ticketless travel. A committee has been set up to see how to control it. But instead of diminishing, the

number of ticketless travellers is increasing. If you go through the figures, you will find that in 1961 it was 75,50,075 and in 1962 it went up to 79,79,597. It shows that it could not be controlled by the Department. Here in this House everybody says how corruption and ticketless travel come in. The staff themselves are allowing it and encouraging it. Some of the hon. Members have said that public workers also do the same. I do not know what the definition of the public workers is and what business it is of public workers to follow the path of corruption. But it is a fact that the employees of the Railway Department themselves encourage it. I have seen that with my own eyes.

The other day, only on the 3rd January, when I was going home, I met with a tragic incident. Two cancer patients came from Madras. They had reservation and intimation from the Department itself through the staff of the Governor of Madras. Still, they were in the wilderness at Barauni Station. As soon as they saw me, they came and took shelter with me. They told me, "This is the confirmation of the reservation but the Railway Department took Rs. 10 each for reservation". I will not mention the name. I do not like this thing to be discussed about. So, I wanted to write but I did not write and there is a reason behind that. The thing is that whoever wants to purchase a ticket is refused. I am also told how many times seats are reserved just to be released to people who pay money. This way ticketless travellers are encouraged. Therefore unless the national character is built up, I do not think our hon. Minister can do anything. I have no doubt at all that all of them are very sincere. I know Shri Swaran Singh. I also know both the Deputy Ministers. They are very, very sincere. But poor people, they are not getting the co-operation of the people who are at the helm. Therefore corruption goes on like anything.

As I have said just now, it is an independent administration. They spend crores of rupees. They are also yielding Rs. 600 crores as earnings. They have employed more than 1,200 persons and are spending Rs. 200 crores on salaries and wages upto date. Just now, my hon. friend who spoke before me, said with lamentation that, even though there is the constitutional guarantee for the Scheduled Castes and Scheduled Tribes, the attention of the Railway department has not been drawn to that. That is a fact. You know I also belong to one of the Scheduled Tribes. I sometimes feel that we are not true to our words, true to our promises. Whatever we promise here, we forget outside the House. Whatever we guarantee in the Constitution, in the implementation, we are out and out not to see to these things.

Again, I want to mention a thing which is lamentable. When Shri Jagjivan Ram was there at the helm, there was a feeling of relief. People thought that our interests will be served and it was served to some extent. It was served, but it was opposed in the High Court even. Even if you want to go according to the Constitution, you will be hated, you will be turned out. This is the mentality of the country. What to do? I seek your help; what to do? I request the Ministers who are sitting here to consider. The Minister is very bold, I know. I hope he will consider the case of the Scheduled Castes and Scheduled Tribes.

Sometime back an incident came to my notice, in 1962, on July 7th, I saw an advertisement that there are two posts for Scheduled Castes and one for Scheduled Tribes as T.T.I. The T.T.I. is to be promoted from T.T.E. That was advertised there. As there are some people in the higher departments and in higher categories also, the Scheduled Caste people somehow got promotion. But, alas, my Scheduled Caste candidate has not been appointed and promoted. Therefore, this Constitution is implemented only

when we agitate like anything, when we cry like anything. Mahatma Gandhi wanted that these communities should be brought up to the same level with others. At his advice the Constitution of India was framed by the leaders of the country including yourself, wanted that these people should be brought up to the same level as others within a limited time of 10 years. It was accepted by the country. But, during the last 15 years, it has not been done. Whatever facility has been given to these people, it has been given only when they agitate and cry. That is not the thing. We must be sincere to what we promise, whatever we utter. This is my prayer to be listened to by the leaders of the country.

Coming to my State, you know I come from the frontier State of Assam, problem State. After Partition, Assam remained isolated for 5 years. There was one Railway like backbone from Calcutta to Digboi. It was cut off. It remained isolated for 5 years. After that, a small tiny railway line has been constructed through a narrow corridor of 40 miles only from Alipur to Fakiragram touching the old lines constructed by the British. When I speak here, I am sorry, I may be taken as a parochial speak for Assam. What I want to say is, the Assam State is not only a State for Assam. Assam for the whole of India. From the strategic point of view, you have seen only a few days ago what India had to face and how India was humiliated by the Chinese. Why was it so? The Chinese had the courage to attack N.E.F.A., to attack Assam aiming at the petroleum and tea gardens which is dollar-earning. It is not the aim of the Chinese just to have some territory here or there. Their aim was to have the petroleum and tea gardens and the resources of the country. Is not Assam a State for the whole of India? It produces 40 crores pounds of tea. Out of 70 crores pounds whole of India, Assam produces 40 crores pounds of tea. Assam produces also petroleum. She produces about 1½ million bales of

[Shri Basumatari]

jute, where whole of India produces 7 millions of jute.

So, Assam should not be considered in terms of a State and as zone only. The problems of Assam particular should be considered as national problems, as indeed, the country had to face recently.

The Railway Minister has been praised and attributed by everybody just now. It is a fact that the railway officers and the employees served the area tremendously at the break of emergency. It is a fact that the services rendered by these employees is remarkable. We must admit that. But, at the same time, we must also admit how they had to undergo a lot of difficulty because with just one tiny railway line they had to bring all essential commodities to feed the people of Assam and also transport the essential things to the military. And it was a tremendous work for them.

Therefore, the State Government of Assam submitted a memorandum in regard to this matter. The Assam people are very simple people, and their demand is also very simple. They are generally satisfied with the small things; they are just like the tribals. As you know, Sir, the tribals are satisfied generally with whatever they can get. In that sense, the State of Assam is also a State of tribals, because most of the people of Assam are tribals.

Therefore, they submitted a memorandum to the Government and to the Railway Minister to convert the metre gauge into a broad gauge line from Siliguri to Gauhati or Joghohpa. I am also told by one of the members of the Planning Commission Shri Tarlok Singh that the operational costs in the case of the metre gauge are 35 per cent higher than that of the broad gauge. So, Government of Assam have suggested, that this metre gauge line should be converted into broad gauge.

As I have stated just now, the Assam State is a problem State involving so many problems; sometimes, natural calamities like problem flood and earthquake, and sometimes, the problem of the hostile Nagas and heavy infiltration from Pakistan, and sometimes the language and Communal trouble is there and what not. These various problems make the State of Assam a problem State and now the Chinese attack. So, the problems of Assam have to be solved not by the State of Assam only but by the whole country as national problems, and I hope that the House will join with me when I say this.

In this connection, I would like to suggest a few lines for construction. One line which has been suggested by the Assam Government and which has also been alluded to by the Members of Parliament from Assam is the line from Gauhati to Garo Hills, which is an area on the border of Pakistan. One line has already been constructed from Rangapara to North Lakhimpur for a distance of 107 miles. From North Lakhimpur to Murkongselaka, which is a distance of 100 miles, is under construction. As this line is in a strategic area, I request that the line may be extended from Murkongselaka to Pasighat which is just at a distance of 20 miles in NEFA, just at the Foot Hills.

Another line that I want to suggest is from North Lakhimpur to Kiming, which is just at a distance of 14 miles, and is just on the border of Foot Hills of NEFA towards Zero side. From Kiming up to Zero a very good road has already been constructed. I would suggest that there should be a railway line between North Lakhimpur and Kiming, just to benefit the people in this area to get the assimilated with the people of Assam. And this is, of course, a metre gauge line which I am suggesting.

I have one small suggestion in regard to Tripura and Manipur also. As you know, Sir, Tripura and Manipur are going to be small States now. Between Tripura and Assam there is no road now. Therefore, I would suggest that a railway line should be constructed from Manipur right up to Manipur via Nagaland. A railway line should also be constructed from Silchar to Mizo, because this is a district which is isolated on the border of Pakistan and Burma. There should be one railway line as this district is isolated, only recently a road has been constructed by the State Government that too not up to the mark.

As you know, Sir, Tripura is cut off from the rest of India, and everything is supplied by air-dropping. Just today in some connection I had come to know that even the aerodrome could not be constructed there for want of bricks. From the strategic point of view, this area is very important, and the construction of the aerodrome is very essential, but we find that the aerodrome could not be constructed only for want of bricks, and you can very well imagine how the border problem is there in such a strange state of affairs. Lastly we should explore the practicability of linking the Brahmaputra and Ganga by a canal to avoid Pakistan navigation. It will cost only Rs. 100 crores.

Therefore, I again request the Government to realise that the problem of Assam is not just a State problem but a national problem. Thank you.

Shri K. N. Pande (Hata): I am also one of those who are very much inclined to thank the Railway Ministry for its achievements in the last one year. In the previous year, there were two major problems. One was to meet the requirements of coal transport as there was a shortage of wagons. But that problem has been solved in such a way that I have every praise for the Railway Ministry. Although the situation is still not completely back to normal—something more requires to be done in that regard—the position has eased to

a great extent. The other thing is that during the period of the emergency the railways were faced with a very heavy responsibility. During this period the railway employees and officers did their work so marvellously that they have raised themselves in the eyes of the public. When other officers and employees were not in a mood to stay on in Assam while the tension was on, the courage of the railway employees was to be seen; they were ready to sacrifice even their lives, if needed.

I have nothing to say about the presentation of the present Budget because many Members have spoken about it. I can only associate myself with them. I have to touch on only a few points, points which have not been touched by other Members or have arisen during the course of the debate. One is about realisation of the gravity of the situation when there was a call for a general strike in the country. The railway is such an important sector that if there is any stoppage in its working, the work of not only the railways but other industries dependent on the railways will come to stop and all economic activity in the country will be paralysed. When there was a call for strike, there was a section of employees who realised that this strike was going to cause a tremendous loss to the country and would also bring a bad name to us before others. So they did their best not to let that strike take place. In that atmosphere, the Railway Ministry also thought that the time and situation demanded that there should be a Union which followed constructive lines which was organised in a way which placed the interests of the nation above their own interests. They realised this. But after that was over, that has been forgotten. Recognition was withdrawn from one Union which had served a strike notice. But now it has been restored. They are also invited by the Railway Board to have negotiations. Has any condition been put before such unions that if they do the same thing again, this privilege will

[Shri K. N. Pande]

be withdrawn from them? I do not think so. Suppose a similar situation arises, what will the Ministry do? Again, the whole burden will fall on those employees, those unions, who think on constructive lines. The Ministry should realise that if a man has served at the proper moment, he should be rewarded for it, his services must be appreciated.

The other day there was a complaint from Shri A. P. Sharma that his union was not in the list of unions whose services during the time of difficulty were appreciated. It should not be so. We should be cautious about these things. In an emergency, in a short period you cannot do anything. You have to build up a trade union which thinks on constructive lines, which loves the country, which believes that the country should progress. In an easy situation everybody is enthusiastic about the country, but services rendered when there is difficulty before the country that count. My suggestion is that the trade union organisation led by Shri Vasavada, which follows the lines of INTUC, which follows the path of Mahatma Gandhi, should be taken into confidence, and their suggestions should be considered seriously and in a manner that may give them encouragement.

During the emergency I found that when troops were rushed to the borders, other trains were delayed by six hours. There is still the fear that there may be another attack. So, we should take precautions, so that the line which runs from Lucknow to Barauni may not be blocked while rushing the troops to the borders. Moreover, the Ministry should think of converting the line to broad gauge, instead of letting it remain metre gauge. I think this is in the interests of the whole country. This will serve a great purpose, because that is the only line which will help the troops to go to the border areas.

In this book it has been mentioned that departmental catering is up to

the standards, and that the contractors are also expected to work on these lines. The Minister may be satisfied that catering is up to the standard or on the lines that he has in mind, but I say that departmental catering is not up to the standard. There is a lot of complaint. There may be heavy expenditure, they may show you the accounts, but what about the complaints of the passengers? Recently, while coming from Mirzapur to Delhi, I asked the guard to arrange to provide me with a cup of tea at Allahabad, but he told me that the departmental catering system is such that they cannot give tea in the train. If you go to the restaurant, they will give. If I go to the restaurant for taking tea and the train leaves, what will happen? This is the condition of the departmental catering. The food is also not of the good standard. If this is the standard that we expected from the contractors, I can say that it is worse. I associate myself with Shri Tiwary. Let an enquiry committee be appointed to look into the functioning of the departmental catering. In case it is found that there is something wrong, then efforts should be made to improve things. I do not say that they should be replaced by the contractors because there were numerous complaints about the catering of the contractors also. That is why it was taken over. The public really expect something more from departmental catering, then what it was during the time of contractors.

About industrial relations, I may say that I am happy that some machinery has been provided by the Railway Ministry so that the grievances of the workers may be looked into and decided some way or the other. The permanent negotiating machinery has dealt with so many cases and decided them. But suppose we bring 200 cases to that machinery and some 50 or 60 are decided. What about the remaining? I feel that there should be a panel of arbitrators. Let the names be acceptable to the workers

also. If there are some points of difference between the parties, let the matter be decided by some third person. If both the parties agree, it will be decided in the permanent negotiating machinery; there will be no difficulty. In case, however, there is some difference, what happens to these disputes? The railways should create some machinery for arbitration so that matters which remain unsolved can be arbitrated upon. We should take a lesson from the last strike. There were some genuine grievances also. May be, we did not favour it at that time. But it is wrong to say that everything was wrong on the part of the workers. The way they wanted to solve the problem was wrong but there were some grievances which cannot be ignored. There should be some machinery so that the just grievances of the workers may be decided upon to the context you think it proper.

श्री बसवन्त (थाना) : अध्यक्ष महोदय, रेलवे बजट के सम्बन्ध में कुछ निवेदन करते समय मुझे बहुत खुशी हो रही है। इस का कारण यह है कि जब १८६३ में २० मई को रेल गाड़ियों का आना जाना शुरू हुआ था तब सब से पहले बम्बई से थाने के लिये शुरू हुआ था। मेरा निर्वाचन क्षेत्र होने से इस सम्बन्ध में कुछ बातें कहने में मुझे खुशी का अनुभव होना स्वाभाविक है।

सुबर्बन रेल गाड़ियों के बारे में माननीय रेल मंत्री जी ने कहा है कि ६ प्रतिशत रेलगाड़ियां सुबर्बन लाइज में बढ़ाई गई हैं। लेकिन वहां जो भीड़ भाड़ रहती है, उस को देखने से पता चलेगा कि ६ परसेंट गाड़ियां बढ़ा देने से ही कुछ फायदा होने वाला नहीं है। यह बात जो यात्री बिना टिकट चलते हैं, उन के आंकाड़े देखने से सिद्ध हो जाती है। मैं आप के सामने इस सुबर्बन लाइन के आंकाड़े रखना चाहता हूं। मई महीने में कोई २ लाख ४ हजार ९७० पास होल्डर्स थे और मई महीने में ही ७२

लाख ६ हजार १९१ टिकट बेचे गये। इस से मालूम हो जाता है कि पास होल्डर्स यानी आने जाने वाले और टिकट लेने वाले ६ लाख ५० हजार १४६ आदमी एक दिन में आते और जाते थे। सारे देश में आज हम देखते हैं कि ४४ लाख प्रवासी रेलगाड़ियों का इस्तेमाल हर रोज करते हैं। यानी अभी इस सुबर्बन रेलवे में कुल के आठवें हिस्से, ७० मील के फासले में प्रवास करना शुरू करने से बहुत ज्यादा यातायात शुरू हो गया है, और उसके कारण बगैर टिकट प्रवास काफी बढ़ गया है। इस लिये मैं सदन के सामने टिकटलैस प्रवास क संबंध में अपने विचार रखना चाहता हूं।

सन् १९५५-५६ में कुल ६९ लाख, २/२ हजार, ११४ आदमी बगैर टिकट रेल से चले, सन् १९६०-६१ में ७५ लाख, ५५ हजार ७५ आदमी बगैर टिकट गाड़ी में चले हैं। यानी हर साल १ लाख, ३० हजार, ५९२ आदमी बगैर टिकट ज्यादा चलते हैं।

श्री शाहनवाज खां : वह पकड़े गये हैं।

श्री बसवन्त : हां, वे पकड़े गये हैं। मैं अब सुबर्बन रेलवे के कुछ आंकाड़े आपके सामने रखना चाहता हूं सेंट्रल रेलवे में सन् १९६०-६१ में कोई १० लाख, ६९ हजार, ८०८ आदमी बिना टिकट पकड़े गये, सन् १९६१-६२ में ११ लाख, २६ हजार, ८३५ आदमी पकड़े गये। यानी एक साल में ५७ हजार, २७ आदमी बिना टिकट ज्यादा पकड़े गये। इसके माने यह हुए कि सारे भारत में जो टिकटलैस प्रवासी पकड़े जाते हैं उस में ४३ परसेंट सेंट्रल रेलवे का हिस्सा है और उसमें भी सबसे ज्यादा हिस्सा बम्बई सुबर्बन रेलवे का है। इस लिये मैं कहना चाहता हूं कि चूंकि ४२ परसेंट आदमी वहां पकड़े जाते हैं। यह समझा जा सकता है कि मंत्री महोदय के मंत्रालय की ओर से चेकिंग का काम वहां ज्यादा अच्छी हालत में

[श्री बलवन्त]

है। इसी लिये तो इतने ज्यादा आदमी पकड़े जाते हैं। १०-१२-६२ के दिन स्पेशल स्क्वैड ने चैकिंग की। इस सुबरबन रेलवे पर ५१ स्टेशन हैं उन में दो स्टेशनों के बीच में छः घंटे तक चैकिंग हुई। अगर वहां पर ८५६ आदमी इतने समय में पकड़े जा सकते हैं तो यह समझा जा सकता है कि ५१ स्टेशनों पर बगैर टिकट वालों की संख्या लाखों की होगी।

मैं इस संबंध में पकड़ने वालों का दोष निकालता हूँ ऐसी बात नहीं है। लेकिन जब पहले गाड़ी शुरू हुई थी उस समय से बम्बई में रहने वालों की संख्या बहुत बढ़ गई है। देश में बम्बई सबसे ज्यादा आदमियों के रहने का ठिकाना है। लाखों आदमी वहां आते जाते हैं। वहां पर सुबरबन लाइन्स तो बढ़ गई हैं लेकिन जो स्टेशन हैं वही पुराने ढंग के ग्रेट इंडियन पेनिन्सुला रेलवे के टाइम के बने हुए हैं। वहां पर आने जाने के रास्ते जो हैं वे बहुत तंग हैं। टिकट घर भी ऐसे हैं कि उसके समने एक आदमी से ज्यादा नहीं जा सकता है। इस लिये वहां पर बहुत ज्यादा काम नहीं हो पाता और भीड़ की चैकिंग भी नहीं हो पाती है। इस कारण भी बगैर टिकट प्रवासी काफी संख्या में गाड़ियों में चलते हैं।

एक और सूचना भी इस सदन के सामने रखना मैं जरूरी समझता हूँ। महाराष्ट्र में जो कारखाने बढ़ते जाते हैं उनके स्थान पर अधिकतर सुबरबन रेलवे पर हैं। और सुबरबन ट्रेन्स में काफी आदमियों का आना जाना इन इन्डस्ट्रीज के खुलने के कारण शुरू हो गया है। रेलवे का बहुत ज्यादा प्रेशर आ गया है। इसके कारण जो लोग सुबरबन रेलवे में यात्रा करते हैं उनको उन में बैठने की जगह नहीं मिलती है। जहां से गाड़ी शुरू होती है वहां पर जो लोग बैठ जाते हैं वे बैठ जाते हैं लेकिन बीच के स्टेशनों पर पर कोई उन में बैठ नहीं सकता है। ऐसी बात कोई एक या दो दिन ही नहीं होती है बल्कि तीसों दिन सवारियों

उनमें चला करती हैं। इस बढ़ती हुई सवारियों की संख्या के संबंध में मैं सदन के सामने निवेदन करना चाहता हूँ कि विदेशों की तरह दादर, थाना और कल्याण में भी रिमूवेबल प्लेटफार्म बनये जायें नहीं ती सवारियां बढ़ती ही जायेंगी और जो आज ४२ फी सदी आदमी बिना टिकट चलते हैं उन की संख्या तीन चार सालों में ६० प्रतिशत तक हो जायेगी। इसके अलावा भीड़ को कम करने की कोई तरकीब नहीं है। यह मैं इस लिये कह रहा हूँ कि सुबरबन लाइन पर ही अम्बरनाथ डेवलपमेंट एस्टेट शुरू हो रही है, कल्याण के पास उल्लास वैली इंडस्ट्रियल एस्टेट शुरू हो रही है और थाना के पास पेट्रोलियम इंडस्ट्रियल एस्टेट शुरू ही रही है। इन के शुरू हो जाने से और कई लाख आदमियों की सवारी का प्रेशर इन स्टेशनों पर आ जाने से जो बिना टिकट चलने वाली सवारियां हैं उन के दिल और दिमाग में यह बात आती जायेगी कि चूँकि भीड़ की वजह से कोई चैकिंग नहीं होती है इस लिये बिना टिकट चलने में कोई हर्ज नहीं है। और तीन या चार बार दरवाजे से बिना टिकट जाने पर उन की आदत सी हो जायेगी। इस लिये मेरा कहना है कि मंत्री महोदय जो इस भीड़ को रोकने के लिये ६ प्रतिशत गाड़ियां बढ़ा रहे हैं उन को और ज्यादा बढ़ाने का ख्याल करें। इससे हालत कुछ ठीक हो जायेगी। गाड़ियों की लम्बाई बढ़ाने से भी हालत ठीक होगी और जो टिकट-घर हैं उनको बढ़ाने से भी इस काम में मदद मिलेगी। नहीं तो बगैर टिकट चलने वालों की संख्या बढ़ने की ही संभावना है।

इसके बाद जो मैं आपके सामने कहना चाहता हूँ वह ऐक्सिडेंट्स के बारे में है। दुर्घटनाओं के संबंध में मुझे आनन्द होता है कि कुंजरू समिति की रिपोर्ट को मंत्रालय ने मंजूर किया है। मगर दुर्घटनाओं के बारे में कुंजरू समिति ने जो रिपोर्ट दी है, उसमें जो जानवर रास्ते में आ जाया करते हैं जिन की वजह से एक्स-

डेंट्स होते हैं, उनके बारे में कोई सजेशन नहीं दिया गया है। कुंजर समिति ने कहा है कि १३ परसेंट एक्सिडेंट्स जानवरों के रास्ते में गाड़ी के सामने आ जाने के कारण हो जाते हैं। सेंट्रल रेलवे की जो एनुअल रिपोर्ट हम ने देखी उस में २३ परसेंट है। सेंट्रल रेलवे के बारे में हायस्ट फिगर है। फिर सेंट्रल रेलवे में जो गाड़ियां सुबरबन सेक्शन में चलती हैं तो वहां दस दस बारह बहदह मिनट पर बह चला करती है। जब भी उनके एक्सिडेंट्स जानवरों के कारण हो जाते हैं तो डिरेलमेंट्स हो जाते हैं और लाइन क्लोज हो जाती हैं। इस लिये मैं कहना चाहता हूँ कि चूंकि कुंजर समिति ने रेलवे एक्सिडेंट्स के बारे में जो कि जानवरों के सामने आ जाने से हो जाते हैं, कोई सुझाव नहीं दिये हैं इस लिये मैं कुछ सजेशन दूंगा। रेलवे मंत्रालय को चाहिये कि जो ७० मील का सुबरबन रेलवे का फासला है उसके दोनों ओर वे कोई कंपाउंड बनाये, कोई दीवार खड़ी करें जिस से कि रेलों के टाइम टेबल के अनुसार चलने में कोई खतरा न आये। रोज ३५१ सुबरबन रेल गाड़ियां चलती है, इससे अन्दाजा हो जायेगा कि हर मिनट में कितनी गाड़ियां छटती हैं। और इस का कोई ठीक उपाय करना चाहिये।

मैं दिवादास गांव रेलवे स्टेशन के लिये भी रेलवे मंत्रालय को धन्यवाद देना चाहता हूँ। सन् १९६२ के साल में निर्माण के लिये २४ मील का रास्ता ले लिया गया है लेकिन दिवादास गांव की रेल अभी तक नहीं बढ़ सकी है। कम से कम तीसरी पंच-वर्षीय योजना में कोई कार्यक्रम इसके लिये नहीं है। कोयनार प्रोजेक्ट बन गई है, वहां बिजली चली गई है, वाटर भी वहां पहुंच गया है। इंडियन कामर्स की जो रिपोर्ट है उसमें कहा गया है कि वहां पर लोहा और अल्युमिनियम काफी है इसलिये वहां रेल का बन्दोबस्त जल्दी से जल्दी हो जाना चाहिये। अगर यह हो जायेगा तो पिछड़े हुए लोगों के लिये यह रास्ता ठीक हो जायेगा

और वहां वाटर और बिजली का उपयोग खनिज पदार्थों के लिये किया जा सकेगा।

इस के बाद जो प्रार्थना मुझे मंत्री महोदय से करनी है वह पार्सल के रेट के सम्बंध में है। उन्होंने पार्सलों के जो रेट बढ़ाये हैं उनमें सब्जी को छोड़ दिया है। सब्जी में केले भी आ जाते हैं। केला जो है वह महाराष्ट्र से बहुत काफी मात्रा में उत्तर प्रदेश और दिल्ली को जाता है। कम से कम ५ या ६ हजार वैन हर साल वहां रो जाते हैं। केले के कच्चे रहने पर उस का शाक लोग बनाते हैं और पक जाने पर उसे खा लेते हैं। सन् १९४२ में एक वैन केसे का रेट ५८८ रु० था। सन् १९६२ तक वह बढ़ते बढ़ते १३०० रु० तक हो गया। और आप उसके रेट को और भी बढ़ाते जायेंगे तो वह काफी महंगा हो जायेगा। इसलिये मैं कहना चाहता हूँ कि गर्मियों के मौसम में जो सब से सस्ती चीज है उसके ऊपर किराया न बढ़ाया जाये।

इतना ही कह कर मैं समाप्त करता हूँ और आप को धन्यवाद देता हूँ कि आप ने इस अवसर पर मुझे बोलने का अवसर दिया।

17.00 hrs.

श्री विद्वनाथ राय (देवरिया) :

अध्यक्ष महोदय, भारतीय रेलवे की जिस सफलता की चर्चा आज प्रायः हर तरफ से हो रही है वह सफलता राष्ट्र के उस लक्ष्य की भी है जिसके द्वारा भारत में समाजवादी ढंग के समाज की रचना का प्रयास हो रहा है।

अध्यक्ष महोदय : माननीय सदस्य अपना भाषण कल जारी रखें।

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 5, 1963/Phalguna 14, 1884 (Saka).