

Shankaraya, Shri
Sharma, Shri A. P.
Sharma, Shri K. C.
Shashi Ranjan, Shri
Shastri, Shri Ramanand
Shoo Narain, Shri
Shude, Shri
Shivananjappa, Shri
Shree Narayan Das, Shri
Shukla, Shri Vidya Charan
Shyam Kumari Devi, Shrimati
Siddananjappa, Shri
Siddiah, Shri
Siddheshwar Prasad, Shri
Sinha, Shrimati Ramduluri
Sinha, Shri Satya Narayan

Sinha, Shrimati Tarashwari
Sivapraghasan, Shri Ku.
Sivasankaran, Shri
Snatak, Nandoo
Solanki, Shri
Somasane, Shri
Srinivasan, Dr. P.
Subbaraman, Shri
Subramaniam, Shri C.
Subramanyam, Shri T.
Sumat Prasad, Shri
Sunder Lal, Shri
Surendra Pal Singh, Shri
Swamy, Shri M. P.
Tahir, Shri Mohammad

Tiwary, Shri K. N.
Tiwary, Shri R. S.
Tula Ram, Shri
Tyagi, Shri
Upadhyaya, Shri Shiva Dutt
Valvi, Shri
Varma, Shri Ravindra
Veerasasappa, Shri
Verma, Shri Balgovind
Vidyalankar, Shri A. N.
Virbhadra Singh, Shri
Wadiwa, Shri
Wanik, Shri Balakrishna
Yadav, Shri Ram Harkh
Yadava, Shri B. P.

NOES

Alvares, Shri
Banerjee, Shri S. M.
Bhecl, Shri P. H.
Buta Singh, Shri
Deo, Shri P. K.
Dwivedy, Shri Surendranath
Elias, Shri Mohammed
Gupta, Shri Kashi Ram
Kachhavaia, Shri Hukam Chand
Kamath, Shri Hari Vishnu
Kar, Shri Prabhat
Kriahnapal Singh, Shri

Lahri Singh, Shri
Limaye, Shri, Madhu
Masani, Shri M. R.
Mate, Shri
Maurya, Shri
Mukerjee, Shri H. N.
Nair, Shri Vasudevan
Pandey, Shri Sarjoo
Pottekkatt, Shri
Ram Singh, Shri
Reddy, Shri Narasimha
Sen, Dr. Ratan

Shashank Manjari, Shrimati
Shastri, Shri Prakash Vir
Singh, Shri A. P.
Singha, Shri Y. N.
Solanki, Shri
Swamy, Shri Sivamurthi
Tan Singh, Shri
Verma, Shri S. L.
Yadav, Shri Ram Sewak
Yajnik, Shri
Yashpal Singh, Shri

Shri Nath Pal (Rajpur): There should be one No here.

Mr. Speaker: One more No.

The Deputy Minister in the Ministry of Mines and Metals (Shri Syed Ahmad Mehdi): I think my machine is not working at all.

Shri S. M. Banerjee: What is not working, his mind or hand, because every machine is working?

Mr. Speaker: The result of the Division is: Ayes: 225; Noes 35.

The motion was adopted.

13.26 hrs.

(Mr. Deputy-Speaker in the Chair)

RAILWAY BUDGET GENERAL DISCUSSION

Mr. Deputy-Speaker: We will now take up the Railway Budget.

Shri Narasimha Reddy (Rajampet): Shri S. K. Patil is very well known to Andhra as a leader par excellence in election campaigning. The Congress in Andhra was once

badly mauled by the communists. The High Command had sent Shri S. K. Patil to raise the faded and jaded Congress of Andhra from the slough of despondency. By deft handling and wise generalship, he was able to resuscitate its dying embers and the communists were laid prostrate in the field.

I mention this here to say that Shri S. K. Patil, as the cleverest Congress election campaigner, in his pre-election Budget has put in a *saave* and most presentable appearance. In spite of it, since he is part of the Congress bureaucratic, autocratic and plutocratic administrative machinery, he could not resist the contagion of heaping a further burden on the people by raising freight rates by three per cent, which not only raise the present spiralling prices, but affect the consumer badly.

At the same time, Shri Patil has decreased the rates of season tickets in all the towns in India, and by one stroke attempted to ingratiate

[Shri Narasimha Reddy]

his party with the large number of season-ticket holders who inhabit the towns, who are the leaders of public opinion and important factors to be counted in the elections. He might have, and probably he would have, raised the passenger fares too, but probably he thought that he should postpone the evil day for the next year when he hopes that this Government which we curse with bell, book and candle will come back to power.

I may draw the attention of the House to the fact that there has hardly been a single year during all these years when there has not been a rise in either fares or freights. In the year 1960-61 there was a supplementary charge of 5 n.p. per rupee for freight goods and local traffic. In 1962-63 the basic rate chargeable for goods traffic was increased by 50 n.p. per ton of traffic upto 40 kms and to one rupee per ton beyond 80 kms. In 1963-64, there was a surcharge at 10 n.p. per rupee in regard to parcel traffic with some exceptions and the freight rates were also increased by five per cent. In 1964-65 the budget increased the surcharge by two per cent on goods freight. In 1965-66 the budget increased passenger fares as well as freight rates for 27 merchandises like iron and steel, cement, iron ore, etc. In 1966-67 there has been an increase of three per cent in freight rates. This latest increases when viewed in the background of continuous and unmitigated increase in fares and freights, year in and year out during the last six years presents the railway administration in a sorry plight. There is such a thing as the last straw that breaks the camel's back. I wish Shri Patil had left the gathering of these last straws to the professional butchers of the government of India, that is, the Finance Ministers. Shri S. K. Patil mentions three reasons as the pretext for increasing the freight rates—they have to pay more to the government; they have to pay more by increased house

allowances, etc., the price of commodities which they have to use like coal etc. have increased and also they have to pay increased dearness allowance. These things ought to have been adjusted during the economy of the railways itself without increase in freight charges. Anybody can go on increasing the taxes whenever they have no money provided they are sure of a big majority behind them. I am sure the deficit could have been set right by avoiding the avoidable expenditure, by effecting economy and increasing operational efficiency.

I now come to a circular issued by the government of India prohibiting long distance transport beyond 300 miles without the permission of the railway authorities. The transport demands have increased or are increasing to unprecedented proportions and opened up unlimited scope for every variety of traffic—air, water, rail and road. The railways themselves are not able to meet the ever-increasing demand for more space in the trains, for greater number of wagons for the movement of goods. It has been the standing complaint in Parliament and outside that the railways have not been able to meet the continuing overcrowding in trains, that their capacity is limited and they are not able to meet the increasing demands of our nation. There has been a phenomenal increase in the traffic of the railways. In 1951 the traffic carried by the railways has been to the extent of 91 million tons and in 1964-65 the railways carried as much as 195 million tons. It will be seen thus that the suppression of road transport is mainly to create a monopoly for the railways and help it to hide its own inefficiency when compared with the other modes of transport. This circular has put shackles and has impeded the growth of other modes of transport. The railways have long since been passed their adolescence and there is no justification for nursing them any further at the cost of other modes of transport. The late Shri Shastri when

he was the Railway Minister, while introducing the Motor Vehicles Act of 1946 expressed the decision of the Government that this rule would be scrapped, the rule prohibiting the grant of long distance transport permits to public carriers. A decade has passed and that decision had not yet been given effect to. In this connection I would like to quote a statement from a United States report dated June 1965 on improved sectoral policies in the field of Indian transport. It says that "one of the clearest cases of a mode of transportation not carrying the proportion of traffic suggested by its relative competitive position is road transport. Rather the road transport, it says, is prevented from achieving its natural competitive position by a series of restrictive regulations, high taxes and a combination of light duty highways and overway restrictive highway use regulations". It goes on to say that there is no doubt that the railways are actively encouraging the continuance of this overtly restrictive approach to road transport and that their position as a powerful ministry in the government has helped them to achieve this end. It further says that the Indian Railways possess a dominance in the field of transportation that cannot be justified on economic grounds and that nuisance legislation regulating the number of trucks that may use any particular route and the distance or territory over which a particular truck can travel should be repealed?

Why should the user be denied the freedom to choose the mode of transportation found best for his own consignment? Mr. J. R. Sargent in his book *British Transportation Policy* states—

"The transport co-ordinator has no need to attempt the impossible feat of allocating traffic in the most economic way. This will be done by the users themselves choosing freely and we can be confident that this will lead to that transport agent being chosen for each job whose employment minimises the total cost to the

community as well as to the user. The user knows precisely the costs, monetary real, direct and indirect in resorting to a particular mode of transport."

So, Sir, this suppression of road transport has been responsible for depriving the users of a flexible and quick mode of transport, door to door service, and has denied the choice of freedom to the consignors. The beginnings and expansion of road traffic have been accompanied by uncommon daring and imagination and has exerted a powerful influence on the expanding economies of Asia, Europe and Africa. The farthest villages in the outermost reaches of the mountains have been penetrated by road traffic galvanising the hitherto stagnant economies of these regions, and giving a spurt to industry, trade and agriculture. Sir, road traffic has made a significant contribution in its unmatched potential for absorbing the manpower resources of the particular region. In the United States of America, which has but a fraction of India's population, 11.9 millions have been absorbed by the automotive industry. Viewed from this angle of employment, the proportion of employed people by the roads and the railways will be about 7:1. Equally unmatched is the contribution of road transport to the exchequers of our country. While the railways have contributed about Rs. 185 crores this year, of which 70 per cent is in investment, motor traffic has contributed Rs. 282 crores though carrying one-third of the railway traffic, after defraying all road maintenance costs. Thus, it is seen that viewed from the angle of providing amenities to the people, decreasing overloading and pressure on the railways, and contributing revenues to the exchequer, road traffic ought to be encouraged and this rule should be scrapped.

In this connection, I would like to read a portion of the editorial in the Indian Express dated 22nd February this year which must impress the Railway Minister on this matter.

[Shri Narasimha Reddy]

It reads as follows:

"It is refreshing, in these days of a purely seller's market, to come across a view in favour of the consumer. When that view comes from so big and powerful a "seller" as the Minister of Railways, it is doubly welcome. In a speech in Bombay the other day, Mr. S. K. Patil, asserting his "firm belief" in a competitive economy, stressed the need even for the Railways, though the largest single unit in the public sector, to compete with other modes of transport. This competition, of course, will not be for its own sake, or merely to bring in larger revenues for the Railways, but to give the public a progressively better service. In the absence of healthy competition, an enterprise tends to lose its original momentum and gradually to deteriorate, with damage to itself, which is bad enough, and also to the public it is intended to serve, which is worse."

I have almost adopted the sentiments expressed by the Railway Minister himself in my speech till now. Since we know the sentiments that are throbbing in the bosom of the Railway Minister, we hope he would not lose any time in abrogating this abnoxious, prehistoric, circular and usher in the dawn of a healthy, progressive, nation-building competition between these two important modes of transport.

Next, I come to another important matter which is of great concern to our country, and that is, the laying down of new railways. There is neither the Minister of Railways nor the Minister of State in the Ministry of Railways to hear me on this important matter. (*Interruption*).

Shri M. R. Masani (Rajkot): At least one of them should be present.

Shri Narasimha Reddy: He may not hear me, sitting so far away.

Mr. Deputy-Speaker: He can hear from every corner.

Shri Narasimha Reddy: As I mentioned, this is an important matter on

which I am commenting. There is no rule or rhyme in the laying down of the new railway lines by the Railway Ministry. Always, emphasis is being laid on industrial areas, leaving to lurch the areas which ought to develop agriculturally too. And further, the priority in taking up new railway lines goes on changing with every change in the Chief Minister of a State. One Chief Minister comes and he says that a particular railway should be taken up first. And then all others are pushed down in the list. So, they are going on getting pushed out, because of the changing Chief Ministers. I want the Railway Minister to go carefully into all these projects which are being investigated and take up that project first which has been investigated earliest. There is, you know, a queue for the people; for getting priority they must stand in a queue. Likewise, these projects must also be made to stand in a queue and taken up one by one accordingly to the prior date of investigation.

I may mention here that a project was investigated into in Rayalaseema--the laying of a railway line from Nandyal to Madanapalle via Cuddapah and Rayachoti, 35 to 40 years back, the British Government investigated into it and found it feasible for that purpose had been levying a tax called Railway cess and collecting it for nearly 25 years from the poor people of Rayalaseema. Rayalaseema is a chronic famine zone of India, with its usual rainfall between 15 to 20 inches; last year, it was only 2". Rayalaseema consists of highly inflammable people sometimes prove to murder and rioting, and the British people realised that even with their 150 years of rule and continuous hanging of people by the judges, it was not possible to minimise the number of these offences. So, they thought that the laying down of a new railway would turn their activities to peaceful pursuits, and that is why they contemplated having this railway. Further, Rayalaseema has got much mineral wealth embedded in its bowels, and if this railway had been

taken up and had become an accomplished fact, by this time Rayalaseema would have been bubbling with activity and prosperity. Unfortunately, at present, in the list of new railways to be taken up, which is submitted by the State Government, what was originally the first item, namely the railway which I mentioned earlier—Nandyal—Madanapaili—has been pushed down to the last. It figures as the seventh. Though a son of Rayalaseema has been the Chief Minister of Andhra Pradesh for a very long time and even till recently, he has in his anxious pursuits of his own ambition for power, riches and fame, thrown the welfare and interests of Rayalaseema to the winds. (*Interruption*). I request both the Ministers—the Minister of Railways and the Minister of State in the Ministry of Railways—to look into the matter and to prove to the whole country that they are capable of taking a new look into the matter and that they are not always the handmaids of these Chief Ministers, and by laying down this railway, to show to the people of Rayalaseema that so far as the Central Government at least is concerned, there are men who can be depended upon, free from interigue, free from corruption, and free from wirepulling. I can tell you, Sir, that if this railway line materialises, statues can be erected every where for you, not the bronze statues of the Vijayawada variety, but those ineradicable, ineradicable statues in the heart, as a humble tribute of a grateful people in appreciation of your work. Having mentioned this—I am sure I have sufficiently drawn the attention of a very sympathetic minister, Mr. Ram Subhag Singh, who is sitting before me and by whose smile I am led to think that he is going to take some action—I go on to other subjects.

Tirupati is a place of pilgrimage for people through out the country. In Gujarat and Bombay, the God there is called Balaji. In other places,

he is called Lord Venkateswara. That is a most popular temple, highly respected and venerated throughout the centuries. I may say it is the richest temple; the riches are not being fizzled out in any unproductive manner, but we have there a university, cultural centres, centres of learning, a Sanskrit college and all kinds of charitable institutions being fostered by the funds of Lord Venkateswara. There has been a request from time to time to the railways that from Renugunta to Tirupati—it is only a small span of 6 miles—they should have a broad gauge line, because the hundreds of thousands of pilgrims who go there are put to a lot of inconvenience by having to change over. I do not know why the vast resources of the railway administration should feel shy of taking up this puny railway line of six miles length and deny the people the advantage of easy travelling by broad gauge. I am sure the first reaction of the Railway Minister in regard to these matters would be favourable and sympathetic. But when he sits with the Railway Board which is wooden and unimaginative, he very often yield to their suggestions. This is a religious question, in which the whole Hindu world is interested and I request him to bring to bear his own independent outlook on this question and eschew any suggestion by the Railway Board to put it off to a later date.

The Calcutta Mail which starts from Calcutta carries passengers from three States Bengal, Orissa and Andhra. If they have to go to Tirupati, they will have to get down at Gudur and change over to another line. Now the Calcutta Mail is not made to stop at Gudur, but it goes straight to Madras. Imagine the fertile imagination of the Railway Board which could conceive such a surprising kind of absurdity which puts hundreds and thousands of people to inconvenience. Gudur is a very important junction, where people take lunch. I do not know; it is most surprising how any human mind can think of such a kind of thing . . .

श्री सिद्धासन सिंह (गोरखपुर) : बह
कर देंगे ।

Dr. Ranen Sen (Calcutta East): He has agreed.

Shri Narasimha Reddy: Since the Minister is sympathetic to it, I will pass it to other subjects.

This is the mango season. So far as Rayalaseema is concerned, we are very good at producing excellent mangoes which can compete even with the Delhi mangoes. Our people have got agencies here. Cuddapah mangoes are found in plenty in Delhi. This time, as I said before, here were only 2" of rainfall, but God has been kind in giving us 75 per cent of the usual mango crop. The mango season will begin in June. July is the month when people will need plenty of wagons. If wagons are not supplied, in addition to famine and scarcity of foodstuffs, thousands of mango baskets would get rotten and people would be ruined. I am mentioning this to the Railway Minister in advance, so that he may make proper arrangements for the wagons to be sent there in time and in the necessary number.

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): You will be getting wagons also.

Shri Narasimha Reddy: Thanks. Once when I intervened when there were no wagons and 20 telegrams were sent from my place to the then Railway Minister, Shri Swaran Singh, he sent a telegram saying that wagons would be sent. Imagine, Sir, 35 wagons were sent all of a sudden. How could the people, all of a sudden, load all the wagons? So, I am requesting the minister not to send hundreds of wagons, because people will get confused. They should send only the necessary number of wagons. Every day 15 wagons for stations like Koduru, Rajampet, Nandalur, Pakala and Damalcheruvu should be sent, because these are the centres for mango transport.

Regarding wagons, it is not possible for the railway administration to suppress greasing of the palms. Please don't get angry with me. In this House, Mr. Brahm Prakash made a statement that he himself had to grease some railway official for getting wagons. He challenged even the minister to go incognito and get wagons without greasing somebody's palm. I am suggesting a method to avoid corruption in the matter of supplying wagons. Once the baskets are put in the station yard, if they get rotten on account of the wagons not being supplied in time, you should make a rule that those persons who are responsible for the delay in supplying wagons, from the station master upwards to the wagon-sanctioning authority will have to pay the damages incurred by the fruit sellers. Then everything will be set right.

In every long-distance train, people are running after reservation of berths in the sleeper compartments. We always see that people get disappointed and in spite of their early efforts they do not get the reservation. I make this suggestion, i.e., that the Railway administration should have another sleeper coach attached to all the long-distance trains. The Railway Administration should also manufacture smaller sleeping compartments, so that, when there is an unexpected demand for sleeper berths, nobody should be refused. They should tag on these smaller coaches and see that everybody is provided. If that is done, a lot of dissatisfaction will disappear. A lot of black-marketing for reservation of berths will also disappear.

14 hrs.

A train runs from Howrah to Rourkela and then stays for a whole day there. Our suggestion in respect of this is that instead of staying idle for a whole day at Rourkela they should extend the train up to Waltair. Thereby it will serve many of the industrial areas on that route and also three States—that is, it will serve Bengal, Orissa and Andhra.

I am afraid, Sir, I have taxed our good Railway Minister with too many suggestions. Now I only pray God to give retentive memory to both our good Railway Ministers so that they may retain in their minds the suggestions which are put forward today and also the suggestions that will come hereafter from these benches.

Shri A. P. Sharma (Buxar): Mr. Deputy-Speaker, Sir, last year, I congratulated the Railway Minister for presenting a surplus budget without increasing passenger fares and freight. This year also the budget is surplus, not only without any increase in passenger fares but even with a little reduction in the rates of seasonal tickets for which my hon. friend, Shri Narasimha Reddy has accused the Railway Minister beyond a distance of 20 kilometres in all regions other than the cities of Madras, Bombay and Calcutta.

But the freight on commodities like coal, and coke and salt beyond a distance of 800 kilometres has been increased. The reason for this increase, as accounted for by the Railway Minister, is that the freight on these commodities was not revised last year and the movement of these commodities over long distances is at present uneconomical. Sir, from this increase the Railway is going to have an additional income of about Rs. 18.10 crores. In my opinion, the increase in the freight on coal and coke and salt beyond a distance of 800 kilometres is worse than any increase in passenger fares because—I am not speaking on sentimental grounds—we all know what a big movement, in this country, was launched regarding the increase in the levy on production of salt in this country popularly known as the salt movement. I am saying this because the increase in the freight on commodities like coal and salt is bound to have repercussion in the market and the prices of other commodities are also bound to increase. In my opinion, if the passenger fares were increased it would have only affected those who use the railways frequently for their travelling purposes. But

here, as I said, the increase in the freight on coal, coke and salt is bound to have its repercussion in the market and the prices of other commodities will also increase with the result that a larger number of people in this country, even those people who do not use the railways frequently for travelling purposes, are bound to be affected. The worst affected persons will be the railway workers and the middle-class people in this country.

An hon. Member: Railway workers eat more salt or what?

Shri A. P. Sharma: Everybody eats salt. Who does not eat salt, I do not know. I am talking of the poorest people in this country. Every person in this country eats salt.

Therefore, I do not know whether I should congratulate the Railway Minister this year also although he has presented a surplus budget. In my opinion, the Railway Minister would have deserved better congratulation of this House and the people at large if he had not have taken measures to increase the freight on these two commodities.

Shri Hari Vishnu Kamath (Hoshangabad): Sir, I rise to a point of order. I am sure you will agree with me that when a Railway expert from the Congress Benches is speaking, making an interesting speech, there should be a quorum in the House.

Mr. Deputy-Speaker: The hon. Member, Shri Sharma, may resume his seat. Quorum has been challenged. The Bell is being rung.

There is quorum now. The hon. Member may continue.

Shri A. P. Sharma: I would like now, Sir, to say something about the increase in the working expenses of the Railways in the year 1965-66. While presenting his budget the Railway Minister said that the working expenses in the year 1965-66 have increased and he gave reasons for that also. He said that on account of the increase in dearness allowance paid to the railway employees and also increase in house rent allowance paid,

[Shri A. P. Sharma]

the working expenses for the year 1965-66 have increased.

In this connection, another reason given by the Railway Ministry is that the price of fuel has gone up. I think diesel is also included in fuel. May I ask very humbly how far the Railway Minister is justified in saying that the price of fuel has increased when the Railway Ministry themselves have increased the freight on coal and coke? Therefore, it does not sound very well for the Railway Ministry on the one side to charge more freight from the consumers and on the other side blame the rise in prices of commodities for increased working expenses.

Coming to dearness allowance and house rent allowance paid to the Railway employees, I would like to remind this hon. House that so far as we in the labour field are concerned, particularly the National Federation of Railwaymen, we have been urging on the Government and particularly on the Railway Ministry that the mere grant of increased dearness allowance in cash will not give real benefit to the railway workers and that certainly the grant of dearness allowance on an ad hoc basis by taking an arbitrary decision is not the proper way of satisfying the employees. We have been suggesting that the Railway Ministry should open cheap grain shops, as they had in the past. In these shops all essential commodities should be made available to the railway workers at subsidised rates. This facility should be extended to employees of other departments of the Central Government also. I am sorry to mention here that although people working in the labour field are unanimous in making this demand, neither the Government as a whole, nor the Railway Ministry which is the biggest employer in the country, has paid any heed to this demand of the labour.

Regarding the payment of house rent allowance to the railway emp-

loyees I made a suggestion that what is really required by the railway employees is not house rent allowance but a house to live in. I made a concrete suggestion that like other local bodies, Improvement Trust or Corporations, the railways should acquire big plots of land near about railway stations or workshops, develop that land and allot plots of land to their employees so that they may build their own house according to their requirements. The railways can help them by making housing loans and advances from provident fund available to them. The railways have not paid any heed to this suggestion of mine either. Therefore, to say that on account of payment of increased dearness allowance or house rent allowance the working expenses of the railway have gone up is nothing but apportioning blame to the railway employees who have given their all—they have sacrificed their all, day and night, season in and season out—to run the Indian railways efficiently.

Now I come to the speed of trains. The Railway Minister has stated in his speech that the running time of some of the trains, particularly, Howrah-Delhi Mail and Howrah-Madras Mail, has been reduced. If we carefully examine the position today, then one can see what is the average running speed of these trains. In the case of Kalka-Howrah Mail it is 56 kilometer per hour. In the case of Madras Howrah Mail it is 42 kilometer per hour. Is this the improvement we are going to have in the Indian railways when we are going in for more and more for electrification and dieselisation? So far as the Kalka-Howrah Mail is concerned, it is hauled from Howrah to Asansol by diesel engine. When we have energised the line from Howrah to Allahabad, why should the train not be hauled by electric locomotive so that the speed can be increased. At present it takes 25 hours 25 minutes to cover this distance between Delhi and Howrah by the fastest train and

importance. What I say is that the Madras-Howrah Mail should not run like a passenger train, in any case between Bezvada and Waltair. Why should the passengers pay the fare of a mail train if it is running like a passenger train? But nothing is being done in this respect.

Now I come to my subject, labour relations. The Railway Minister in the course of his speech has very highly praised labour relations on the railways. He has devoted 10 to 15 lines in his speech for this topic. Being the biggest employer in the country, employing 16 lakh workers, of which 4 lakhs are unfortunate casual workers, the Railway administration always tries to emphasize in this House and outside that they have got very cordial and fine relationship with their labour, without caring to find out whether the labour is satisfied or not. Here the satisfaction is always one-sided.

For settling disputes between management and labour they always talk of the permanent negotiating machinery. But what is our experience of the working of the permanent negotiating machinery for the last twelve years? There is a provision written machinery that if the disputes are not settled between the Railways and the federation at the Board level an *ad hoc* tribunal should be appointed. But, in spite of the repeated demands by both the federations—I am talking particularly about my federation—they have not appointed any tribunal even though a number of issues are pending before the railways. They are functioning like any other Government department. Is this the way that an employer like the railways, the biggest employer in the public sector, they should maintain labour relations?

Shri Maurya (Aligarh): Why can't you say something about casual labour? They are the most exploited lot.

2582(ai)LSD—7.

Shri A. P. Sharma: Even though so many issues are pending before the railway administration, no decision has been given on any of those issues.

Now I will say something about casual workers. With great difficulty we have been able to persuade the Railway Ministry to do something for them. The latest decision of the Railway Board is that the casual workers should be paid a minimum wage of Rs. 1.50 per day. What will an unskilled worker do if he gets Rs. 1.50 per day as wage? Then, there is another discrimination. If a casual worker is utilized against the vacancy of a person who has gone on casual leave, he gets Rs. 1.50 per day. But if his services are utilized against the vacancy of a person who is on privilege leave, he gets 1/30 of the salary of the person against whose vacancy he is utilised. In this case it comes to roughly Rs. 3 per day. So far as the casual labour is concerned, what difference does it make whether he is working against a casual leave vacancy or privilege leave vacancy?

I do not find any justification whatsoever for the Railway administration to keep down four lakhs of workers like this. Therefore I will urge through this House that the Railway Minister must consider this question because it is a burning question so far as the railway workers are concerned. Unless this question is tackled evenly and squarely there is bound to be serious difficulty on the Indian Railways. I want to sound a note of warning in this respect.

Now I come to the question of transfer of railway employees. We had very recently in the P.N.M. with the Railway Board meeting five and a half hours discussion on the question of transfer of railway employees. The railway employees are transferred from one place to another without caring whether the Railway provides them with housing accommodation or not, without caring about the education of their children, and without caring for sickness in the

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family, sickness of his children or somebody in the family are lying sick.

These transfers are of different nature. There is a wonderful system of transfer known as periodical transfer. At the end of every three years or five years people have to move from one place to another. The reason for this periodical transfer is that they want to root out corruption from the Railways. Instead of rooting out corruption, they root out the person from one place to another and place him in a more difficult position.

This is the method of dealing with transfers on the Railways. And it is surprising that this transfer is confined only to the lower rank of the people, particularly Class Three and Class Four employees. Some of the bigger bosses always tell us that they are also transferable, forgetting completely that a huge bungalow is reserved for them before-hand, and so many peons and a moving palace known as the saloon are at their disposal. They always compare themselves with persons working below them because they are subject to transfer. But I want to say that although the rule is equally applicable to them, there are a large number of officers stationed at particular places, particularly in Calcutta, who move from Fairlie Place to Sealdah and from Sealdah to Howrah and thus keep on working for 15 to 20 years in the Calcutta area. Similar is the case in Bombay and other places also. Therefore the Railway Minister should see that if there is going to be any difficulty for railway employees who are in the lower categories, or if railway employees in a class are required to share the difficulties, either everybody should share it evenly or they should see that before moving people from one place to another they must get a quarter.

I will say one word more and finish. This dissatisfaction is not a confined

to the lower rank of employees only; it is prevalent among the higher grade of officials in the Railways also. On this occasion I want to speak particularly about officials in the salary range between Rs. 1,000 to Rs. 2,250 per month. Their grievance today is that people getting below Rs. 1,000, get something because of the trade union's agitation, and people getting above Rs. 2,250 also get something because they are the policymakers. I agree with my hon. friend, Shri Reddy that the policymakers in the Railway Board are not the people who claim that they are making the policy but really the people in the Railway Board and Secretaries and Joint Secretaries in the various other ministries are the policymakers. They have increased their salaries; they have protected their higher emoluments, whereas people in the salary range of Rs. 1,000 and Rs. 2,250 are given nothing. Therefore this discontent today and I hope the Railway Minister, in his own department particularly, will see that this is removed.

I will say only one more thing and that is about personnel management department of the Railways. In the personnel management department people are posted on a casual basis. There is no regular personnel management cadre in the Railways. Officers posted in this department are either not liked by their higher-ups in their own department or their promotion has to be protected because there is no vacancy elsewhere; therefore, they are dumped in the personnel department. This is how the biggest labour relations maintaining department in the Railways is managed by the railway administration.

Before I close Sir, I would like to remind the hon. Minister of Railways—Shri Patil is not here—that in this very House Shri Patil had assured that the Railway Board was considering very sympathetically the setting up of a service commission at Patna.

This is not the demand from Bihar only; this is the demand from all the neighbouring areas. I am talking of the Eastern Railway up to Moghul-sarai, the North Eastern Railway running between UP and Bihar and also some part of the South Eastern Railway running in Bihar and Madhya Pradesh. This sympathy of the Railway Minister and the sympathetic consideration of the Railway Board are not going to have any meaning so far as the people of Bihar are concerned, unless and until this sympathy is translated into action.

Before I close....

Mr. Deputy-Speaker: You have taken three times to close.

Shri A. P. Sharma: Now I am closing; Sir, I am sorry. The time has now come when the Railway Minister must examine the salary and emoluments of all the railway employees *de novo*. The Second Pay Commission was set up in the year 1957. The recommendations of the Second Pay Commission were implemented in 1959-60. Now the time has come, if the Railways want to see that workers in the Railways are satisfied, that they must set up either a commission or a wage board, or whatever they may call it, so that the salary and emoluments and service conditions of railway employees are examined satisfactory and satisfied workers of the Indian Railway should be able to manage the efficient running of the railways.

I thank you, Sir, for the indulgence shown to me.

Dr. P. Srinivasan (Madras North): Mr. Deputy-Speaker, Sir, the previous speaker, Shri A. P. Sharma, has gone into many details since he knows much of the railways. Speaking today I must first of all congratulate the Railway Minister—I should say, the Railway Ministers because there is a Cabinet Minister, a Minister of State and a Deputy Minister—for the

able Budget that they were able to present with a surplus of Rs. 29.99 crores. But I am yet to understand one point in the speech made by the Railway Minister when he says in paragraph 18 on Page 17:—

“I now come to my proposals. I may first mention that there will be no increase in passenger fares.”

Am I to understand from that that every year when the Railway Budget is presented they are intent on raising passenger fares? I think, they do not. Already the whole nation, the entire middle class and the lowest paid people, are groaning under taxes everywhere. There is any amount of taxes and taxes. I will request the hon. Railway Minister not to have this attitude that he is not going to have an increase in passenger fares.

Now I come to another point which my hon. friend, Shri A. P. Sharma has already rightly pointed out, that is, the 3 per cent surcharge on goods traffic, specially on salt. As the whole House knows, including our Minister of State Dr. Ram Subhag Singh, India has won its freedom because of the Salt Satyagraha. How could such a thing ever be thought of being taxed? There are so many considerations. In so many States other people belonging to Opposition parties, say that if you want money, why do you not tax salt. Salt was untouched till today, but the Railway Minister thinks of having a surcharge on conveying salt from one place to another. I think, better counsels will prevail and during his reply he may withdraw it once and for all.

Then, this 3 per cent surcharge on commodities will be 300 per cent when it comes to consumer goods; it may be 3 per cent for the railways but when it is passed on to consumers, it will be 100 or 200 per cent, if not 300 per cent. Coming as I do from Madras State, we have three trains to Delhi—one is a passenger train,

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the Janata train, taking about 54 hours, then there is the good old Grand Trunk Express taking 45 hours and then in their mercy they have introduced the AC De Luxe, Southern Express, taking 42 hours. Except on a few occasions when I have had to travel by air, I have to travel 1400 miles up and down by one of these trains. Have they ever started in time or have they ever reached in time? In this context, I may tell you, Sir, that we have to travel for 42 or 45 or 52 hours and, of course, these trains are attached with the restaurant cars. I do not know how many restaurant cars are available. But, unfortunately, every time I have travelled the restaurant cars have fallen sick or they have been detached. With the result, at the railway junctions, we do not get anything except water to drink. That is our fate. Last time, when I came to Delhi, after Bezwada, the restaurant car was detached. When I asked the Guard, he said that due to hot axle trouble—I do not know what it means—the restaurant car was detached. What was our fate? At what time did we get our breakfast? It was at about 9.30 A.M. At what time did we get our lunch? It was, near Wardha, at about 3 O'Clock. And about tea, we did not get it—we do not want tea—but at least we should get some dinner. We got some chapatis at about 11 O'Clock. These are the facts which could be verified. I am prepared to challenge that and tell the Minister about that.

Shri Alvares (Panjim): He is not challenging. *(Interruption).*

Shri A. P. Sharma: Once the Minister was also going without food. But he did not worry.

Dr. P. Srinivasan: I did not worry too. The food saved could be utilised for other people. But the people who are hungry must be fed.

Coming to the season tickets, they have given a reduction. But why should these urban areas of Madras, Calcutta and Bombay be singled out? The people are not coming from these

far-away places out of luxury or for the sake of any pleasure. It is because they do not get the housing accommodation and they have to travel 20 or 30 or even 40 miles with the greatest discomfort and the disadvantage. Can't the Minister think even now of the difficulties of those urban people? I represent those urban people and I know the pinch and where it pinches. Therefore, I would request the Minister in-charge to give some relief to them.

In the Madras State, we have got only one electric train going upto Vilupunam via Chingleput and in the other sectors from Madras to Thiruvallur and upto Arkonam or from Madras to Gudur, there are trains running upto schedule. Next to Punjab, I am proud to say, Madras has many industries all along those places. I suggest that at least some diesel cars should be provided. The only alternative is the cycle, as the late Pandit Nehru rightly said "we are in the cycle-age". But how many miles can a man travel by cycle? At least diesel cars should be provided. The people upto Thiruvallur and Ennore where there are factories all along the places, are being denied that facility. I request the Minister concerned to see that the electrification scheme is taken up. It is not in the Third Plan and I do not know whether it is in the Fourth Plan and I do not know whether it will be provided in the Fifth Plan. I request the Minister to see whether something can be done to alleviate the sufferings of those people. In the interim period, at least some diesel car trains may be provided so that they can shuttle here and there to relieve the congestion there.

Now, I am coming to the conciliation or the arbitration board. As my friend rightly said, the Railway Department is the single major and the biggest public sector Department. Why is that denied? The Labour Minister and other Ministers concerned are now asking the private and the public sector undertakings to

have arbitration or conciliation boards. Why is the Railway Minister feeling shy of this? I am not able to understand that. There are so many grievances. For instance, there is the question of the Dearness Allowance. Instead of giving the increased amount of D.A., may I suggest, in all humility, the old scheme of the Railways under which the Railways were giving the consumer goods at fair price to their employees? Let the D.A. be discontinued once and for all. I suggest the consumer goods at fair price be given to the employees. Let the Railways set an example to the Central and other State Governments. It will be a boon to the employees and they will pray for the long life of the Minister concerned. In this connection, I may point out that in some foreign countries U.K., U.S.A. and in Far East there is some scheme of weekly packet wages—I have had the honour of travelling those places. Here, supposing a man gets Rs. 120 a month, by the time second week or third week comes, he is left with practically nothing. Can't the Minister think of giving weekly packet wages which will be a boon to them. I am suggesting this even for the Central Government servants and the State Government servants. It will be a boon for the workers in the long run.

Then, there are so many grievances of A.S.Ms. and the Guards of 'A', 'B' and 'C' categories. They are groaning and working under stress and strain. Then, there are medical men, the graduates and the licentiates who are being differentiated. I am unable to understand this. The other day, I had a casual talk with the Minister of State and I hope he will be convinced. Please permit me to read a few lines from the representation made by the Railway Doctors about the rationalisation of pay structure applicable to them. It says:

"With further rationalisation of pay structure recently vide Board's letter No. PC-65/PC-5/NH-7 dated 24-12-65 and with further increase in volume, res-

ponsibility and burden of works on Railway doctors equally on both the licentiates and the graduates and sharing the same amount of responsibility, it is observed that the Board has deviated from its earlier policy decision of abolishing class distinction (which was a closed chapter) has revived again the old two classes of doctors which definitely is not at par with the Board's already adopted early policy decision, giving Class II status and scale of 350-900 for the graduates and retaining the already existing status and scale of 335-650 for the licentiates. The Board's orders now issued have given a rude shock to the Licentiates Assistant Surgeons on account of the discriminatory treatment and keeping the existing scale of Licentiates static and also by curtailing the existing privilege of competing for A.M.O's Post, which is against all canons of justice and fair-play."

There were the days when the Licentiates were differentiated from the graduates. Thanks to the wisdom and the foresight of the Central and the State Ministers, the Licentiates have been abolished once and for all. But what becomes of the Licentiates who have already been absorbed in service? They are being differentiated as against graduates. I can understand the Railway Minister or the mighty Railway Board saying that in future the Licentiates will be taken at this level and that the graduates will be taken at that level. There cannot be any complaint against that. But there are some Licentiates who have been already taken in service. Now to have a differentiation as between licentiates and graduates is an anomaly. I request the Minister of State to think about it and do justice to them. In my State Madras State, there is a clamour, and quite rightly so, for this: the Tinnevely-Kanya Kumari line has already been finalised it was recommended by the State Government and was also approved by

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the Central Government, but I do not know—I am yet to know—whether it has been included in the Fourth Five Year Plan. I request that it should be taken up at that level. Also the Tiruchirapalli-Tuticorin line should be converted from metre gauge into broad gauge.

Mr. Narasimha Reddy has rightly said that from Renigunt a to Tirupati—a distance of 6 or 7 miles—it is still kept as metre gauge; it should be converted into broad gauge. The amount of transshipment involved in changing from one gauge to another can be better imagined than explained. In the name of Lord Venkateswara, in the name of Balaji, may I request the Ministry concerned to take it up immediately at a personal level and see that something is done so that the pilgrims to Lord Venkateswara, whom all of us worship and who may give His blessings to all including the Ministers, are not inconvenienced.

One more word and I will finish. I am told that in the goods train which is hauling about sixty wagons, there are only one Driver, two Firemen and one Guard. The distance between the Drivers seat and the Guard's compartment is two to three furlongs. In the wayside stations, there is lot of pilferage, open pilferage. The Guard knows about it; the Engine Driver knows about it, but they dare not get out of the compartments and save the goods for fear that they might be wounded. What happens? There is a colossal loss on account of compensation that we have to pay for the consignments which are pilfered. Can the Minister not think of posting one or two armed constables or Police so that the pilfering does not take place. It will also be more economical to Government.

Coming to the dining car, as I have said before also, the dining cars always falling sick must also be taken at that level. The travelling public

must be given at least this facility. Let the Railway Ministry say, "no, dining cars will not be attached as in British days". In British days, Spencer & Co. were catering to the needs. Let them say like that, so that people will make their own arrangement for their food and tiffin. If it is a question of dining car falling sick every time or it is inefficient or there is no electricity or hot axle or something like that, then nobody is satisfied. You can well imagine the difficulty and agony to which the people travelling for 42 to 48 hours are put. Once more I will request the Ministry to think in terms of my little suggestion and take steps to improve it. The whole nation will be thankful to them for this.

Dr. Ranen Sen: I must confess that I cannot congratulate the Railway Minister for presenting this Railway budget for 1966-67. I am not satisfied with the budget because firstly this budget presented by the Railway Minister does not reflect a bright future for the Indian Railways. With all the failings of Railways, they have done something which is commendable. I will come to the specific criticisms later on.

I am not satisfied with the budget firstly because this budget does not reflect that side which is very important; secondly this budget does not hold out any better prospects for the Railway employees, nor for the public. These are the three main points which I want to emphasize.

Let me first deal with the Railway finance a little. The position is like this. The actuals of 1964-65 show a surplus over the revised estimates. The revised estimates for 1965-66 shows an improvement. Though due to Indo-Pakistan conflict, there was less earning through passenger traffic, this was compensated by goods traffic earnings. The gross traffic receipt which was Rs. 25.80 crores was about 3.6 per cent more than the budget amount

The total surplus is to the tune of about Rs. 29 crores—nearly Rs. 30 crores,—regarding contribution to the Plan. That is also notable. The Railways have contributed 6 per cent more than what was envisaged in the mid-Plan appraisal. I am quoting from the Minister's statement. In the mid-Plan appraisal, estimation was Rs. 1,582 crores, to be paid from the Railways. But the Railways are going to pay Rs. 1,677 crores. Therefore, the financial aspect of the Railways has been always good and in future also, from what he has said here, it is clear that it will be good. Thanks to the Railway men, the people who are working round the clock, in season and out of season, the Railways are prospering. According to the Railway Convention Committee's recommendation of 1965, the Railways will contribute more to the General Revenues. All these things are there but as I said, the budget gives a picture as if we have got to cut down the new projects and new developments. That is why I say that it does not hold out a better prospect for the public also.

Coming to the question of public, before me many gentlemen here have referred to the fares and freights. This is a pre-election year. Mr. Patil, being an election expert, did not want to irritate the already indignant public of India just a few months before the elections. Therefore, he has not asked for any fare increase. But I must say that it has been the feature of the Railway budget, at least for the last few years, that either the fare is increased or the freight is increased or both of them are increased (*Interruptions*). Therefore, it is not good for Mr. Patil, the Railway Minister, to take credit in the fact that he has reduced the fare for a certain section of the public.

Shri V. B. Gandhi (Bombay Central South): Do you want the fare to be increased?

Dr. Ranen Sen: I do not want the fare to be increased. What I want is that the Railway Minister should go into the fare structure. During the

last twenty years, the Third Class passenger fare in India have increased by 300 per cent. Simply saying that there is spiralling of prices and all that and always taking the same line of argument will not reduce the spiral or will not reduce the price rise. What has happened this time? He has imposed a 3 per cent surcharge on certain goods. One hon. gentleman has just now said that salt tax is associated with our national movement. The hon. Railway Minister has thought it fit to impose tax on salt even. He has spoken about the rising price of fuel. Why should not rise in the price of fuel take place? The coal and coke are being surcharged now. On one side Government will go on putting some sort of tax on these commodities and then the employers will go on rising the prices on the other side. But Government do not have any price-freezing policy, not to speak of price reduction policy. It goes on rising and rising; with each and every Railway Budget and General Budget, the prices suddenly shoot up. He has said that the price should not rise. One cannot argue that way. This has been our sad experience in this country that, whenever a little tax, a minutest tax is imposed on certain consumer goods, immediately this spiral goes on. This is because Government has no machinery to control or check or reduce it. Government do not want to hit at the profiteers who take advantage of the situation and increase the prices. Therefore, it goes on. So, merely coming here and making a statement that the prices should not increase does not satisfy anybody. Already, after the railway budget was presented in this House, the prices in Calcutta, Bombay and Madras have started rising. I am saying this because I have made a study of this. The Federation of Indian Chambers of Commerce and Industry, the representatives of the big business immediately afterwards said that the prices were likely to rise. They take the simplest pretext to attack the consumers and the public. Therefore, I have said that this budget

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does not hold out any better prospects for the public.

Now, I come to the question of self-sufficiency in the railways. It is true that the railways have shown some improvement in regard to wagons, and coaches etc., but at the same time I shall also have to point out certain deficiencies which are of a very serious nature. Shri S. K. Patil has said that we are attaining self-sufficiency in wagons, coaches and mechanical signalling equipment. That is well and good. But what is it that we are achieving? Do all the railway workshops have the competence and do they manufacture wagons? No. The manufacture is given to the private sector. The coaches are partly produced in the railway workshops and partly also in the private workshops. Why should they be given to the private entrepreneurs? Why should the railways themselves not undertake the manufacture of these wagons and coaches and other components and spare parts, in fact, what is lacking in the railways? Instead of going into this matter, the hon. Minister has simply said that we are self-sufficient as if the railways are producing all that they need in the matter of wagons, coaches etc.

Then, I come to the question of dieselisation and electrification. It is good that the Indian railways have laid the foundation of dieselisation and electrification. But one wishes to know the percentage of the components that we are yet importing from abroad for the Chittaranjan locomotive workshop and the Varanasi workshop. I would like to know how much of the components is being produced in those workshops and how much is being imported. That is a very important thing. This morning, the hon. Prime Minister was speaking of self-sufficiency. Naturally, the country as a whole, irrespective of political affiliations, everybody in this country, wants self-sufficiency. But what about the railways? What is the programme

that they have undertaken for self-sufficiency?

Shri Shinkre (Marmagao): Their slogan is self-reliance.

Dr. Ranen Sen: Self-sufficiency is self-reliance.

Shri Shinkre: Not always.

Dr. Ranen Sen: Some programme for achieving self-sufficiency should have been there in the railway budget to indicate at what rate we are going forward towards this goal of self-sufficiency in regard to production and other things. That is also relevant, because we must know how much we are importing of components and spare parts from abroad. If we go on importing the components and spare parts from abroad, then I am afraid we may have the same experience as we had before during the Indo-Pakistan war; it had been our experience then that certain countries, the imperialist countries, particularly the USA whose great admirer our Railway Minister is, wanted to hold India to ransom; and they are still trying to do it. Therefore, this question of imports of machinery, components and spare parts is a very important thing. I draw the attention of the Railway Minister to this important fact because merely saying that we have become self-sufficient or we are trying to rely on ourselves etc. will not satisfy anybody; we want to know how much is being produced, and what percentage is still to be imported, and what programme we have taken on hand to make the railways in India self-sufficient, and what self-reliance movement is taking place on the Indian railways.

श्री प्रिय नृप (कटिहार) : हर साल एक एक कम्पोनेंट बनेगा ।

Dr. Ranen Sen: Then, I come to the question of the employment opportunities on the railways. It is a known fact that during the last few years the Indian railways have not

filled up the vacancies which they should have filled up. That means that the Indian railway workers have borne a heavy workload. There is no denying of this fact. Today there is the risk of a large number of railwaymen being declared surplus. These are all automatic things, and the things follow logically. Take, for example, the case of electrification. An electric locomotive is equal to five steam locomotives, and a diesel locomotive is equal to two and a half steam locomotives. These are the statements of the railway experts. So, while welcoming this dieselisation and electrification, we cannot ignore this fact that this dieselisation and electrification if not properly handled will create a tremendous problem in our country. Besides, we find that already automation is also being introduced on the railways. While I welcome electrification and dieselisation, I cannot welcome automation; rather, I condemn this automation and its introduction on the Indian railways. Why should there be automation? Why should we try to copy the USA whose whole outlook is different, whose whole background is different, and whose whole foundation is different...

Shri Priya Gupta: Also, Russia.

Dr. Ranen Sen: Also, why should we copy the USSR whose whole social structure is different and whose outlook and whose foundation and everything else is different from ours? When we speak of the success of the Five Year Plans, that simply does not mean an account of how much money has been spent and how much has been the output. The success of the Five Year Plans also means an account of how much labour has been employed in the country and how much unemployment has been reduced in the country. But what do we find? Since the First Five Year Plan has started, and as the plans go on, and new plans come, more and more unemployment grows. This has

been our sad experience. In the mid-term appraisal and also in the memorandum on the Fourth Plan it has been said that the unemployment will be horrible. So, I would like to ask whether this is the way to tackle unemployment? The Railway Ministry is the biggest Ministry employing the biggest and the largest number of people in our country. If vacancies are not filled up and employment is frozen thereby, it means that there is a freezing of the potential employment in the country; it may be that people are not being thrown out, but freezing of employment means freezing of the potential employment in the country. Why should the railways not expand? The dieselisation and electrification project is a serious threat not only to the workers but also to the public. If this electrification and dieselisation goes on then those people would be rendered surplus. But they can be usefully employed in the workshops for preparing components, and spare parts etc., more people will also be needed for maintaining the tracks because the speed of the engines is going to be increased, and the trains are going to run faster; so lakhs of people could be employed there. So people can be re-employed and deployed efficiently. This should be the outlook. But it was missing in the railway budget. This is a national problem, a human problem. The railways should tackle it very seriously.

15 hrs.

Then I will come to certain other questions. First about railwaymen. Some of our friends like Shri A. P. Sharma mentioned something about the grievances of the railwaymen. I have nothing more to add to that except that I fully support Shri Sharma on this point. The railwaymen have an enormous number of grievances. While on the one hand we pay compliments to our railwaymen, on the other we do not listen to their grievances, we do not want to remove those grievances. We do not sympathise with them; we do not raise

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out little finger to remove their grievances. So naturally there would be mistrust on the part of railwaymen, there would also be lack of sympathy on their part. This is not a question of industrial labour relations. It is a bigger question affecting the whole nation.

In the Railway Accidents Inquiry Committee's Report, what have they said? I take it as a correct approach to the whole thing. They say that the main factor in accidents is the human factor. The railwaymen do not deliberately want to cause these accidents so that the public die and they also die in the bargain. That cannot be. If there is over work, if the workers for some reason or other feel a grievance, there is a particular psychology created among them which leads to lack of discipline and when that happens, accidents and other things also happen.

Shri Shinkre: Lack of alertness is also there.

Dr. Ranen Sen: Yes. Take the question of food and the situation created just outside the city of Calcutta and Howrah. Rice is selling at Rs. 3 a kilo. Railwaymen do not have any quarters inside the city. They do not get rice. How can the workers, who get so little pay Rs. 3 per kilo of rice outside the city of Calcutta and Howrah? In the neighbouring villages a big food movement is going on in West Bengal and the Government's only answer is bullets and mass arrests under DIR. When such is the situation, those workers—we know some of those workers living there—are naturally irritated. So if something happens, you cannot blame them. You should blame all these Ministries and the Government who are responsible for it. I therefore say that this is a very serious matter and the Railway Ministry, as the biggest employing Ministry, must take this into consideration and remedy the situation.

Now I come to some questions which are of a interest to the workers. Take the question of cheap grain shops. This is a very important demand of the railway workers. Then the question of housing, quarters, for the workers. This is also very important. Then comes the question of their wage-scale, their living conditions. The guards have their grievances. They start very low and end up also very low. The different categories of workers have different grievances. The only method of dealing with these grievances is to set up a wage board to go into these and make proper recommendations, which should be implemented. I strongly support the suggestion for the constitution of a wage board for railwaymen. I am also for cheap grain shops for railwaymen.

Now I come to the question of railway passengers' requirements near about Calcutta. The position is like this. Last year, after repeated demands in this House, the hon. Minister made an announcement that a committee has been set up to go into the question of the construction of a circular railway or any other railway for better transport facilities in Calcutta. Since then, six months have passed. But as far as the Bengal public are concerned, as far as the people who reside outside Calcutta are concerned, people even from Bihar and other places who get the benefit of the city of Calcutta, for good reasons also—there is no knowing what has happened to that committee, how far they have proceeded, what they have done and so on, whether the full committee has been set up—because there were some vacancies; Shri Patil made a reference to that in those discussions. Therefore, people are anxious to know what has happened to that project and what has happened to the committee.

As regards the Calcutta suburban railway, as the hon. Minister comes

from Bombay city he must be knowing that in Bombay city both on the Central and Western railways inside the city during peak hours there is an electric train running every three minutes. In Sealdah and Howrah during peak hours, on the average, every 15 minutes there is an electric train running for the local passengers. During normal hours, for every 5 minutes in Bombay city, there is an electric train running. But in Calcutta and Howrah and Sealdah during the normal hours, on the average every 25 minutes there is a train service. As he comes from Bombay city, he knows the conditions of Bombay. But I want him to understand the difficulties of the Calcutta public. Calcutta is the biggest city in India with the largest population.

Shri Sonavane (Pandharpur): A city of processions also.

Dr. Ranen Sen: A city of processions also. So let not the Railway Minister when he goes to Calcutta face a hostile procession. Let him sympathetically consider the suburban traffic needs of the Calcutta public and do the needful.

Dr. M. S. Aney (Nagpur): Equal treatment.

Dr. Ranen Sen: Yes, equal treatment, if not better treatment. Railway finances are in a tight position. Last year also I pointed out that the Ministry should try to curtail certain expenditure. I have been studying the railway budgets for the last four years. What is this administrative expenditure if it is not top-heavy? This is not only at the Railway Board level but also at the zonal level. I know it for certain that not only high officers but even officers of the rank of assistant engineer are asked to travel by air—I know of at least one instance that took place last year. Why this expenditure? Whose money is this? Then they have saloons and saloons, a lot of them. The higher officials

travel mostly by air, the lower ones sometimes by saloon, sometimes by air. Can we not curtail this expenditure?

Then there are the air-conditioned trains. There is the Kalka Mail. Not only there, in the Delhi-Howrah Express,—what is known as 12 down—there are two AC compartments. Who are travelling mostly by these? Class I officers of the Government including the Railways, travelling shorter distances.

Last year, the Minister made the plea that foreign tourists were coming and travelling in these compartments. I made a check both at Howrah and at Delhi on four occasions to find out in the tourist season how many foreign tourists were travelling by these. I found very few; mostly they were Indians travelling by these.

An hon. Member: What about Bombay?

Dr. Ranen Sen: I do not have personal experience of Bombay. Can we not curtail or take away these AC compartments? We can have vestibule trains with good seating arrangement; in the mail trains like Kalka, one such compartment will suffice.

Shri Shinkre: There should be ACC, but increase the fare of ACC.

Dr. Ranen Sen: When I say that ACC must go, must be reduced to a minimum, it is a matter of principle. Instead of those AC compartments, let third class compartments be attached to the trains. Let there be more janata trains. We should do something to ameliorate the condition of the third class passengers. There are still medium size stations—I have been to some of them only a few months back—where there is no bathing arrangement for the travelling public. And on the wayside stations, there are just apologia of waiting rooms. There are no waiting rooms. There are one or two benches

[Dr. Ranen Sen]

and nothing more. This is the condition of the third class passengers. So, there is enough scope to improve it, and there should be improvement. So, on the one hand luxurious travel must be curtailed, and on the other hand third class amenities should be increased.

Secondly, I want to emphasize the question that has already been raised, the question of surplus labour and the question of self-reliance or self-sufficiency. The railway workshops should be renovated in such a way that all the spares and components can be repaired there. Already our scientists, our experts, have expressed their opinion that we are in a position to do certain things and very satisfactorily. So, the surplus railway workers should not be thrown out. There should be no declaration of surplus staff. They can be easily absorbed and their services can be utilised by the railways for the improvement of the railways, which is ultimately for the benefit of the travelling public.

Lastly, I want to put one question to the hon. Railway Minister. Last year it was announced that from this year onwards all the ministries will have their own stationery. In the Railway Budget I find that there is no single item as stationery separately but mixed with other things there is stationery also. So, I want to know whether provision for stationery requirements has been made in the Railway Budget, and if so, why this provision has been made. This is a very important point, because with it is connected the employment of many other people. So, I want to know this information.

In conclusion, while appreciating the performance of the railways—I am not a blind person, I cannot say that the railways have not made any improvement, they have made some improvement—I would say there is enough scope for more improvement, and that this Railway Budget has

not given any indication of that. Therefore, I am sorry to say that I am not able to congratulate the Railway Minister and that I am not satisfied with the Railway Budget.

श्री बिहनाथ पाण्डेय (सलेमपुर):
माननीय उपाध्यक्ष महोदय, श्री जीन माननीय सदस्य ने रेलवे बजट के बारे में अपना विचार प्रकट किया है, उन का दृष्टिकोण बिल्कुल आलोचनात्मक था। उनको ऐसा प्रतीत होता है कि मंत्री महोदय ने जो रेलवे बजट प्रस्तुत किया है, उसमें कोई अच्छाई नहीं है। मैं समझता हूँ कि उनका यह दृष्टिकोण दोषपूर्ण है। रेलवे मंत्रालय ने जो काम किया है, वह सराहनीय है। 1965 में देश पर जो आक्रमण हुआ, उस समय रेलवे मंत्रालय ने जिस दक्षता का परिचय दिया, वह सराहनीय है और उसके लिए मैं अपनी तरफ से रेलवे मंत्रालय और मंत्रालय को हार्दिक बधाई देता हूँ।

113 वर्ष पूर्व जब इस देश में रेलवे का विस्तार किया गया, तो यहाँ पर केवल 32 किलोमीटर रेलवे लाइन बिछाई गई, जब कि इस समय हमारे यहाँ 67,181 किलोमीटर रेलवे लाइन है। आज हमारे देश में प्रतिदिन दस हजार ट्रेनें चलती हैं, जिन पर प्रतिदिन पचास लाख लोग सवार होते हैं। हमारे यहाँ आज 6800 के करीब स्टेशन हैं। जैसा कि मंत्री महोदय ने बताया है, रेलवेज भारत सरकार के अन्तर्गत एक साम्राज्यवाद के समान हैं। इसका प्रबन्ध करने के लिए आठ क्षेत्रीय रेल प्रशासन (जोन) हैं। रेलवेज के अन्तर्गत 13 लाख कर्मचारी काम करते हैं।

श्री जी देश में तीन तरह की रेल चलती हैं—मीटरगेज, ब्रॉडगेज और नेरोगेज, प्रचालित छोटी लाइन। लगभग 662 किलोमीटर छोटी लाइन अभी भी सरकार की संस्था के स्वामित्व में है। मैं

नम्र निवेदन करना चाहता हूँ कि इस प्रणाली को तोड़ कर सरकार छोटी लाइन की रेलवे को अपने हाथ में ले ले।

रेलवेज केवल एक व्यावसायिक संस्था नहीं है, बल्कि विकास, सुरक्षा और यातायात में भी इसका योगदान है। इस देश के 97 फीसदी लोग रेल के द्वारा सफर करते हैं और इसलिए रेलवेज में अधिक सुविधायें प्रदान करनी चाहिए। जैसा कि मंत्री महोदय ने अपने बजट भाषण में कहा है, रेलवे विभाग ने बहुत सी ट्रेनें चलाई हैं, लेकिन इसके बावजूद अभी यातायात की समस्या हल नहीं हो पाई है।

मैं नम्र निवेदन करना चाहता हूँ कि जिस-जिस विभाग में हमारे मंत्री महोदय रहे हैं, उसमें काफी सुधार हुए हैं। यदि वह इस विभाग में भी कोई क्रान्तिकारी कदम उठावें, जिसके द्वारा रेल-यात्रियों को उचित सुविधायें मिलें, तो यह एक प्रशंसनीय बात होगी। आज स्थिति यह है कि जब तीसरे दर्जे के लोग ट्रेनों पर चलते हैं, तो उन्हें बैठने की सुविधा भी नहीं मिल पाती है—वे लटके रहते हैं, पायदान पर चढ़े रहते हैं। मैं आपको याद दिलाना चाहता हूँ कि महात्मा गांधी भी तीसरे दर्जे में सफर करते थे और इस देश के साधारण लोग भी तीसरे दर्जे में सफर करते हैं।

मैं आपको बताना चाहता हूँ कि रेलवेज को ऊंचे दर्जे के यात्रियों से 1964-65 में 25.13 करोड़ रुपये, 1965-66 में 27.34 करोड़ रुपये और 1966-67 में 28.38 करोड़ रुपये की आमदनी हुई। इसकी तुलना में रेलवेज को तीसरे दर्जे के यात्रियों से 1964-65 में 174.14 करोड़ रुपये, 1965-66 में 193.16 करोड़ रुपये और 1966-67

में 198.88 करोड़ रुपये की आमदनी हुई। इन आंकड़ों से प्रकट होता है कि तीसरे दर्जे में सफर करने वाले लोगों से रेलवे मंत्रालय को काफी आमदनी होती है, लेकिन उन की सुख-सुविधाओं की तरफ ध्यान नहीं दिया जाता है। मैं निवेदन करना चाहता हूँ कि इस जन-तांत्रिक प्रणाली में और इस समाजवादी व्यवस्था में ऊंचे और नीचे दर्जे के भेद को खत्म करके एक दर्जा और एक प्रणाली होनी चाहिए। अमरीका एक पूंजीवादी देश है, लेकिन वहाँ भी रेलवे प्रणाली में कोई वर्गभेद नहीं है। हमारे देश में राजा-महाराजाओं के सैलून तो हट गए, लेकिन रेलवे विभाग की सामन्तशाही के, रेलवेज के बड़े-बड़े कर्मचारियों के सैलून अभी भी चलते हैं, जिनकी तादाद 800 के करीब है। अगर उनको तोड़ दिया जाये, तो मैं समझता हूँ कि बहुत सी गाड़ियां चल सकती हैं और बहुत सी कठिनाइयां दूर हो सकती हैं। मैं मंत्री महोदय से यह नम्र निवेदन करूंगा कि वह इस ओर भी विशेष ध्यान दें। अगर वह एक क्रान्तिकारी कदम उठावेंगे और इस मराले को हल कर देंगे, तो मैं समझता हूँ कि यह मंत्रालय तीसरे दर्जे के मुसाफिरों के लिए एक विशेष काम कर देगा।

मंत्री महोदय ने जो 22.19 करोड़ रुपये की बचत दिखाई है, वह अधिक हो सकती है। किस तरीके से? एक, जो सामान रेलवेज से गायब हो जाता है, जिसका नुकसान होता है, जो चोरी हो जाता है, उसकी ठीक ढंग से रक्षा की जाये। इस तरह काफी रुपया बच सकता है, क्योंकि जिन लोगों के सामान का नुकसान होता है, वे अपने दावे प्रस्तुत करते हैं और उनका रुपया ले लेते हैं। दूसरे, जो लोग बिना टिकट सफर करते हैं, उनकी रोकथाम को जानी चाहिए और तीसरे, रेलवे विभाग अपने खर्च में कमी करे, मितव्ययिता करे।

[श्री विश्वनाथ पाण्डेय]

देश में जो तीन तरह की रेल हैं, एक योजनाबद्ध तरीके से उन की एक प्रणाली बनाई जाये और सब रेलों को बड़ी लाइन में बदल दिया जाये। इसमें समय लगेगा, लेकिन अगर एक योजनाबद्ध क्रम से यह काम किया जायेगा, तो इसमें अवश्य सफलता मिलेगी।

रेलवे में होने वाली दुर्घटनाओं की समीक्षा की जो पुस्तिका दी गई है, उससे पता चलता है कि कुछ रेलवेज में अधिक दुर्घटनाएँ हुई हैं और कुछ में कम हुई हैं। पिछले दो तीन महीनों में जो दुर्घटनाएँ हुई हैं, उनसे बहुत हानि हुई है। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि वह दुर्घटनाओं को रोकने के लिए विशेष कदम उठाये और इस बात की कोशिश करें कि दुर्घटनाएँ कम हो जायें।

मैं बोझा सा निवेदन उत्तर-पूर्व रेलवे के बारे में करना चाहता हूँ और मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ कि वह उत्तर-पूर्व रेलवे बिहार और उत्तर प्रदेश में बिछाई गई है और अधिकतर इसकी लम्बान उसी में है। गत वर्ष भी मैंने और बहुत से हमारे सदस्यों ने प्रार्थना की थी कि आप बरोनी से लेकर लखनऊ तक दोहरी लाइन बिछायें लेकिन आपने अपने बजट में, जो आय-व्यय पत्रक प्रस्तुत किया है उसमें कहा है कि छपरा से गोरखपुर को केन्द्रीय यातायात नियन्त्रण प्रणाली के अन्तर्गत लाया गया है। मैं समझता हूँ कि उसके ऊपर करोड़ों रुपये व्यय किये गये हैं। लेकिन वह दोहरी लाइन बिछाने का लाभ है, जो फायदा हो सकता है, उसकी पूर्ति यह नहीं कर सकता है।

दूसरी बात यह है कि उत्तर प्रदेश के पूर्वी आंचल में ढाई करोड़ लोग बसते

हैं, जब हम मानते हैं कि उन्हें उद्योग दिये जायें, तो कहा जाता है कि वहां रेल नहीं है, आवागमन के साधन नहीं हैं, इसलिये मेरा यह निवेदन है कि बनारस से लेकर भटनी तक बड़ी लाइन का समावेश किया जाय, जिससे आवागमन की सारी सुविधायें सबको प्राप्त हो जायें।

बहुत से रेलवे स्टेशन ऐसे हैं जहां पर मुसाफिरों को जाड़े में, बरसात में, धूप में बैठने के लिये शोध नहीं है। इसलिये यह आवश्यक है कि उन लोगों को बैठने के लिये सुविधायें प्रदान की जायें और वहां पर शोध बनाये जायें। उसी के अन्तर्गत हमारी कांस्टीट्यूएन्सी में कुछ स्टेशन हैं, तुर्तीपुर, सलेमपुर, नोनापार, भाटपार, सतरांव, बरहज, इनमें भी शोध नहीं है। वहां भी शोध की व्यवस्था की जाये। बेलथा रोड का शोध बढ़ाया जाये। पूर्वी आंचल का यह एरिया बहुत पिछड़ा हुआ है, कृषि की दृष्टि से, यातायात की दृष्टि से, विद्या की दृष्टि से, यहां तक रेलवे विभाग भी उस ओर ध्यान नहीं देना चाहता है। तुर्तीपार और बेलथा रोड के बीच में एक रेलवे पुल है जो बलिया और आजमगढ़ को मिलाता है। वहां पर जाने के लिये कोई साधन नहीं है। जब श्री रामा राव, वहां जनरल मैनेजर थे, तब भी मैंने उनसे आप्रह किया था और अब वह रेलवे बोर्ड में आ गये हैं, कि तुर्तीपार और बेलथा रोड के बीच में जो पुल है, वहां रेल-कम्प्लेक्स बनाया जाये, जिससे लोगों को आने-जाने में सुविधा हो जाये।

अभी भी बहुत से आंचल ऐसे हैं जहां रेल-प्रणाली नहीं आई है। हिमालय का पर्वतीय आंचल है, जम्मू और काश्मीर है, नेपा है, बद्रिकाश्रम है, मैं समझता हूँ कि सुरक्षा की दृष्टि से भी विकास की दृष्टि से भी यह आवश्यक है

कि रेल-मंत्री इनमें भी आवागमन के लिये यातायात के साधनों को दें, जिससे वहां भी काम हो सके।

देवरिया जनपथ का बहुत पहले सर्वेक्षण हुआ था एक नई लाइन देने के लिये, बरहज से रघुपुर, गौरी बाजार और कुशीनगर, जोकि एक अन्तर्राष्ट्रीय स्थान है, भगवान बुद्ध का स्थान, वहां से खड्डा, सैसालोटन जाने के लिये लेकिन उस बारे में कोई ख्याल नहीं किया गया। अभी रामकोला और पडरीना के बीच में एक हास्ट स्टेशन है बडहरा गंज, इसे क्रासिंग स्टेशन बनाया जाय, जिससे लोगों को वहां माल लाने से जान में सुविधा हो जाय, यह एक बहुत आवश्यक काम है।

हमारे मंत्री महोदय ने कहा कि बहुत सी ट्रेन रेलवे ने हिन्दुस्तान को प्रदान की हैं। इस समय गोरखपुर इलाहाबाद के बीच में काफी यात्री चलते हैं लेकिन 24 घन्टे के अन्तर्गत सिर्फ दो ट्रेनें चलती हैं। एक 8-20 पर रात्रि में और फिर 10 बजे रात्रि में, पहले दिन में ट्रेन चलती थी, अब नहीं चल रही है इससे काफी असुविधा हो रही थी, इसलिये मैं आप्रह करना चाहता हूं कि पुनः उस ट्रेन को चालू किया जाये, जिससे दिन के अन्दर यात्री लोग बनारस और इलाहाबाद जा सके। बहुत सी ट्रेनों में डिब्बे लगते हैं बड़े बड़े शहरों के लिये, लेकिन गोरखपुर से बलिया जाने के लिये कोई भी डिब्बा न बनारस पैसेंजर ट्रेन में और न इलाहाबाद एक्सप्रेस ट्रेन में लगता है। मैं यह आप्रह करना चाहता हूं कि इन ट्रेनों में एक बोगी लगाई जाय, कम्पोजिट बोगी लगाई जाय, तीसरे दर्जे की बोगी लगाई जाये, जिससे यात्री कहीं बीच में न उतरे और सीधे चले जायें।

मैंने जैनरल मैनेजर महोदय से यह भी आप्रह किया था कि जो ट्रेनें पहले

हमारी कांस्टिच्यूएन्सी के अन्तर्गत रहती थीं, उनको उन्होंने बन्द कर दिया है। जैसे इलाहाबाद एक्सप्रेस सलीमपुर रहती थी, कानपुर एक्सप्रेस भाटपार रहती थी, लेकिन अब नहीं रहती है। इनके रहने से कोई नुकसान नहीं है और इन स्टेशनों पर इन को रोका जाय।

अन्त में मैं रेलवे कर्मचारियों के सम्बन्ध में कहना चाहता हूं। जब श्री रामाराव गोरखपुर में थे तब मैंने उनसे कहा था और वहां के कर्मचारियों ने भी आप्रह किया था कि जो सुविधा रेल कर्मचारियों को रेल से जाने की दी गई है उसमें कुछ परिवर्तन किया जाय। देवरिया जनपथ के सैकड़ों कर्मचारी गोरखपुर जाते हैं और वहां काम करते हैं। उनके रहने के मकान नहीं हैं। वे संख्या समय घर को लौट आते हैं, उनको चौरा-चौरी तक का पास दिया गया है और उस पास को लेकर वे भटनी और देवरिया तक जाते हैं। उन्होंने इस सम्बन्ध में आप्रह भी किया, आवेदन भी दिया, लेकिन कोई सुनवाई नहीं हुई। जब रेलवे कर्मचारियों के निवास स्थान का प्रबन्ध नहीं कर पाती तो कम से कम जिस प्रकार अन्य रेलवे ने अपने कर्मचारियों को सुविधायें दूर के स्थान पर जाने की प्रदान कर रखी हैं, उसी प्रकार इनको भी देवरिया और भटनी तक पास दिये जायें जिससे वे वहां पर जा सकें।

खान-पान व्यवस्था के सम्बन्ध में कुछ कहना चाहता हूं। जैसा कि हमारे मंत्री महोदय ने अंकित किया है कि 95 स्टेशनों पर विभागीय खान-पान व्यवस्था है और 25 जोड़ी गाड़ियों के अन्तर्गत विभागीय खान-पान व्यवस्था है और अब भी देश के अन्दर पांच हजार के करीब ठेकेदार हैं जो खान-पान की व्यवस्था करते हैं। मैं तो विभागीय प्रबन्ध के पक्ष में हूं। मैं ने यह देखा है

[श्री विश्वनाथ पाण्डेय]

कि इस व्यवस्था को चलाने के लिये यद्यपि सलाहकार समिति भी है, उस में राय देने के लिये संस्था भी है, लेकिन बावजूद इस के जो खान-पान व्यवस्था है, वह सन्तोषप्रद नहीं है। इसके लिये आवश्यक है कि कोई ऐसी प्रणाली निकाली जाय, जिससे यह खान-पान की व्यवस्था सुधरे और जो लोग उस में बैठें, उन के लिये मुनासिब तरीके से खान-पान का प्रबन्ध हो जाये। लम्बी लम्बी बातें कहने से, पुस्तकों में अंकित कर देने से कि रेलों में सब सुधीते हो गये हैं, इस से काम नहीं चल सकता है। रेलवे विभाग खान-पान की व्यवस्था को ठीक नहीं कर सका है। लोग पैसा देते हैं, लेकिन पैसा देने पर भी मुनासिब भोजन नहीं कर पाते हैं। मंत्री महोदय इस के ऊपर गम्भीरता से विचार करें और खान-पान की व्यवस्था को ठीक ढंग पर लावें।

मैंने आय व्यय पुस्तक को देखा। मंत्री महोदय ने यहां अंकित किया है कि रेलवे कर्मचारियों के बच्चों के पढ़ाने के लिये सुविधायें प्रदान की हैं। एक स्कूल भी खोला और कालेज भी खोला है। इसके लिये मैं उन्हें बधाई देता हूं और उस में उन्होंने यह भी दिया है कि कुछ गैर-रेलवे संस्थाओं के स्कूल और कालेजों को मदद भी दी है। मैंने गत वर्ष भी बाबू राम सुभाष सिंह से अनुरोध किया था कि भटनी स्टेशन एक जंक्शन स्टेशन है, पिछड़े हुए अंचल का स्टेशन है, वहां पर रेलवे कर्मचारी रहते हैं और उनके बच्चे पढ़ते हैं। वहां एक सुभाष इंटरमीडियेट कालेज है, जिसमें रेलवे कर्मचारियों के सैकड़ों लड़के पढ़ते हैं लेकिन उसे कोई भी मदद नहीं दी गई है। श्री रामाराव के पास दरखास्त दी गई, उन्होंने उत्तर दिया कि मेरे पास ऐसा कोई प्रबन्ध नहीं है कि जो स्कूल रेलवे की तरफ से न चलाये जाते हों, बल्कि और लोगों की तरफ से चलाये जाते हों, अगर

उन में रेलवे कर्मचारियों के लड़के पढ़ते हैं तो मदद नहीं दी जा सकती है। लेकिन स्कालरशिप दी जा सकती है, कोई ग्रान्ट नहीं दी जा सकती। लेकिन इस पुस्तक में हमारे मंत्री जी ने अंकित किया है कि उन्हें दी जायेगी। मैं आग्रह करना चाहता हूं मंत्री महोदय से, रेलवे बोर्ड से कि उस स्कूल की आप मदद करें, उसको ग्रान्ट दें। क्योंकि जब आप मदद देंगे तो स्कूल आगे बढ़ेगा और रेलवे कर्मचारी जो वहां काम करते हैं, उनको सुविधा प्राप्त होगी।

ये सब बातें मैंने आप के सामने रखी हैं ताकि आप इन पर विशेष विचार कर सकें। ऐसा आप न करें जैसे हम लोग रेलवे विभाग के पास कोई आपत्ति लिख कर या कोई सुझाव लिख कर भेजते हैं तो उसका जवाब हम को यह लिख कर आ जाता है कि आपका पत्र मिला और उसके लिए धन्यवाद। इस पर विचार किया जायेगा। इसके बाद क्या विचार होता है, क्या नहीं होता है यह बताया ही नहीं जाता है। मैं प्रथम आदमी हूं और मैं समझता हूं कि और भी सदस्य होंगे जो जब रेलवे का टाइम टेबल बनाया जाता है अक्टूबर में और अप्रैल में तो रेलवे विभाग को जब हम से पूछा जाता है तो सुझाव लिख कर भेजते हैं और हमेशा से मैं देता आ रहा हूं लेकिन दुर्भाग्य है कि वह उनके बारे में कुछ नहीं करता है। सही बात भी कही जाती है तो उसको भी नहीं मानता है। बड़ी मुश्किल के बाद उन्होंने असम एक्सप्रेस को देवरिया में रोका है, जिसके लिए मैं माननीय डा० राम सुभाष सिंह जी के प्रति बहुत आभार प्रकट करता हूं। मैं कहना चाहता हूं कि जो कुछ भी सुझाव हम मंत्री महोदय को या रेल मंत्रालय को यहां सदन में दें या रेलवे बोर्ड को दें या जेनरल मैनेजर साहिबान को पत्रों में दें उन पर वह विचार करें, उनकी वह जांच करें और उनके अनुसार उत्तर दें और काम करें।

में समझता हूँ कि रेल मंत्रालय देश के लिए बहुत अच्छा कार्य कर सकता है और कर भी रहा है। लेकिन अभी बहुत कुछ करने की गुंजाइश बाकी है। इन शब्दों के साथ जो प्राय-व्यय के अनुमान इस सदन के सामने प्रस्तुत किये गये हैं उसका मैं समर्थन करता हूँ।

Shrimati Akkamma Devi (Nilgiris): Mr. Deputy-Speaker, Sir, I thank you for giving me this opportunity to speak on the Railway Budget. In this year's budget the hon. Minister needs our congratulation because he has presented not only a surplus budget but he has given concessions to the general travelling public; there is no increase in passenger fares. There is a slight reduction in season ticket charges for distances beyond 20 kilometres. There is a slight reduction also on commodities of daily use like sugar, tea, medicines and other consumer goods. I do hope that perishable commodities are also included in this category and, if not, I request the hon. Minister to include perishable commodities like vegetables and fruits under this category.

I repeat and endorse the statement made by my hon. friends Shri A. P. Sharma and Dr. P. Srinivasan and other friends who stressed that the surcharge of three per cent on salt should be removed. Salt is used by all. In Tamil also we say "Uppillatha sorai kuppayile podu". What is food without salt? Salt is used by the rich and the poor. While the rich man can afford to pay this levy, the poor man is hard-hit by this surcharge. Salt, mixed with water and rice, is used by the poor, the farmer, the industrial worker and the Class IV employees of the railways and elsewhere; and because this surcharge hits the poor man, I request the hon. Minister, when he replies, to announce that this surcharge on salt is removed; it should be removed.

Then I come to some suggestions regarding my constituency. I come from Ootacamund, the queen of hill stations. All hill stations in the coun-

try including this queen of hill stations, are linked up by metre gauge lines. The trains running on these metre gauge lines, from the foot of the hills, take hours to reach the destination causing inconvenience to passengers. Not only have the hill stations become places of importance to our own tourists but also they have attracted foreign tourists as well. For example, the Blue Mountain Express, now called the Nilgiri Express, reaches Mettupalayam at about 9 O'clock in the morning; it reaches Coonoor, just a distance of 20 miles, only in the afternoon. The passengers do not get food in time; they do not have the necessary sanitary arrangements. Therefore, the people, the tourists and the travelling public prefer to go by road rather than by train. By this, there is loss of income to the railway and also there is inconvenience to the passengers. Therefore, my suggestion is, just as we have the rail-car service from Kalka, at the foot of the hills, to Simla, a similar rail-car service may be introduced from Mettupalayam, at the foot of the hills, to Ootacamund, the queen of hill stations.

While going through the pamphlet, I was very happy to see this feature of rail-car service on some metre gauge lines. We have our own coach-making factories. At Perambur, we have the Coach Factory, where we are making our own coaches. We are also making our own locomotives. So, where is the difficulty in making these rail-cars so that the people may be benefited. The rail-car service will not only save time but it will bring income to the railway. When there is the possibility of making these rail-cars in our own country, with imported components, I request our hon. Minister to consider this suggestion. I have already taken up this matter at the Consultative Committee meeting, and once again I request the hon. Minister to see that the requirement of hill stations, along with other places of importance such as historical and religious places, should be fully considered and that the suggestion should be fully implemented without delay.

[Shrimati Akkamma Devi]

My next point is with regard to De luxe and the Southern Express trains. When we speak of passenger amenities, we must also see to the welfare side of our workers, especially the Class III and Class IV employees. The De luxe from Madras to Delhi runs on two days in a week and from Delhi to Madras on two days in a week. On the remaining days, the Southern Express trains run. We have the workers there—the Class IV and Class III employees. They come to Delhi. If the train leaves Madras on Friday, it reaches Delhi on Sunday, and by the time it leaves Delhi, it takes another two days. Where are the workers to stay in Delhi, when there is no accommodation for them? Madras is their headquarters no doubt, where they have got housing facilities. But when they come to Delhi, where they have to stay for a couple of days, where are they to stay. Delhi is a place which, during winter, is too cold. We, the well-to-do people, protect ourselves with blankets, sweaters and so many other woollen garments. But what about the Class IV employees who have no accommodation? In the dining-car, there is a small place where all of them get huddled together in that corner. When they come to the retiring rooms, they are not allowed to stay there. So, my request is, we must think of our workers before we think of passenger amenities. Let us look after them and they will in turn look after the passengers. Therefore, when they are in Delhi, you must have hostels for their stay. Or, one or two rooms may be provided for them. There are so many of these workers without accommodation; they come from a hot place and when they come to Delhi, or vice versa, they are put to great difficulties. Therefore, I request the hon. Minister, who is always a practical man and who understands the difficulties of the common man, to see that these poor people, the Class IV and Class III employees, are provided with proper accommodation when they come to Delhi.

Then, I would say a few words about the catering arrangements in the Southern Express and the De Luxe trains. The food trays are brought and just pushed inside at the entrance of the bogie. In each bogie there are two bathrooms on either side and then there is the entrance. I do not blame the servers. They have no place to place the trays. The passengers also do not allow them to keep the trays either in the first A compartment or in the last F compartment. They simply bring the trays and push them at the entrance of the bathroom and at the entrance of the bogie. My suggestion is that, from a hygienic point of view and also as a welfare amenity to the passengers, hereafter, a separate place or just a small compartment, or say, a shelf or a cupboard be constructed specially for this purpose. The trays or whatever be the containers in which food is being brought and served to the passengers, may be kept there so that it will be clean; the bathrooms will be away from them, and then the travelling public will be very happy. This point must be kept in view from the hygienic point of view.

Then, in these bathrooms the water always stops. I had travelled many a time in the third-class compartments. I have travelled in the sleeper compartments to see the difficulties of the ordinary man. While the first-class compartments are swept at every junction, the third-class sleeper compartments, at the most, are cleaned once or twice during the entire journey. They are not at all looked after; the whole compartment is full of rubbish.

There is no water in the bath room. Why this difference? In fact, third class compartments should be looked after more than first class compartments. I would request the Minister to see that proper attention is given to third class compartments.

Madras Central Station is the headquarters of the Southern Railway. In the reservation counter for third class, the queue goes on increasing. More counters are opened, but the space inside is not sufficient. The ticket books are dumped in a corner and there is not enough staff also. So, the Minister should see that sufficient accommodation is provided and the staff also is increased. When the staff are looked after better, they in turn will look after the public better.

Regarding the trains in the hill areas, we have got the engineering staff and other class IV employees. Ooty is a cold place; it is like Delhi during winter. There is provision for them to get warm clothes. Measurements have been taken and the clothes have been stitched also, but there is some lacuna in distributing them. I have already repeated this request in the consultative committee meetings. What is the use of giving the woollen clothes after the winter season is over? You must give them these things in time and satisfy the poor people.

Since there are many more hon. members who want to speak, I will just conclude by giving my full support to the demands of the Railway Ministry, with my humble request to the minister to see that my humble suggestions are implemented.

Shri U. M. Trivedi (Mandsaur): Sir, I do not know whether I will be able to pay the same compliments which my predecessor has paid to the Railway Minister. It is really creditable that the number of deaths that took place in railway accidents has gone down. We have not killed as many as we did in 1963. But there have been accidents. Very recently a most unfortunate accident took place in respect of the Gujarat Mail. Why these accidents on interlocked lines take place will ever remain a mystery and not possible of solution, because one defect which persists in the railway administration is that the Class III officers are generally funky and do not tell the truth. To avoid certain

difficulties, wrong bookings of time take place with the net result that it becomes very difficult to arrive at a proper analysis of the case. I do not know how we will be able to enthuse the idea of telling the truth in our class III officers.

This evil results from the attitude of Class I officers at the divisional levels of serving charge sheets on poor class III employees on the slightest pretexts. They are kept always on tenter-hooks and they are more or less nervous when they are working. Talking to the station masters and ASMs, I have noticed that whenever there is a crossing, the station master or ASM, whosoever is the operating man, is always very nervous and he gets peace of mind only when the train crossing is over. In these days of mechanical arrangements and interlocking practically all over India, why should there be any difficulty for the man to attend to a crossing? On the slightest mistake he makes, in comes a call for explanation, then comes the notice imposing penalty and so on. The man is reduced in rank and refused increment. Increments are stopped on the slightest pretexts. Recently on the Western Railway, I added up the figures and found that in 783 cases during this one year, punishments reducing ranks have been inflicted on poor commercial clerks and ASMs. Why such a heavy punishment? It seems in the railways there are departments run only for framing charge sheets. Why should there not be an end to these things? Why is it that the controlling authority is not prepared to meet half way the class III officer, tackle him with love and affection and make him work in a proper manner? Recently I went to Kotah where I was shown nearly 300 files containing orders for departmental enquiries. Why is there such a huge loss of time because of this? They will not get satisfaction unless there is a departmental enquiry and serving of charge sheets day in and day out. The officer will not go home without charge-sheeting somebody or ordering departmental enquiry against somebody.

[Shri U. M. Trivedi]

This attitude of officers at the divisional level must change.

I find that we have a system developed in our country where there is some sort of monopoly, as if we are afraid to have freedom to work, freedom to cooperate, freedom to tender advice and receive advice. I cannot understand why in the Indian railway system, only two unions are recognised. If in the whole administration of the Government of India, including the P. & T. category-wise unions are being recognised all over, I fail to understand the monopoly being given to the communist party and the congress party to handle the labour in the railways. Why is it that nobody else is allowed to step in? Mr. Alvares knows better than I do. Only two unions are there; not a third. Mr. Alvares may change shape and call himself PSP.

Shri Alvares: I have not changed shape yet.

Shri U. M. Trivedi: No, Sir, you have changed colour only. But the difficulty still remains that there is only recognition of two units. Very recently I had occasion to go through a particular file in the railway administration and I was surprised to find that whereas uniforms were considered necessary to be supplied to the various categories of commercial clerks, only commercial clerks in a particular unit of a particular zone are being supplied with uniforms and those in the same category but belonging to other zones are not being supplied with uniforms. When the discussion between the Railway Administration and the union took place, the union very readily agreed that those commercial clerks need not be supplied with uniforms. What type of representation did these poor clerks have in that union, that the union readily agreed that they need not be supplied with uniforms. I, therefore, say that it is very essential that the Administration should change its outlook and see that this caucus which has grown, this giant which has grown to this

extent that it has paralysed the working of the whole machinery, it must not be allowed to have its hold as it has got now. The Government must also come to this decision that the Government must be able to negotiate with all those who represent the various distinctly different categories of people and whose difficulties are of a different type, different from those of the general employees. These things must be taken into consideration, and the rules that are obtaining all over India, particularly in the sister Post and Telegraphs Department, must be brought into force and these other bodies must also be given recognition.

Shri Priya Gupta: There are 731 categories in the Railways.

Shri U. M. Trivedi: Quite right. Do not worry about that. That will not create any trouble.

One thing that has pained me is this. At the time when the law was made and when the Payment of Wages Act was put through last year, an amendment was made to this Payment of Wages Act I do not see the propriety of it. It has specifically meant for the railway employees. If a railway employee for some reason or other makes a mistake and gets a forged note or somebody passes on a mutilated note, he is penalised for that. He is not an expert cashier. He is not an expert treasurer. He has no method of detecting whether it is a good note or a bad note. He has no method of detecting whether the bank will say that a note is mutilated or not and will not receive it. Why is it that on his shoulders the responsibility of reimbursing the Railways is cast? Why is it that if there is some wharfage to be recovered the provision is that it will be recovered from the poor railway employee? Why is it provided that if there is some demurrage to be recovered it will be recovered from this poor railway employee for having not been able to collect it? Why is it that if he

(Gen. D.L.)

writes out an excess fare ticket and he recovers something less than what ought to have been charged the poor man is told that it will be recovered from him? Why is this question of reimbursement cast on the poor employee who hardly gets Rs. 150 a month? For one wrong note, for one forged note, the poor man is made to part with Rs. 100. How will he maintain himself and his family? On the top of it, the Divisional Officers always say that his increment is also stopped for the future. I had very recently occasion to come across a case in the Jaipur Division where the increment of a man has been stopped for ten years. For ten years he will not get any increment. Another fellow's increment was stopped for 14 years and a third man's increment was stopped for 18 years. What is it? You are growing fat at the cost of the poor class III employees of the Commercial Branch, particularly the Assistant Station Masters of way-side stations, the commercial clerks, the goods clerks and so on and so forth.

15.55 hrs.

[SHRIMATI RENUKA RAY in the Chair]

This kind of attitude on the part of the Government must stop. The Railway Minister I know, is a very efficient man. I would appeal to all the three of them to work together. I would appeal to their good sense to look into this and see that the poor employees are not so crushed and kept always on tenter-hooks and they remain nervous for all time during their work.

If I have said something which is not felt palatable to some of my friends. I am not afraid of it. I will now pass on to the question of passenger amenities provided by our railways. Under the convention, Rs. 3 crores were formerly provided for passenger amenities. Now Rs. 4 crores is being provided. What for? There are very intelligent railway officers who will

put down even their amenities under the passenger amenities.

An Hon. Member: They are also passengers.

Shri U. M. Trivedi: I remember, at one place they wanted a good latrine in their own officers' house. That was put down under the passenger amenities. It was shown to us in the meeting. When we pointed out that it does not come under the passenger amenities, they said that it was included under passenger amenities by mistake. This kind of mistake must have crept in at other places also. Everybody is not sufficiently alert to point out whether a particular item comes under this head or that head.

Then, just to fill the pockets of the contractors, well built latrines, latrines built in the time of the British with nice stones all along from Hatundi station to Khandwa, over a distance of 390 miles, were all pulled down and new latrines have been built out of the passenger amenities. What for has this been done? It is just to fill the pockets of the contractors and to say that they have utilised the money. I say, it is a waste, a criminal waste of money.

The same thing applies to carriages. The Railway Administration is trying its level best to provide good and sufficient accommodation in the carriages for the passengers. The Railway Administration wants to provide more comfort for the passengers. But the officers who are lethargic never move out of their air-conditioned rooms and have a look at the carriages whether they are built properly or not. Very recently I was travelling with an engineer, a Class I officer. When I brought this matter to his notice, he said that they check everything before it is put into use. That sort of reply is very usual with these officers and therefore I took him with me to a compartment in the train. I asked him to see the bolting arrangement in the latrine. He found that the bolt

[Shri U. M. Trivedi]

would not fit in. He tried his best but it did not work. How was this carriage passed for use when there was this defect? How will a lady be able to use this latrine for answering her calls of nature? This was the position not in one place but in two or three places it was so, I could show him such things in that very same compartment. There are some good officers, I do not want to run them down in a general way. There are some very good and efficient officers. But the general tendency among these officers is to sit in their offices and travel in saloons. Why should they not travel by ordinary trains with ordinary passengers, get in touch with the travelling public, develop contact with them, hear their grievances and remedy their grievances on the spot. I fail to understand this attitude of bossism in the minds of the officers who travel in saloons.

16 hrs.

There is one thing which has always been lying dormant in my mind but which at times becomes very patent. I cannot relish the idea of the speed of our trains remaining stationary where it is. I also cannot understand why some trains are made to stand with their engines in steam for hours together. I do not know how to calculate this loss. More than 120 crores of passengers travel in India. If a train goes slowly and loses one hour, what a huge loss is it to the nation? If two hours are saved it will mean a great saving of national wealth. If three hours are saved the saving will be more. My hon. friend, Shri Patil, generally travels by air from here and reaches Bombay in 1 hour 50 minutes. Why does he want us to be dragged in 24 hours to Bombay? I do not know.

It is high time that the speed of trains is brought to the high level existing in other countries. In 1938 when I was a student in England I found the famous Flying Scot running

at a speed of 126 miles per hour. That was in 1938. Why is it that in the year of grace 1966 our trains are not going beyond 55 miles per hour? Much was made of our decision to increase the speed of Taj Express to 65 miles as if it was a big achievement. The other day the Chairman of the Railway Board told me that they are going to increase the speed of the Frontier Mail. To what extent? 105 kilometers per hour. How will it help? With a track of 5½' the strongest possible track, on the widest possible gauge we are going to run trains only at this speed when on the standard gauge of 4½' the British trains are running at a much higher speed. Japan, which has developed railways later than us, has trains which are much faster than ours. How long are we going to sit tight over this?

Coming to time-tables, as soon as a new time-table is brought into force, a copy will be supplied to us and there will be a notice that any suggestions from the Members of Parliament about the timings will be welcome. What is this "welcome" business? We send our suggestions, we discuss our suggestions with the railways but nobody pays any attention to our suggestions. The clerks sitting in the Time-table Branch of the General Manager's office pays no attention whatsoever to the suggestions that are made by us. The timings remain where they are. The person who formulated the time-table for the Indian railways the first time must have been a great giant in intelligence. Now nobody wants to apply his mind to see whether that old time-table must be changed or not. If you call upon the Members of Parliament to make suggestions and if they make suggestions giving cogent reasons why do you not accept them? If there are any defects in those suggestions, why do you not say so? Time and again I have gone to the railways in this connection. More than ten times I have taken the trouble of meeting the General Manager of the Western

Railways and spending at least half an hour to one hour with the Chief Operating Superintendent. But it has all come to nothing. Sometimes those suggestions are accepted but, again, they are nullified.

For instance, very recently I made a suggestion. As there were operational difficulties in the Ajmer station in running two different trains, I suggested why not run 73 UP and 74 Down as 19 UP and 20 down with the same rake as that will prevent the operational difficulty of using two platforms. The COPS was very much pleased with this suggestion and it was worked out. I do not know what happened afterwards. Perhaps the clerk in charge did not like the idea. Probably, that might have brought about some sort of economy and, consequently, deprived somebody of his employment. Therefore, they said "No".

Only yesterday I wrote a letter to my friend, Shri Patil about providing conductors on trains like 3 UP and 4 Down on the metre-gauge section. It has hardly one bogie and half a dozen first class passengers. One gentleman, one big gun was travelling by that train. He did not probably understand the difference between attendant and a conductor. He asked: where is the conductor? The answer was: there is no conductor. He was annoyed. He said: "What? No conductor? Bring the complaint book". He wrote a letter. I do not know what magic he had, within one month of his writing that letter, the system of conductors was introduced on that train. I have asked the Railway Minister to examine this question. It will bring about an expenditure of Rs. 40,000 to 50,000 if not more per month on a train which does not require conductors. If you are to have conductors on this train, then you should have it on at least another 400 trains of the same type.

Mr. Chairman: His time is up. He should conclude now.

Shri U. M. Trivedi: I am the leader of a party and I would be taking 34 minutes. I had a talk about this with the Chair.

I do not grudge the provision of employment for these conductors. But, at the same time, I do not want waste of Government money, public money. Economy and employment must go side by side. I do not want to stand in the way of employment. Give them employment by all means. But for providing them employment it is not necessary to pull down this building and then re-build it. Merely because somebody has suggested the appointment of conductors and that person happens to be a big gun you should not accept it. The question of economy must also be kept in view.

Then I have seen another tendency fast growing in the country. The *tehsildars* or *mamlatdars* sitting in their offices send out orders to the booking clerk or the station master, whoever is there that such and such commodities cannot be booked. The poor station master gets frightened of the DIR. If there is the DIR, let the hon. Minister, Shri Patil, be put behind the bars. Why should the station master be worried about it? He must carry out the instructions which he receives from his own department. If a particular commodity is not to be booked, it is the railway administration which has to tell him so because it is responsible. If there is anything wrong in the instructions, it is the railway administration which is responsible and not the poor station master. But generally what happens is that the poor station master is frightened beyond his wits when such instructions are received from *tehsildars* or *mamlatdars*. Very recently the booking of commodities worth Rs. 80,000 was refused at the Lunavada station because the *mamlatdar* had issued an instruction that gram cannot be booked. The poor station master got scared and he was not prepared to book it. But the same gram was booked by the private road transport and carried to Godhra.

[Shri U. M. Trivedi]

If it could not be booked from Lunavada how could it be booked from Godhra?

Shri Tyagi (Dehradun): How does the hon. Member know all these details?

Shri U. M. Trivedi: Because I travel and I keep my eyes open. It was a very annoying thing. What has been the result of this? People wanted that the Godhra Lunavada section should grow. But because of these restrictions transport has come down. Therefore, a suggestion has been mooted at the level of the Western Railways—probably it is now with the Chairman of the Railway Board—that the Godhra Lunavada section might be closed. Why should it be closed?

Shri Tyagi: Madam, this train is getting late.

Shri U. M. Trivedi: The whole difficulty about our railway working system is that it is such a huge department that anything which is put down on paper, any explanation which is called for, never reaches the Chairman of the Railway Board. I will therefore suggest that the inspection of the far-flung stations of the railways must be carried out in *cognito*. Now it is known in advance that a General Manager is visiting a particular station and there is white-washing, polishing and all that sort of thing. He does not get a correct impression of the real position obtaining in the stations. After his visit, there is nobody to look into those things like whether there are flies sitting on the fruits which are being sold, whether there are more stalls where one stall should be there and so on. Now the stalls are multiplying like anything. There is not sufficient space even for walking at the Ajmer station at the island platform. What is the idea of having so many vendors shouting at the cost of the poor passenger and not allowing him to walk. There must be a limit to it.

Now I come to the question of corruption. I was reading a very nice

book on this topic about Charlie Baker. There was a Commissioner of Police who was most rotten. The whole administration in New York in 1912 was so bad that it was simply impossible to root out the evil. The police officers themselves helped and protected the smugglers. Then, one day, one district attorney took it into his head to cure this evil. Right or wrong, he insisted upon it and he succeeded by getting the Commissioner of Police hanged. This is the book which I was reading. I will recommend it to our Minister. This corruption of yours is not at a smaller level; it is at the bigger level also. If you find it at the bigger level where it exists, do not show any mercy whatsoever; never show any mercy. I find that at stations for every wagon—of course, now the rate has come down—that is being booked, per wagon Rs. 400, 300 or 200 were being taken when there was difficulty in getting wagons. And who was sharing in this? Not only the station master but everybody was sharing in it. This system of graft should go.

I will say something about the catering department and, I think, I will have done my duty. I wanted to speak something about the Depreciation Reserve Fund but the Depreciation Reserve Fund is now well built up and I should say that we should continue to progress in that direction as also in the direction of the Development Fund.

The operating staff and operating fuel are two heads under which demands have been made. I have always failed to understand this differentiation of the various categories of railway employees into essential and non-essential. If you have got an employee who is non-essential, turn him out. Do not keep non-essential people; but if he is essential, keep him. Do not say that one is non-essential and another is essential. Every railway employee is as essential as any other and the

distinction between non-essential and essential must go.

I know many of these railway manuals. I have studied them. It is a habit with me. I have grown like this. I was searching high and low and I found that there is a small red book issued by the engineering branch, that notorious branch which spends money and also threatens to strike. It is that branch which has made the rule that it is essential and everybody else is non-essential. The poor commercial clerks—the booking clerk, the luggage clerk, the parcel clerk and all sorts of clerks—who have, to discharge their duty, to remain on duty at night, who have to go to their houses at night, who have to walk nearly two miles or four miles to go to the town—these are the people who are classified as non-essential and the mate is classified as essential, the timekeeper is classified as essential, the sub-overseer sahib is also essential, the PWI sahib is also essential. Everybody there is essential and the others are all non-essential. This categorisation of the staff of the Railways into non-essential and essential must go.

The Railway Budget is a huge thing and it is very difficult to criticize the whole of it. It is very difficult to read even the whole of it. It is just as big as the Government of India's budget. But one thing which strikes me is that whenever suggestions for railway surveys are made, I would request the hon. Minister to see for himself and study also the map of India to find out without looking at the topography whether or not that which is suggested is feasible and, at the same time, find out for himself with all the knowledge at his command with the geography and the political history of the country behind it, whether it will pay or it will not pay. It is no use satisfying the whims of the people; because they want a track somewhere, therefore a track must be built there.

I remember an occasion in 1952-53 when the doubling of the Godhra-

Ratlam section was taking place. I pointed out with map and everything that instead of doubling the track in an area where there is absolutely no traffic worth the name, why not lay a new line right from Godhra passing through Banswara, Partabgarh and Neemuch right up to the north of Kota avoiding the Chambal River which would have saved 83 miles of the total distance which we required for travelling from Bombay to Delhi.

श्री हुकम चन्द कछवाय (देवास) :

सभापति महोदया, मैं आप की व्यवस्था चाहता हूँ। हमारे दल के नेता बोल रहे हैं और सदन में गणपूर्ति नहीं है।

Mr. Chairman: The bell is being rung. Now there is quorum. The hon. Member may continue his speech.

Shri U. M. Trivedi: While concluding my speech I may say that we have got a very good catering service so far as the Western Railway is concerned but this time I was surprised—it was a shock to me—that the flour which is being supplied now at Bombay is not fit for human consumption and not fit even for animal consumption. I will therefore request that the atta that is being supplied from Bombay must be stopped and atta must be allowed to be purchased from Delhi so that we may be able to take our meals. This wooden attitude of the administration of always adhering to the thing that if the train is to start from Bombay it must be supplied from Bombay is rather most ridiculous. I should suggest that proper attention must be paid to catering and the Western Railway which has earned a good name in catering should not spoil its name just for the sake of a few annas here or there being incurred.

With these remarks I conclude. I think that the progress that has been made by our railways will continue hereafter also.

श्री क० ना० तिवारी (बगहा) :

सभापति महोदया, मैं सब से पहले रेलवे

[श्री क० ना० तिवारी]

मिनिस्टर, श्री पाटिल, और उन के साथी, डा० राम सुभग सिंह, को इसलिए धन्यवाद देता हूँ कि पाकिस्तान के साथ जो लड़ाई हुई, उस में रेलवेज ने बहुत खूबी के साथ काम किया और समय समय पर इस हाउस के माननीय सदस्यों को उसकी स्थिति से अवगत कराया। रेलवेज के वे सब कर्मचारी भी धन्यवाद के पात्र हैं, जिन्होंने उस समय अच्छी तरह से काम किया।

मैं मंत्री महोदय को इसलिए भी धन्यवाद देना चाहता हूँ कि उन्होंने इस बार पैसेंजर फ्रेजेंज को नहीं बढ़ाया है। एक माननीय सदस्य ने अभी कहा कि पैसेंजर फ्रेजेंज इसलिए नहीं बढ़ाये गये कि यह इन्फ्लेशन टाइम है। दूसरी तरफ उन्होंने यह भी मांग की कि जितने लेबरजें हैं, चाहे वे ज्यादा तन्ख्वाह पाते हैं या कम, उन सब की तन्ख्वाह बढ़ा दी जाये। यह बात मेरी समझ में नहीं आती है। कुछ लोग कहते हैं कि बाहर से भ्रष्ट न मंगाओ, लेकिन सब को खिलाओ। उसी तरह यहां पर कहा जाता है कि सब की तन्ख्वाह बढ़ा दो, लेकिन जो आमदनी का जरिया है, उसको न बढ़ाओ।

एक और माननाय सदस्य ने यह कहा कि लोगों का ट्रांसफर न किया जाये। मेरा खयाल है कि जितने भी कर्मचारी तीन चार बरस के बाद उन जगह से ट्रांसफर कर दिये जायें।

श्री श्यामलाल सराफ (जम्मू तथा काश्मीर) : मुनासिब वक्त पर।

श्री क० ना० तिवारी : मुनासिब वक्त पर कर देना चाहिये, चाहे वे बड़े अफसर हों या छोटे कर्मचारी हों।

जहां तक तन्ख्वाह बढ़ाने की बात है, मैं उसका विरोध नहीं करता, लेकिन मैं

यह भी चाहूंगा कि रेलवे एडमिनिस्ट्रेशन और मिनिस्टर इस बात को देखें कि जिनकी तन्ख्वाहें बढ़ती हैं वे ठोक से काम करें। सभापति महोदय, मैं एक उदाहरण देता हूँ कि कैसे काम होता है। एक रोज सुबह के वक्त मैं थर्ड क्लास में चला जा रहा था, उस में बहुत से लोग बैठे हुए थे। एक साथी सुबह के वक्त लेट्रीन गये और जब वह निकले तो आकर बैठे, फिर एक दूसरे मौलाना साहब गये, जब वह लौट कर आये तो उन्होंने कहा कि शार्ड मैं तो कोर्ट जा रहा हूँ, मेरे पास सम्मन था, मैंने तो ऐसे काम चला लिया, लेकिन आप ने कैसे काम चलाया, क्योंकि वहां पानी नहीं था। थर्ड क्लास में पाना नहीं होता है और स बात को मैंने कई बार कम्प्लेन किया है, कम्प्लेंट बुक में नोट किया है, और आखिर में रेलवे विभाग से यह जवाब आता है कि

complaint noted, inconvenience caused greatly regretted and inquiry is being made.

लेकिन क्या इन्क्वायरी हुई, क्या बात हुई, यह पता नहीं। मैं कर्मचारियों का तन्ख्वाह बढ़ाने के विरोध में नहीं हूँ, लेकिन वे काम अच्छी तरह से करें और जितनी ड्यूटी उनको दी गई है, उसको पूरा करें। इस बारे में लेबर लीडर्स जब नेगोशियेशन करने आवें तो उन को भी इस बारे में कहा जाय।

अब मैं अपनी कांस्टीचूएन्सी की बात को रखना चाहता हूँ। मैंने पिछली बार भी कहा है कि पहलेजा से बगहा तक एक डायरेक्ट ट्रेन होनी चाहिये, जिसकी वहां पर बहुत जरूरत है। दूसरे, मैंने पहले भी एक मर्तबा इस बात की तरफ ध्यान दिलाया था कि घनहा हमारे क्षेत्र में एक स्थान है जहां 45 लाख मन शुगर-केन होता है और वहां शुगर फैक्टरी तब ही हो सकती है जब उसको 12 मील की लाइन दे दी जाय। आज यहां सभी गृहस्थ बैठे हैं। पाटिल साहब हमारे फूड मिनिस्टर भी रहे हैं और

उनकी काफ़ी सद्गुणवृत्ति थी किस्तानों के साथ है। डाक्टर साहब भी बैठे हैं। मैं यह निवेदन करना चाहता हूँ कि वह एक इन्कम की जगह होगी और 12 मोल लाइन बिछाने में ज्यादा खर्च भी नहीं होगा, लेकिन इस से उस क्षेत्र के किसानों को बहुत फायदा होगा, लेकिन फिर भी पता नहीं वह लाइन क्यों नहीं दी जा रहा है।

तीसरी बात मुझे यह निवेदन करना है कि गांधी जी ने सब से पहले अपना काम चम्पारन में शुरू किया, वहाँ भूतहरवा एक जगह है, वह तीर्थ स्थान बन सकता है। वहाँ पर बुड़ का अशोक पिलर है, वहाँ पर एक हॉल्ट स्टेशन देने के लिये कई बार मैंने आप्रह किया, लेकिन रेलवे विभाग इस बात को कहती है कि उस में घाटा होगा। जो रेलवे ठोरी से लेकर, नरकटिया गंज जाती है उस में भी उनको घाटा है, मैंने कहा कि क्यों घाटा है, अगर इस बात की इन्क्वायरी का जाय तो आपको मालूम होगा कि वह घाटे की लाइन नहीं है। लेकिन अगर रेलवे विभाग यह समझता है तो उस को कांटेक्टर को दे दें, तो उस में से आमदनी होगी, वह घाटे की नहीं रहेगी। घाटे पर इसलिये चल रहा है कि आप का एफिशियन्सी ठीक नहीं है, अगर आप इस पर ध्यान दें और जितने लोग बिना टिकट ट्रेवल करते हैं और अधिकारों उन से पैसा ले लेते हैं, अगर उसको हटा दिया जाय तो वह घाटे की लाइन नहीं रहेगी। . . .

श्री हुकम चन्द कछवाय : मैं व्यवस्था चाहता हूँ। सदन में गण-पूर्ति नहीं है।

Mr. Chairman: The bell is being rung... now there is quorum. The hon. Member may continue his speech.

श्री क० ना० तिवारी : इसलिये भूतहरवा में हॉल्ट स्टेशन दिया जाय। वहाँ हॉल्ट स्टेशन देने से राष्ट्र पिता का काफ़ी सम्मान होगा और वह एक तीर्थ स्थान बन जायगा।

यह बात बराबर हम लोग महसूस करते हैं कि रेलवे लाइन में जो बहुत सारे ऐसे जगह हैं जहाँ से पानी का बहाव है, अगर उस में आउट-लेट दे दिया जाय, निवास दे दिया जाय, उस से रेलवे लाइन का कोई नुकसान नहीं होगा। इस बारे में कई बार कहा गया लेकिन इंजीनियरिंग विभाग इस ओर ध्यान नहीं देता। अभी दो तीन वर्ष की बात कि रेलवे ने कहा कि यहाँ आउट-लेट नहीं दिया जायेगा। जब वहाँ के लोग तैयार हो गये, कि लाइन तोड़ दी जायगी, पुलिस बुलाई गई, तब उन्होंने कहा कि वहाँ दिया जा सकता है। जब तक इस तरह का अन्दोलन न हो, तब तक उनका ध्यान उस ओर नहीं जाता है। इसलिये रेलवे मंत्री महोदय से मेरा अनुरोध है कि उनका ध्यान इस ओर जाय और जहाँ जहाँ आउट-लेट दिये जा सकते हैं वहाँ रेलवे लाइन में आउट-लेट दिये जायें।

कलकत्ते में रिजर्वेशन की तीन जगह हैं। रिजर्वेशन होती है एस्पलेनेड में, फेयरली प्लेस में। साउथ ईस्टर्न रेलवे का रिजर्वेशन दूसरी जगह है। अगर हम लोग हावड़ा स्टेशन पर रिजर्वेशन कराना चाहें तो हम को फेयरली प्लेस या एस्पलेनेड जाना पड़ता है, इसलिये हावड़ा स्टेशन पर भी रिजर्वेशन का प्रवन्ध होना चाहिये।

मुजफ्फरपुर, रक्सोल या दूसरी ऐसी जगहें हैं जहाँ रिटायरिंग रुम्ब हैं, लेकिन उनकी बड़ी कमी है। यह रेलवे की आमदनी का जरिया है, अगर ये रिटायरिंग रुम्ब बढ़ा दिये जायें, तो उसमें पैसेन्जर जाकर ठहर सकते हैं और उस से रेलवे की आमदनी बढ़ती है। इसलिये मेरा निवेदन है कि यहाँ रिटायरिंग रुम्ब का नम्बर बढ़ाया जाना चाहिये

समस्तीपुर तक जो बड़ी लाइन गई हुई है उसको नरकटिया गंज तक बढ़ दिया

[श्री क० ना० तिवारी]

जाय तो इससे जितने पैसेन्जर्स वहां के जो यू० पी० जाते हैं, उनको सुविधा हो जायगा। इसलिये मेरा अनुरोध है कि इसको नरकटिया गंज तक बढ़ा दिया जाय।

पहले गोरखपुर से होकर एक लाइन गई थी, जो लाइन चला जाती था आसाम का तरफ, उस को टूटे हुए 40-45 वर्ष हो गये हैं। गण्डक बैरेज बन रहा है, अगर गण्डक बैरेज तक वह लाइन कर दी जाय और उसको धुमा कर सिसवा बाजार से मिला दिया जाय तो यह डबल लाइन हो जायगी और बांडर लाइन होगी और किसी एमरजेंसी के वक्त वह आसाम को और नेपाल के बांडर को सर्व कर सकती है। जहां तक उसके पुल के खर्च का सवाल है, गण्डक बैरेज का काम हो रहा है, पुल गण्डक बैरेज बना रहा है, बिहार गवर्न-मेंट इस काम को चला रही है, अगर रेलवे विभाग बिहार गवर्नमेंट से ले ले और गण्डक बैरेज से इसको जोड़ दिया जाय तो यह काम कम खर्च में होगा। इससे जो आपका बोर्डर है वह भी सेफ हो जाएगा और एमरजेंसी में इससे फायदा होगा।

एक झगड़ा नार्थ और साउथ में चल रहा है और यह चीनी के फ्रेट को लेकर है। जो चीनी साउथ में जाती है या जो चीनी एक्सपोर्ट होने के लिए जाती है उसका जो रेल का भाड़ा है वह बहुत ज्यादा है। उत्तर प्रदेश, बिहार, पंजाब आदि में जो चीनी पैदा होती है उस पर भाड़ा बहुत ज्यादा पड़ जाता है। कोयले पर जो आप भाड़ा चार्ज करते हैं वह सारे देश में एक सा भाड़ा चार्ज करते हैं। चाहे वह कहीं जाए एक सा भाड़ा चार्ज होता है। इसी तरह से और भी कई चीजें हैं। मेरा निवेदन यह है कि पंजाब, उत्तर प्रदेश और बिहार की शूगर इंडस्ट्री के सामने भी कई प्राब्लेम्स हैं और अगर उनके हल में गवर्नमेंट मदद कर सके तो बहुत अच्छा

होगा। वहां के लोग यह चाहते हैं कि उनकी यह कैश क्रॉप जिन्दा रहे और किसान इस कैश क्रॉप से फायदा उठा सकें। जो यह रेल भाड़ा है इसको लेकर कई रिप्रिजेंटेशन किए गए हैं और यहां भी कई बार कहा गया है कि शूगर के सम्बन्ध में भी वही नियम लागू होना चाहिये जो कोयले पर आप लागू करते हैं लेकिन ऐसा अभी तक नहीं किया गया है। अगर आपने ऐसा किया तो देश में शूगर इंडस्ट्री के मामले में समानता आ जायगी। हमारा दिक्कत यह है कि हमारा जो रिक्वर है उत्तर प्रदेश और बिहार में शक्कर की वह कम है। महाराष्ट्र की जो रिक्वर है वह ज्यादा है। जो एक्सपोर्ट हम यहां की चीनी का करते हैं उसका भाड़ा हम को ज्यादा देना पड़ता है। इस वास्ते मैं निवेदन करता हूं कि इस पर भी विचार किया जाना चाहिये।

मैं मंत्री महोदय को धन्यवाद देता हूं कि थर्ड क्लास पैसेन्जर्स की तरफ उनका ध्यान गया है। थर्ड क्लास पैसेन्जर्स की जो दशा है उसकी तरफ कई माननीय सदस्यों ने मंत्री महोदय का ध्यान खींचा है। मेरे ख्याल में हर स्टेशन पर जहां गाड़ी खड़ी होती है सफाई करने वाले थर्ड क्लास के डिब्बों की सफाई नहीं करते हैं, पंखों का क्या हालत है, बत्ती की क्या हालत है जिस विभाग के जिम्मे यह काम होता है वह विभाग उसको नहीं देखता है। कितने ही डिब्बे ऐसे होते हैं जिनमें अंधेरा रहता है और पंखे बन्द रहते हैं। गमियों में यात्रियों को इस से बहुत तकलीफ होती है। मैं निवेदन करता हूं कि थर्ड क्लास के पैसेन्जर्स की तरफ, थर्ड क्लास कम्पार्टमेंट्स की तरफ ज्यादा ध्यान जाना चाहिये और जितनी सुविधायें इस क्लास के यात्रियों को दी जा सकती हैं देने की व्यवस्था आपको करनी चाहिये।

श्री सी० : अगर थर्ड क्लास का पास दिया जाए तब तो शायद कोई अच्छी व्यवस्था हो जाए।

श्री क० ना० तिवारी : अब मैं रेलवे रिफरमेंट रूम के बारे में कुछ कहना चाहता हूँ। जो ये पब्लिक सेक्टर में आते हैं उनके बारे में कुछ कहना चाहता हूँ। जो उनके मैनेजर साहिबान होते हैं वे अपने आपको जनरल मैनेजर या बोर्ड के जो अफसर हैं या मिनिस्टर साहिबान हैं उनसे भी बड़ा समझते हैं। ये मैनेजर साहिबान यह जानते हैं कि लोग कभी बिना बताये आकर नहीं देखेंगे। इस वास्ते ये मुसाफिरों को एटेंड ही नहीं करते हैं। मैं चाहता हूँ कि अफसर और मिनिस्टर बिना सूचना दिए हुए इन रिफरमेंट रूम को जाकर देखा करें और जो फूड वहाँ सर्व होता है उसका निरीक्षण किया करें और जो लोगों को असुविधायें होती हैं, उनको दूर करवाने का प्रयत्न किया करें।

जितनी भी ये बातें हैं इनको हम हर साल रिपीट करते हैं। ऐसी बात नहीं है कि कोई नई बात कही जातों हो। टेस्ट आफ़ बी लूडिंग इज इन बी ईटिंग वाला बात है। वह कुछ कर के दिखायें। सुधार हर एक को नजर आना चाहिए। हमारे मंत्री महोदय कितने कुलश हैं, कितने ईमानदार हैं, जितने सहृदय हैं और जिस तरह से ये सारी बातें करते हैं उससे तो ऐसा लगता है कि वे काफी कुछ कर सकते हैं। जो हम सुझाव देते हैं अगर पहले से प्रोग्राम न बना कर और उन लोगों को उस प्रोग्राम को न भेजकर ऐसे ही मिनिस्टर और अफसर निरीक्षण करने के लिए चले जाया करें, थर्ड क्लास कम्पार्टमेंट को देख लिया करें, इन पैसेन्जर्स की मुख सुविधा को देख लिया करें, स्टेशनों की हालत को देख लिया करें कि कैसा काम होता है, इसको देख लिया करें तो ज्यादा फायदा होगा। मैं एक जेल सुपिटेंडेंट का बात आपको बताता हूँ। वह मि० ब्राग था। वह अंग्रेज था। वह लाहौर सेंट्रल जेल में जब भी जाता था तो सबसे पहले लेट्रिन देखने के लिये जाता था और देखता था कि वह साफ है या नहीं। अगर वहाँ एक मक्खी भी वह पाता था तो जो सफाई

करने वाले होते थे उनको सजा दे देता था। लेट्रिन पर जो इतना ध्यान देता था वह एडमिनिस्ट्रेशन पर कितना देता होगा इसका अनुमान आप लगा सकते हैं। आप जा कर देख लें कि स्टेशनों की क्या हालत रहती है, वहाँ पर लेट्रिन्ज की क्या हालत रहती है, बेटिंग रूम की क्या हालत रहती है। कोई बड़ा आदमी जाता है तब तो उनकी सफाई हो जाती है लेकिन उसके बाद फिर वही हालत उनकी हो जाती है। इस वास्ते मंत्री महोदय बिना प्रोग्राम के कभी कभी चले जाया करें, बड़े-बड़े अफसर बिना प्रोग्राम के चले जाया करें तो बहुत ज्यादा सफाई और इम्प्रूवमेंट हो सकता है।

16.35 hrs.

STATEMENT RE. COMMITTEE TO REVIEW WORKING OF ADVOCATES ACT

Mr. Chairman: The Minister of State in the Ministry of Law, Shri C. R. Pattabhi Raman wants to make a statement. Shri C. R. Pattabhi Raman.

The Minister of State in the Ministry of Law (Shri C. R. Pattabhi Raman): With your permission, I would like to make a statement. In answer to a question in the Rajya Sabha today, I had informed the Rajya Sabha about the decision of the Government to appoint a small committee to review the working of the Advocates Act in all its aspects. With your permission, I am announcing that decision in this House also.

The proposed committee will consist of the Union Law Minister who will be the chairman, myself, the Attorney-General of India who is also the chairman of the Bar Council of India, and 9 lawyer-members of Parliament, three from Rajya Sabha and six from the Lok Sabha. The names of the lawyer-Members of Parliament will be announced as soon