

BUSINESS OF THE HOUSE

Shri Kamath (Hoshangabad): May I make a brief request? In the Bulletin dated March 1st, it is stated that the days on which the Budget discussion on Demands for Grants relating to various Ministries would be held would be announced in due course. This was on the 1st March, 1956. Today fortunately, the Minister of Parliamentary Affairs is here and I would request him to see that the dates are announced by the end of this week so as to enable us to prepare for the discussion.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I shall be able to announce them tomorrow.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Deputy-Speaker: The House will now resume general discussion on the Railway Budget. Out of 15 hours allotted for general discussion, 11 hours and 25 minutes have already been availed of. This leaves 3 hours and 35 minutes. I am calling upon the hon. Minister to reply to the debate at about 2:30. Now, it is about five minutes to twelve. He will close at 3:30.

Shri Frank Anthony (Nominated—Anglo-Indians): The Railway Minister's speech was, in my opinion, as significant for what it said as for what it left unsaid. There is no doubt that the advance of the administration in many directions warrants the congratulation of this House. But I feel that in the interest of the railways and in the larger interest of the country, it is very necessary to prevent any sense of complacency supervening on the Railway Administration or any belief becoming prevalent that everything in the railway garden is near perfect and above reproach. I am aware that in a vast sprawling administration of the size of the railways, there must be defects and dark spots and it is my endeavour to indicate where the remediable defects can be corrected and where light will lighten the dark spots.

So far as the financial allocation in respect of the Railway Administration is concerned, the Railway Minister and his administration have my very deep sympathy. The provision under the Second Plan is Rs. 750 crores. If we add Rs. 350 crores which the Railway Administration has to find itself, it comes to

Rs. 1125 crores. In my humble opinion, this provision is not only insufficient but it is hopelessly inadequate.

The original estimate of the Railway Administration was that it will have to provide 60.8 million tons in respect of the goods traffic. The Railway Minister has now revised that estimate and he now proposes to find increased capacity to the extent of 42 million tons for the goods traffic. I cannot help expressing the feeling that he has been driven to resort to a procrustean process. He has truncated his figures and his estimates in order to fit the truncated financial bed. My own view is that the Railway Minister during the Second Plan will require increased capacity for at least 75-80 million tons of good traffic. The Railway Minister has not made allowance not only for new projects but for the existing projects excepting for a few in the public sector. My own view is that these requirements in respect of the existing projects and new projects in the public sector will require a capacity for an additional ten million tons. The Minister has also not allowed for the needs of the private sector; he has not allowed for the needs of transport, irrigation, import and export and the vast volume of miscellaneous traffic for which I believe he would have been required to set aside another 25-30 million tons. In short, my estimate is—I believe events justify my estimate—that the Minister's estimate will be shown ultimately to reveal a shortfall or a gap of 30-40 million tons with regard to goods traffic. My own feeling is that there will be similar shortfalls with regard to passenger traffic.

12 Noon.

All that the Minister now envisages is to provide additional transport capacity for 15 per cent. of passenger traffic: I presume half of this will go to alleviate congestion and the other half to meet increasing passenger demands. According to his own estimate—his estimate is not only a conservative estimate but in my opinion it is an under-estimate—congestion will be intensified to the extent of 10 per cent. to 20 per cent. My view is that the Minister has not taken into account all the development envisaged in the Second Five Year Plan. Under the Second Five Year Plan we envisaged, I think, a 25 per cent. increase in the national income and a provision of 10 million more jobs. My view is that the shortfall with regard to passenger traffic will be between 30 per cent.

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and 40 per cent. This means that congestion will be increased by one-fifth or by a quarter during the Second Five Year Plan.

Arising out of my estimated increase of and intensification in congestion is the suggestion made by the Railway Administration to abolish second class travel. I feel that these motives of moving towards a classless society ought to be applauded but I also feel that this constant tinkering with classification and reclassification at a tremendous price to the Exchequer without a single compensating gain to the travelling public is to be strongly deprecated. What is the abolition going to lead to? It will only mean some kind of sop to some kind of political philosophy—I won't say political sophistry—without any gain to a single member of the travelling public. I can understand that if we had the resources to remove congestion, to adequately improve third-class travelling. I would go much further than the Minister and I would start by abolishing air-conditioned travel—though I would suffer because I prefer travelling by air-conditioned class—and then abolish the first class. But what, will be the result now? The present proposal will mean only adding to the misery of poor people in this country. I have already said that congestion will be increased during the Second Five Year Plan by 20 to 25 per cent. By abolishing your present second class and by seeking to rename your third-class it will mean that the poor section of the people who are able to pay this little extra amount for some kind of reasonable decent travelling facilities, their wives and daughters, will be compelled to join the present cattle conditions of herd travelling. I am not against the suggestion, but I would say, let first thing come first. Let us not add to the misery of the lower class of the travelling public.

Then another casualty is going to be this. The Railway Minister originally estimated as his target for new line construction 3,000 miles. In my view that was the minimum absolutely essential target if the railways were going to carry burdens which we expect to impose on them. What happening now? I am not blaming the railways. I am only blaming the Planning Commission. They will have to find money; otherwise the wheels on which our Plan are going to be run, those wheels will be immobilised. The Plan itself will be completely subverted and paralysed. They will have to

find money. Now what are you going to do? What you are going to do is to build 850 miles instead of your proposed minimum target of 3,000 miles.

Then, I feel that the House is justified in the feeling gratified at this marked progress toward self-sufficiency. I congratulate the Minister on that. More than that I congratulate his officers and his staff for the energy with which they have achieved targets ahead of schedule. But, I would sound a note of warning. I want this progress towards the very necessary target of self-sufficiency not to be a rake's progress. We have to pay a price but let it not be a price which we cannot afford. I can quote a lot of figures in this connection. Recently the Railway Administration supplied certain figures with regard to the cost of indigenous production. Those figures at least to me were very disquieting. According to those figures a YP locomotive produced at Telco cost the Railway Administration—I do not know whether they have paid it, I hope they won't pay—Rs. 5,82,000. The landed cost of the same locomotive imported into this country was Rs. 3,40,000. That is, for one locomotive made at Telcos of this type the country is being required to pay Rs. 2½ lakhs more. With regard to XC boilers Telcos have charged—at least they charged I do not know whether that has been paid—Rs. 2,63,689. The landed cost of the same boiler was Rs. 1,26,000—less than half. We are paying twice as much for the indigenous products. That is why I say let us be careful; not only talk in terms of self sufficiency but let this self-sufficiency not represent a rake's progress.

The Railway Minister has given us figures which suggest a striking stepping up of operational efficiency. I would be the last person to deny the Railway Minister and his Administration any necessary congratulation on this point. But, I am not satisfied that these figures are reliable figures. Statistics are notoriously pliable things. They can be framed to suit not only conflicting points of view, they can be framed to suit entirely opposing points of view. I feel that the Minister has only picked out certain aspects of operational upgrading and not dealt with the whole problem of operational efficiency. What perplexes me is this. In the journal *Railwaymen's Rights*, which I edit, I published not long ago the statistics furnished by the Efficiency Bureau. According to that in 1949-50 and 1951—and they were assessing

general operational efficiency, not only certain *ad hoc* single aspects of it—the railways showed an annual improvement in general operational efficiency of 6.9 per cent. According to the Efficiency Bureau figures there was a decline in operational efficiency in 1952—a sharp decline—and a further sharp decline in 1953. Then there was some restoration in 1954. But according to the Efficiency Bureau the general operational figures showed that in 1954 the index was 12 per cent. behind the operational index before the regrouping and also, according to the Efficiency Bureau, they said that the Railways envisaged during the whole period of the Second Five Year Plan an upgrading in the operational efficiency and the operational efficiency was sought by the Railway Administration to be upgraded 10 per cent. during the plan period. That is on the overall basis. I would like the Minister to explain this.

There is another aspect. There is no doubt that the Railway Administration has striven—and striven manfully—to improve the operational efficiency. I give them all credit for that but I would ask the Railway Minister to see this. In pursuing this very proper objective to increase operational efficiency let him not, or at least let his administration not subscribe to this rather jesuitical philosophy of the end justifying the means. Sir, I have had 20 years experience of dealing with the railwaymen and wherever I go the complaint is this. It is the complaint without exception on every railway that railway officers particularly in the lower reaches of the railway hierarchy that they are so concerned in supplying lurid figures of operational efficiency that they are prepared to adopt any methods, dubious methods, illegal methods, unashamedly terroristic methods in order to improve operational efficiency. I can give you numerous examples but let me give you some to show what is happening today to your railway staff. The burden falls on your loco staff. What is happening today to your loco staff? I can give the Minister a scandalous example. A senior driver—these men have a tremendous tradition of loyalty of service: they will never fall down—was being compelled by a local boss to take out a mail and express train without head-lights. He refused. He said: "I am not allowed to take out a mail or passenger train without head-lights". He was suspended and charge-sheeted because he refused to take out an engine without head-light. They are being compelled to take out engines not

only in defective but in dangerous condition because of this trend to boost operational efficiency at any cost. What has happened in Kanpur? That man had to be reinstated but he was so fed up that he resigned his job. That is the feeling with all your senior men. I am talking of persons without any discrimination of caste. They are so fed up today with this attempt to boost operational inefficiency. They are punished on the slightest pretext. As I said, they are compelled to take out trains without head-lights. They are compelled to take out trains with dummy brakes. I do not think the Minister knows all that. If they refuse, they are charge-sheeted for removal. They have never worked under these conditions, and they say they cannot work under these conditions.

While we have this tremendous concentration on boosting operational efficiency, I regret to say that there is not the same application or attention paid to the other equally and important aspects of railway administration. I would ask the Minister to concentrate on this also. He has got the Efficiency Bureau. I would ask him immediately to get his Efficiency Bureau to tackle the establishment side of the administration. The establishment side of the administration deals with staff problems—pay, promotion, transfers, confirmation arrears, provident fund and gratuity. I say this without qualification that the establishment side is not only not maintaining efficiency today, but today, the establishment side of the railways, on every railway, is a veritable shambles with the result that your men today are not only frustrated but they are resentful. Your personnel branch is not only a joke but it is a bad joke.

An Hon. Member: A good joke.

Shri Frank Anthony: I can get a reply from the Railway Minister. I can get a reply from Shri Mushran. But I can get very few replies from the General Managers and I can get no replies from the lesser nawabs who run the railway administration. And when I write to the General Managers, they say, let the men come through the normal channels, and the normal channel of the railway administration today is the waste-paper basket. The men says—if we wait for our representations to be answered by these lesser *Nawabs*; we will either have to die or we will certainly retire before we get any answer to our representations. So, I ask the Railway Minister, "Concentrate on operational efficiency," but I ask

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nim also to pay some attention to the establishment side; pay some attention to the personnel branch. As I said, the personnel branch is a very bad joke.

Now, there is this other important side of railway activity, namely, maintenance of rolling-stock. The administration has emphasised operational efficiency. Well, let them do it; they have also provided spectacular figures, and the Members here do not obviously know this other important aspect, namely, maintenance of rolling-stock. They are overborne by the figures and they say that the railway administration is even superseding the targets set by the administrations in any other parts of the world. But what is the position of your maintenance of the rolling-stocks? Let me tell you what is the position of the maintenance of the rolling-stock. Today, there has been a progressive degeneration in the maintenance of standards so far as the rolling-stock is concerned. The drivers from every part of the country tell me, "We book repairs, but they do not carry out the repairs". The blame for engine failures is put on the drivers. I have talked not only to the men who do the work but I have talked to the senior engineers on the mechanical engineering side. So far as the track is concerned, they complain that they are so snarled in red tape snowed under with files that to they are quite unable to maintain the necessary inspection of our tracks and that is why today, your railway track—apart from your degenerations of standards of maintenance, and your engines in a sorry condition not because the material is always old but because of these other conditions. Wherever I go, the people tell me that the track is comparatively new but the amount of shunting and lurching that takes place is so great that the track goes down. Engines have been prematurely destroyed. The wagons are prematurely destroyed. It is a fact. It is a deplorable condition, because the maintenance of standards is bad.

Shri B. D. Pande (Almora Distt.—North-East): How do you travel—by plans?

Shri Frank Anthony: I travel by train. Some of the bumps on the way are assimilated and absorbed by the air-conditioned travel when we are not exposed to bumps as the ordinary carriages. This is a matter on which I might be allowed a few minutes more.

Mr. Deputy-Speaker: I have already given him 20 minutes.

Shri Frank Anthony: I shall finish soon. With regard to the extra staff, the Railway Minister has said that the wage bill in respect of extra staff will be about Rs. 6 crores. I have nowhere been able to get an approximate figure with regard to the extra staff that will be required to be recruited in respect of our expanding needs. So far as the 1954-55 figures are concerned, the report of the Railway Board says that the number of Class III and Class IV staff has increased by about 25,000. But I feel that the ratio of increase will be further accelerated. In my view,—I may be wrong—we will require some thing between one lakh and two lakhs of additional Class III and IV staff. My fear is this. With this tremendous intake of new recruits, what is going to happen to the permanent and senior men? I know the step-motherly and niggardly and even grossly illegal treatment that was meted out to your Class II officers. Even today they are not getting a fair deal. I am hoping about this intake of new staff.—I am particularly hoping that this new plan will not be used as an opportunity for the Class I officers to make this new recruitment a happy hunting-ground for young, inexperienced people. I am hoping that your direct recruitment will not be used to bring in all these young fellows in the junior scale of Class I. Otherwise, in a few years, you will flood your Class I ranks with young, inexperienced people. And this is the curse of the railway administration today. Men are reaching divisional rank in a few years, which normally they would have reached only in 20 to 25 years. As it is, they have neither experience nor ability. Therefore, the staff are resentful, because men who are incapable of holding down their positions are helping them. They are not capable of holding them. Therefore, my fear is, if you fill Class I jobs with new recruits it will cause resentment. Promote your subordinates. Get your senior, tried men, for the higher posts. Do not be overborne by this *babu* complex, the complex of wanting post-graduates qualification and all that. Get your senior men for Class II and Class III of the men who have been the linchpins of the administration. Promote them to Class I and Class II posts.

Now, there is the question of quarters. The Railway Minister's speech was significantly silent with regard to quarters this year. I was afraid that because of this inadequate provision in the Second Five Year Plan the provision of quarters would be one of the casualties. And I

am afraid that it is going to come true. Last year, the Railway Minister provided for Rs. 4 crores. This amount provided for the building of 8,000 to 9,000 units. I may point out that that is a hopelessly inadequate provision. I told the Railway Minister that on the Southern Railway alone over a lakh of railwaymen are without quarters. In the whole of the railways, half a million are without quarters. If you provide 8,000 or 9,000 units each year, it means that the railwaymen will have to wait for a hundred years before they get this inalienable right to be provided with quarters. If you are going to take in another 200,000 men and there is no commensurate provision for quarters, what is going to be the position? The position is already ghastly, and it will be made worse.

Take the running rooms. I saw the General Manager of the Southern Railway the other day. He said, "We have no money". He admitted that the running rooms in the *ex-MSM* railway are a scandal. They are a disgrace to any civilised administration. Without the provision of reasonable amenities railwaymen are yet to be asked to gear their work to increased efforts and efficiency. Their minimum needs are going to fall by the wayside.

I shall conclude by referring to the Railway Minister's rather usual encomia to the National Federation of Railwaymen. What I have to say, I say with a great deal of regret. There has been a sedulously nurtured illusion about this National Federation of Railwaymen. There has never been a merger. There was never a merger either at the top or at the bottom. It only existed in the imagination of the railway administration. In almost every station, they had these two parallel organisations—the organisation belonging to the Indian National Federation of Railway workers and the organisation belonging to the former All India Railwaymen's Federation. I say this with regret. I do not say that the Minister has done it. I do not say that the Members of the Railway Board are doing it. But I charge the railway administration in the lower reaches for deliberately encouraging one wing of railway trade unionism in this country, that is, encouraging the workers of the National Federation of Indian Railwaymen, and all its units. Well, I can understand the Communists. Treat them badly; they deserve to be treated badly. But the main office-bearers of other unions are

also being victimised. They are being deliberately persecuted. I wrote to the Minister the other day. In Vizagapatam, the largest branch of railway trade unionism belongs to the National Union of Railwaymen. It is the oldest union in the country, of which I have the privilege to be the President. The President of the local unions has been presented. The Vice President of the Union, Shri Tharuniah was charge-sheeted by a young official who had the temerity to ask him to show cause why he should not be removed from service for passing on certain general grievances to me, the President. I say this is scandalous. Here is a deliberate policy of victimisation of officer bearers of the unions. The Vice President of this Union, which is the oldest union in the country, is charge-sheeted because he brings to the notice of the President certain general grievances.

A number of railwaymen are looking away from the National Federation of Indian Railwaymen. They suspect its *bona fide*; They suspect its independence I suspect its capacity. I say that I am convinced about its capacity. I mean to say that I am convinced about its lack of capacity. Why do so many grievances combine to suppurate and represent festering sores on the face of the Administration. Because the federation do not understand the railwaymen's problems. The three things which they have claimed to achieve namely payment of arrears, uniform policy, to calculating overtime etc., have been pursued by me. I have pursued for two years the matter regarding an optional scheme a pension and various other matters.

I would tell the Railway Minister that there are so many matters which he can redress and then capture the support of the railwaymen. I am not pointing a finger at the Railway Minister; I know he is very good and well-intentioned. But, I want the good intentions to percolate down through the machinery of the railway administration. He must invite the co-operation of the people, of the unions, to help him in this tremendous task; it is not an easy task. It is a difficult task, a challenging task, but it is a worthwhile task.

Shri G. H. Deshpande (Nasik Central): I rise to express my views on the Railway Budget which is being discussed in this House. I was listening to the speeches of the Opposition Members with rapt attention and I was surprised to hear some of the adjectives which

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were used to describe the budget. Some said it was an attempt at window-dressing; there were others who described it as a camouflage. There was a third category which said that there was nothing real in it and that it was all a show.

The speech of my hon. friend opposite, Shri Trivedi, was nothing but a general denunciation of everything that is being done in the Indian Railways. He started by saying, "So many things have been mentioned by the Railway Minister, but nothing is true. Nothing is being done for the third class passengers; there are no amenities" and so on. I was surprised to hear this from an hon. Member of this House. If he takes care to go through the literature that is supplied to us, he will find that a number of things are being done. I know that there are hardships yet from which the third class passengers are suffering. But, at the same time, who can deny that attempts are being made to improve their lot? Who can forget that a number of new trains are being run for them? Who can forget the concession regarding the reservation of sleeping accommodation that has been introduced? Look at the newly constructed railway stations. They are not a few; they form a considerable number. Look at the construction works that are going on several lines. Look at the railway Stations that have been newly constructed and others that are under construction. You will find that there is tremendous difference. So many amenities are being provided for the third class passenger. Lighting arrangements in the new stations are much better; the sanitary arrangements are far more satisfactory and the waiting halls have been improved considerably. Look at the newly constructed stations and compare them with the stations five years before. You will find that undoubtedly there is improvement. I do not say that this is sufficient. I do not want to maintain that there are no hardships for the third class passenger. But at the same time, nobody can forget that many things are being done. If an hon. Member says that it is all show, I do not see how I can correct him. It is no use spending time in trying to awake people who are not sleeping, but who pretend to sleep.

The hon. Member said that corruption is rampant in the railways. I have found that many speakers who are pleaders, when they talk of corruption, people are amused at it. They make a grand

speech here against corruption and give a grand defence in the court for a corrupt man. Corruption is something which we come across everywhere. There is corruption in the railways; I do not deny it. But, is it restricted to railways alone? There are more than a million people serving in the railways and they are all sons of the Indian soil. If you say they are corrupt, that is a description of the general character of the Indian people. The railways are not unmindful of the fact that there is corruption. They are taking substantial steps. Recently a committee was appointed and they have made certain recommendations. The Railway Minister has mentioned that about 146 suggestions were made, out of which 128 are being implemented and the rest are being thought of. Is it not a substantial step taken by the railways to remove corruption? If corruption in railways is to be removed, is it not the duty of every citizen to co-operate? I ask my friend who has said that there is so much corruption, what has he done during all these years? Has he brought a single instance to the notice of the railway authorities which has not been attended to? What is the use of speaking in general terms about this, without trying to help the authorities and trying to remove corruption personally? I do not think anything can be gained by this sort of general denunciation. Corruption was there and it is still there; but, I do maintain that corruption is becoming less and less. Attempts are being made by the railway authorities. The appointment of the committee and the implementation of its suggestions has its own wholesome effect. But unless and until the general standard of citizenship in this country is improved, corruption will not be wiped out. There may be more opportunities for corruption in railways, but I do not say that every other section is free from it. To remove it, a general drive for the improvement of our character is necessary.

A reference was made to the watch and ward section also. That was mentioned as watch and thief section. I was very much surprised at it. Anyone who would go through the working of this Section there will find that very serious attempts are being made to improve this important section in the railways. I have found that recently certain railways have recruited special men who are specially equipped for this job. They are entrusting the job to specially experienced officers and it is the duty of the public to co-operate with them. Railway property is being robbed. Why is

it being robbed? It is because customers are there and people are not coming forward to help the railway authorities. That is why thefts are going on. If you want that the Watch and Ward Section of the Railways should work efficiently, it will not be achieved by simply abusing and running down the Railway administration as such. You have to co-operate and make constructive suggestions. You have to visit certain localities and see that such things do not occur, and whenever necessary co-operation from the general public should be given. If that is done I have no doubt that that Section will also improve.

It was said: there are administrative changes brought about in haste; what is all this divisionalisation? We are having more and more work, work is going to be intensified, and it is not that out of haste we are taking to any important changes. But many experienced people have said that the divisional pattern will help in better working. I personally think it will help in the betterment of the railways.

I was very much surprised to hear the speech of Shri Sarangadhar Das. A reference to the Railway Minister's speech is made about the destruction of property that was indulged in during the recent disturbances. Can anybody take objection to it? An attempt was made to show that Congressmen indulged it. We do not know whether he indulged in it or not. (*An Hon. Member:* he did) There was a meeting which several citizens attended and matters were being instigated there. Was it not his duty to go there and stop it? Whatever the people did, is it worth being done? Is it not a thing which ought to be condemned? During recent years it has become a fashion of India that whenever there is a discontent it is taken advantage of by some people and specially this transport apparatus is being destroyed, the means of transport are being destroyed, buses are destroyed, railways are derailed, tracks are destroyed. What is this? How is it going to achieve anybody's object? And then it is said that a particular party did it and you can recover the money from it.

Will he find out, he also has responsibility in it if in his own State, in his own City and its vicinity people are indulging in these things? He says he is an M. P. and a representative of the people here. Is it not the duty of the representative to go to the people, to go

to the public meeting where these things were instigated and make them stop from doing these things? How can he escape his responsibility?

I hold strong views about certain decisions regarding the State reorganisation. We are not concerned with it now.

Shri Nambiar (Mayuram): Did you stop it?

Shri Sarangadhar Das (Dhenkanal—West Cuttack): I say

Shri G. H. Deshpande: I am in possession of the House. If I am discontented is it my duty to go and destroy the railways? Will I get what I want thereby? If the people are indulging in those things can I shirk my responsibility and say they have done it and I have nothing to do with it? I must share my responsibility.

It is a matter of shame and humiliation that people should act recklessly as they did and destroy railways. Much of the development of the country depends on transport; and those who indulge in such activities, whoever they may be, whatever their political label, they are the enemies of the country. They are enemies of the progress of India, and this thing ought to be discouraged. There is no doubt about it.

Shri Bogawat (Ahmednagar South): Traitors they are.

Shri G. H. Deshpande: If one will go through the budget one will find out the real and correct position about the Railways. They have done so much. There are many difficulties. Look at the way how our transport is being improved. Since November last considerable improvement in the goods transport had been brought about. Many devices were introduced. And if we are not having more transport facilities for goods, it is because there are certain bottlenecks. One will find that these bottlenecks cannot be removed all of a sudden. For removing some of them you have to go in for certain construction. For that, again, you have to secure certain material. All these things cannot be had in a day. But one will find from the records that attempts are being made in this direction. No doubt our Railways today are not in a position to satisfy the needs of the people. But if they are not in a position to satisfy the needs of the people, it is not their fault. If one will see the circumstances under which they are developing, the circumstances in which they are working—there may be a few

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drawbacks and there may be scope for improvement—but on the whole one has to say that satisfactory improvement is being made.

Look at the way how the First Five Year Plan has been fulfilled. A very small amount was allotted to them. Some increase was there. But they have done well within means made available to them.

Some criticism was made as to what will happen in the Second Five Year Plan. I do think that transport is a very important subject. If during the last five years we had better and more efficient transport arrangements I have no doubt that the fruits of our development during the First Five Year Plan would have been better reaped. Whatever allocation has been made by the Planning Commission in this respect falls far short of the requirements. I would suggest to this hon. House through you that it is the duty of every hon. Member of this House to bring to the notice of the Members of the Planning Commission that greater allotment ought to be made for the Railways. Because, whatever good work is done in other directions, the community will not be in a position to reap the benefits thereof without adequate means of transport. And if railways have to function properly in this country, then more provision for funds ought to be made. There is some increase in the freight. Why? Because we have already seen that their requirements were more. But the Planning Commission, for various reasons, were not in a position to meet their requirements. So they had to curtail that amount and they had to say, "You try to raise funds from your own resources to some extent". And that is why the Railways have to resort to some increase in the freight. Can that be made a grievance? If we have to build our own country and if we have to build our transport, we have to pay for it and we cannot have any grievance about it.

Having said all these general things about the budget, I do maintain that taking into consideration the circumstances under which the Railways had to work, they have done fairly well. There may be some scope for improvement, but they are trying to improve at every step in a fact.

So far as my constituency is concerned, we had presented for a railway line from Manmad to Malegaon and Malegaon to Dhulia. That is an area which

is being industrially developed. There is a sugar mill, and some more sugar mills are coming up. There are 6,000 power looms, and textile mills also. And there is a lot of oil industry. For the successful development of this area a railway line between Manmad and Malegaon and Malegaon and Dhulia is absolutely necessary.

And the railway station at Manmad is badly in need of an over-bridge for crossing the railway line, and a shed for goods.

I hope that these things will also be taken into consideration and whenever possible these schemes will be undertaken. With these words I have done.

Shri Sarangadhar Das: Sir, on a point of personal explanation. The hon. Member just now referred to my speech.

I was not present at the Puri incident. I was 150 miles away. I quoted only from a first information report of the police that has been given to the High Court of Orissa, and I was not connected with it one way or the other.

Mr. Deputy-Speaker: Very well. Shri Satyendra Narayan Sinha. The hon. Member is not present. Shri Lokenath Mishra.

Shri Lokenath Mishra (Puri): Sir, I am grateful to you for giving me a chance, and I am particularly grateful to Shri Sarangadhar Das that while intending to injure me and the Congress he has given me a chance to explain the position of the Congress and myself.

While speaking on the head Vandalism on Railway Property he has tried to show that what happened at Puri on the 22nd January was due to the Congress and particularly to myself, and he has referred to me there as President. And he just now said, as a responsible M.P., that he knows nothing about it except what he has read from the F.I.R. I should say that he should have more knowledge of what a F.I.R. is and he ought to know what is the duty of the police in that matter, over which he need not bother.

He has made mention of certain facts which are insinuations maliciously made and are deliberately false. I should like to say.

Shri Sadhan Gupta (Calcutta South-East): Sir, on a point of order. Is it parliamentary to say that the facts are deliberately false?

Mr. Deputy-Speaker: The hon. Member might say "highly incorrect".

Shri Lokenath Mishra: All right. I stand corrected as you have put it, Sir. He has first of all made a charge against the Railway Ministry that due to their carelessness or lack of vigilance this loss of Rs. 56 lakhs to the Railways has occurred at Puri. To some extent it is true. The Railway Ministry has erred, but erred on the side of goodness. They perhaps thought that this temporary agitation will die out and people will not go so mad as to inflict this loss on the railways, which is a national property. I would request the Railway Ministry henceforth to be more careful about it. As my predecessor just now said, these tactics of getting remedies even for just causes by stopping trains and burning railway properties are by themselves crimes and as crimes, they must be treated firmly, be they for a national cause or any other thing. I would request the Railway Ministry to be watchful about it because more cases may occur, as things have not yet subsided, though they may have gone underground.

Having said that, I should say that the Railway Minister told this House that the people of Puri are responsible for this. It is not a fact. Those who were responsible are a handful of undesirable political aspirants, I should say all of them non-congressmen, who, in view of the coming elections, are trying to whip up the people to a political frenzy so that they may have a better chance in the next elections. As for myself, I do the care for the next elections, whatever it may be. But, to spoon-feed the people and agitate them on issues which are undesirable is, I think, not worthy of a politician. I would request the hon. Minister to definitely find out the facts. I agree with Shri Sarangadhar Das on this point that there must be a definite enquiry as to who did it. So far as I know, not more than 20 or 30 people are responsible for this disgraceful Vandalism. It was done in clear broad daylight. The Government through its intelligence department or by any other means should know who really did it, if the courts cannot satisfy the demands of justice for lack of evidence or otherwise. It was said that I was the president of that meeting and I was responsible for this. I am a responsible M. P. The charge cannot be made against me. I must make this clear. I must say that if anybody was responsible for this initially, it is the hon. Member Shri Sarangadhar Das. I shall

give the dates. On the 18th of January, he had gone to Puri. He addressed a public meeting on the S.R.C. report. Because the India Government has not been able to give any favourable decision.

Shri Raghavachari (Penukonda): He is making a charge against another hon. Member.

Mr. Deputy-Speaker: Shri Sarangadhar Das levelled a charge against him. Let them settle between themselves.

Shri Lokenath Mishra: I may tell you, it was said in that meeting by the hon. Member and his following in the name of patriotism that because there is a Congress Govt. there, we could not get an inch from Bihar. They wanted to whip up the frenzy of the people, not for patriotic purposes, but for the next election. Let the police find out, or let him as a truthful witness say what exhortation he made to the people. Did he not give a fighting speech? As a result, an action committee was formed of which a socialist was the president. That action committee went on doing all these things, picketing the railways and doing all nonsense till the 21st. Puri is a place of pilgrimage. If the trains are stopped, the people of Puri will starve. Is it ever possible and natural that the people of Puri would like normally this programme? People would be starved and did starve. Pilgrims suffered and suffered terribly. The hon. Member does not know what Puri is. It is a place of pilgrimage. For all the time, 18th, 19th, 20th and 21st, the people had to starve. What is Puri except the Temple and the temple without pilgrims? For all the three days there was a stalemate. The action committee was formed definitely on the advice of Shri Sarangadhar Das in that public meeting. An M.L.A. was the president of the committee and in the action committee there were 32 members, in which there was no responsible congressman. This is printed matter; there are leaflets.

Shri Sarangadhar Das: May I ask when I was present in any action committee?

Shri Lokenath Mishra: You were not present at the action committee. In the public meeting on the 18th, you spoke. That was the birthplace of the action committee of which a socialist was the president, not a Congressman.

Shri Nambiar: On a point of order, Sir, . . .

Shri Lokenath Mishra: Let me have my say.

Mr. Deputy-Speaker: A point of order has been raised. Order, order.

Shri Nambiar: We are in the midst of the discussion of the Railway Budget. We are not here to say who was responsible for the Puri incidents. We cannot allow these things to go on in this way, accusations against somebody who is not here, especially the M.L.A., to defend himself. Therefore, this is wrong.

An Hon. Member: Shri Sarangadhar Das is here.

Shri Bogawat: Loss to the railways is the issue.

Mr. Deputy-Speaker: Hon. Members will decide the issue? Order, order. When I was here, some objection was taken in this debate or in some other connection when the hon. Deputy Minister said that he had suggested that the local people of Puri must rebuild that station, by chandas and so on. Exception was taken to this. Reference was made to the previous regime. If on account of frenzy or infatuation or by deliberate or other attempts, particular persons are responsible for such incidents, the whole community must be taxed. That is what the hon. Minister said.

Shri Kamath (Hoshangabad): Punitive tax.

Mr. Deputy-Speaker: A punitive tax for having destroyed the station. In connection with that statement, the hon. Member is developing his point.

Shri Lokenath Mishra: On the 19th, 20th and the 21st, I heard that the people of Puri were actually coerced to difficulties. I thought I should intervene in this matter and clear up the position because I knew that by false propaganda of facts and by giving wrong ideas and hopes, the people were made to do things which they should not do. I know the heart of the people. The people of Puri are peace-loving. They do not want all these things. When they were goaded to do these things, I thought I must intervene. On the evening of the 21st, the agitators were going to hold a public meeting. That was not a public meeting called on behalf of the Congress. Let me make it perfectly clear. That public meeting was convened by persons other than Congressmen, definitely by the socialists and others. To that meeting, I went. As an M.P. I may have prestige or not, I was made the President.

Shri Raghavachari: You said that somebody was president.

Shri Lokenath Mishra: Fortunately or unfortunately, I was made the President. I can tell you, in that public meeting at least three socialists definitely said, indefinite suspension of railway transport is our programme. The trains must indefinitely stop. I intervened and said to the organizers, if that is so, I cannot preside over this meeting, you must clearly know what is my view, you perhaps do not know what is my view in this matter. If you refer to the resolution passed in that meeting, you will see that the resolution completely discontinued the previous action committee and their programme for the last 3 days. I was asked to advise the people properly and the new council of action was asked to give their own programme. This action committee was formed of which I was the president. When the public meeting was over, I saw there were so many people showing violent temper. I told all of them, please do not go by the railway station, please go outside. But, those people who had hammered up to this agitation for the last 3 days, these irresponsible people went through the platform and broke down the gates. There was such huge noise and I thought I should intervene. I did. Nobody heard.

[SHRIMATI SUSHAMA SEN *in the Chair*]

Apprehending that violence is in the air, I wrote this immediately, at 10 P.M. on the night of the 21st to the secretary of the action committee. It is as follows:

"I am sorry I could not finish my speech. In my opinion what I have already said should be the first step and as that should be enough for the present. Nothing should now be done without the direction of the committee and no direction should be valid unless resolved in writing.

I have found traces of violent temper already. All care should be taken to control one and all and who could not be controlled should be immediately listed and disowned.

Uptill the committee meets and decides, there is no programme of action now including what have already been done. This should be clearly understood."

Shri Sarangadhar Das: Who was the Secretary?

Shri Lokenath Mishra: Please wait. He was socialistic. I tell you, Sir, that by that I meant that what they had done in the last three days no more stood as the

programme, because the action committee had gone along with their programme. I definitely wrote to them that since I had become the President of the Action Committee, and since it had not yet met there was no programme before the people. Therefore those people who had exhorted the people to go to railway station must bear the responsibility for it. You must remember that the railway station is two miles from the interior of the city, and there was nothing in the city itself.

The Secretary perhaps did nothing. Early morning I sent for the Secretary and asked him: "What have you done with my letter?" He said: "I have convened a meeting of the new action committee".

Mr. Chairman: The hon. Member may address the Chair.

Shri Lokenath Mishra: At 9 A.M. the second action committee of which I was the President was convened. As I could not go to the committee but in time, I gave them these directions in writing:

"Friends: any sort of haste will be dangerous and extremely harmful to the cause.

2. Stopping trains coming or going would be a war against the people of India and not merely a protest against the Indian Government's decision.

3. People should be educated now publicly as to the issues involved and the cause we espouse.

4. Please do not stand on false prestige. We must check wrong ideas and actions.

5. My letter to Secretary yesterday should be seriously considered and on that basis we should go ahead."

Having got this note from me, non-Congress elements thought perhaps they were losing leadership. And in that very meeting I definitely said: "Unless we withdraw this programme, I must withdraw from the committee". And a resolution was passed unanimously—the Socialists and the Communists were unwilling of course—that this programme should stop. And having done that, those people went ahead behind me, went to the railway station and exhorted the people, saying: "This Congressman is going to sabotage the whole movement. Do not hear him". I went to the railway station, and told them "Please do not do it. For the sake of your

very cause, do not do it", but they had been engineered before. I resigned, and at that very moment a third action committee was formed of which again a Socialist was the President and a Communist was the Secretary. Is it or is it not a fact? Therefore I say that the action committee of which I was the President never acted, never came into operation and its directions were never heard. It never gave that programme. Now, my friend has just now said—look at the fun of it, how irresponsible he is...

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

Shri Lokenath Mishra: Now, what does he say? He says the crowd did not agree with the suggestion made by the President, i.e., myself, at the previous night's meeting, but after changing his mind the President had said and had advised that the railway communication should not be interfered with. At least he has given me that honesty, that before the occurrence took place I had the guts, the courage to say: "Please do not do it". Whether I changed my mind or not will be proved from what I have said, from my written directions above-quoted. I had the courage to say: "Please do not do it".

Then, what happened? The third action committee of which a Socialist was the President and a Communist was the Secretary misled the people to do this, and what was the result? What good did it do to the cause? How could those people, the people of Puri gain? This is irresponsible leadership. I should say it is not leadership. The whole point is this: why was it done?

My friend Shri Sarangadhar Das, after all these incidents, again went back to Puri, some days after the incidents, and held a public meeting. And I ask: did he condemn those people who perpetrated these acts? Had he the guts to say that they had done wrong? He could not say so because he would lose popularity. He wanted to be a popular leader. He wanted to see that the Socialist candidate wins in the next elections. I ask him as a responsible M.P.—please let him say in this House whether what was done on the 22nd January at Puri was right or wrong. Whoever might have done it, if, it was wrong, we must say clearly even at the cost of our political life: "Please do not do it. Please repent for it". I again ask him to test his own heart, let him say to them: "I was forced

[Shri Lokenath Mishra]

to say in Parliament that what you did on the 22nd was wrong. I say it is wrong, you have done wrong". The temper will rise and people will give him simply lathis and nothing else. He is an M.P. of India. He has a duty to Puri also. Let him go and say his own lieutenants that they erred and erred egregiously.

Mr. Chairman: The hon. Member's time is up. I must call the next hon. Member.

Shri Lokenath Mishra: Will I not be allowed to use one gracious concluding word?

Mr. Chairman: Well, just one minute more. Please finish.

Shri Lokenath Mishra: Let the Railway Minister be kind to none, including myself. If I was responsible for the Vandalism even by indication, I say I must resign from this House because I am an irresponsible man. But, on the other hand, if he and his lieutenants did it, they must also be brought to book.

Shri Sarangadhar Das: This is not right. I have not mentioned his name at all.

Shri Lokenath Mishra: I do not put forth as an M.P. wrong facts. I say all that Shri Das said is based on wrong facts, wrong insinuation. He should learn better by now.

Shri Sarangadhar Das: The President has been released by the High Court this morning, the report says.

Shri Nambiar: Let us travel from Puri to Delhi by railway now. Let us approach the Railway Budget....

Shri B. S. Murthy (Eluru): Are you the driver or the guard?

Shri Nambiar:... in the light that it is going to be the first year's budget of the next Five Year Plan on the railways. On the 1st April, 1956 we are starting our work with Rs. 1,125 crores for the next five years. Let us see what we have done in the past before we go to the next Plan.

I have got all appreciation for whatever has been done, but I consider that it is very limited and not at all satisfactory, because I cannot say that after spending Rs. 432 crores in five years we have achieved a lot.

My criticism can be grouped under four main heads. Firstly, I say that the

progress made in the First Plan has to be compared in relation to the money and material spent, and in that case, if we analyse carefully, there is nothing to be satisfied about.

Secondly, I say that the central missing factor of the Plan is its disregard shown towards the one million workers on whose efforts success depends, and the absence of efforts to secure their co-operation. I have to say that the Second Plan should not go in that way.

Thirdly, I have to say that it is impossible to seek increased allotment for railways from the Planning Commission without hampering greatly the entire growth of this country.

And lastly I find no case has been made out for an immediate increase in the surcharge on freights.

Now I must explain my position. Coming to the performance of the last five years, from the facts supplied by the Ministry and ably proved by hon. Member Shri Anthony, there is not much to be satisfied about. The Railway Ministry says that there was 2.5 per cent increase in passenger capacity, 2.4 per cent drop in passenger miles, 9 per cent increase in passenger coach miles and 19.3 per cent increase in the quantity of traffic lifted. I think this is not enough for Rs. 432 crores.

Out of these Rs. 432 crores, Rs. 15 crores has been spent on passenger amenities at the rate of Rs. 3 crores per year. Every year about 120 crores of passengers travel on the railways and what this Rs. 3 crores could provide in the form of amenities to them I leave it to the Chair and the House to decide. Let alone painting here and there, putting some pictures or white-washing here and there.

With regard to expenses I have to submit that the expenditure position has not improved. Regrouping has failed and the hon. Minister has accepted at last that regrouping has to be reconsidered and smaller slices are to be brought about. Therefore I need not go into it in detail, but he said: "I do not want to have another S.R.C. on the railways. That is why I am waiting for a better opportunity to bring in further slices of railway zones". But it is after all admitted. Therefore let us await the day when this is reconsidered and smaller units are brought about.

1 P.M.

My next point is in regard to the non-securing of the co-operation of the railwaymen, who number not less than one million today. During these five years, when we were engaged in the task of implementing the First Five Year Plan with so much of pomp and fanfare, did we ever care to tell the railway workers what they were expected to do? I ask in all humility, and in all sincerity: Did anyone of these one million railwaymen know what he was aiming at during the last five years? Whether it be in the workshop, or in the factory, or in the running shed, or in the marshalling yard, or in the junctions, did any of the officers care to tell the railwayman, "We have to do so much in five years"? Nothing of that sort was done. Now, even after fulfilling the Plan, as they say, have they ever told the railway workers, "We have done so much during these five years, and we have achieved so much, and we have failed to do so much", and so on? They never cared to take the workers into confidence at all.

Even today when we are on the eve of the Second Five Year Plan, has the Railway Ministry with all the apparatus at its command cared to tell the railwaymen that in the next five years, they have to do so much, and that they are getting so much of allotment? This idea never enters their mind at all. They do not consider that the railwayman is a part and parcel of the achievements and failures or whatever it is, of the Plan. That is the most sorrowful conclusion I have come to.

Why should they not tell the railwaymen what they are expected to do? They do not tell them because they feel that the railwaymen must come and help them only thinking of their wages, that is only as wage-earners, and not as co-partners in this national undertaking. The old outlook has not at all changed. That is the reason why they do not want the willing and enthusiastic co-operation of the railway workers.

You would recall that yesterday there was so much of a quarrel between Shri V. V. Giri and Shri Alagesan on one point. It was not a small point at all. It was a very important point. Shri V. V. Giri said that the Railway Ministry can, and must, get the enthusiastic co-operation of the one million railway workers. But if this splitting tactics of putting one section of trade unionists against the other, and encouraging one section as against the other on account of political

prejudices and personal motives, continues, then there will be no end to it; what will happen is that the railwaymen will simply get disgusted with it and they will only be wage-earners, and will not develop themselves to their full stature of co-partnership. That is why Shri V. V. Giri stressed this point yesterday. I also feel the same way. Shri Asoka Mehta and Shri A. K. Gopalan also had suggested that this problem has to be solved in a better way.

The Deputy Minister of Railways, in the course of his speech yesterday, answered this point by saying that after all, this was due to the Labour union leaders themselves. I say that we have nothing to do with it. I ask in all humility, whether the Railway Ministry has not supported a particular wing of the Federation encouraged them and set them against the other wing. Are they not issuing passes, and giving privileges and circulars in favour of one wing only, and at the same time condemning the other wing? Is this the tactics that the Ministry should follow, if they want the co-operation of the railway workers?

The railway industry is not the concern of only a few officers sitting above; the expansion of the railway industry is the concern of the Indian people as a whole, and the Indian people therefore rightly expect an answer from the Railway Minister to this question.

How is it that this question has acquired such a great importance today? It has acquired importance because the railways today are the biggest undertaking in the public sector. They have already got a capital of Rs. 900 crores, and they extend over a total length of 34,000 miles or so. And we are now going to spend another Rs. 1,125 crores on the expansion of our railways. And it is on the expansion of the railways that the success of our Second Five Year Plan will depend.

When the railways were company-managed, and the Britishers were in charge of them, they could have done things in the way they wanted. But surely, the same thing cannot continue now. The continuance of the bureaucratic apparatus at the top, and the political quarrels or mischiefs behind the railwaymen cannot be justified now. They have to be given up completely, if the railwaymen are to do their job well.

Since we are experimenting with the public sector, we have to be very careful on this point. And I am glad to find

[Shri Nambiar]

that we are going to extend the public sector still further. The public sector cannot succeed without the willing and enthusiastic co-operation of the men employed in that sector. I therefore submit that the case of the railwaymen acquires priority at the time of this budget.

Let us take the question of the wages of the railwaymen. It has been said that they have been given some increase in wages. It is true that a few rupees here and there might have been given, but let us see the sum total of it. The class IV employees who constitute more than 55 per cent of the total number of employees are getting only Rs. 78 p.m. on an average, according to their figures. Is that a real and reasonable wage in today's circumstances? Let us see again whether the railway workers are justified in asking for an increase. They have got a right to ask for an increase in their wages. For, it is a fact that the railway earnings have shown an increase during the last seven years, that is from 1948 to 1955. There has been an annual increase of Rs. 80 crores in railway earnings. That shows that the railwaymen have contributed their utmost to the nation.

Further, originally the contribution to the Depreciation Reserve Fund was made at the rate of Rs. 15 crores a year. But subsequently, that is in 1952, the amount was increased to Rs. 30 crores; in December 1954, it was again increased to Rs. 35 crores, and today the proposal is to increase, it to Rs. 45 crores. So, the amount has gone up from Rs. 15 crores to Rs. 45 crores which is nearly three times the original amount.

All these years, the railways were paying 4 per cent interest, but from this budget year they have to pay Rs. 36 crores towards dividend charges. Over and above this, on several occasions, they have paid from their surplus to the general revenues. Apart from this, there is a Stock Reserve Fund of Rs. 166 crores, at the end of the First Five Year Plan.

Are these factors not sufficient enough to justify the demand of the railwaymen for a reasonable minimum increase in their wages, not in cash, but in kind, in the sense that they should be compensated for the fall in the real wages? Is that not a reasonable demand that the railwaymen can make? Can they not come forward and say, let us have some courtesy, let us have some decent settlement,

let the Railway Ministry at least give a promise that they will appoint a wage commission to go into this matter, and in the meanwhile give us some interim relief? Is that not a very reasonable demand?

After all, it was not without any thinking that Shri V. V. Giri had suggested this. If that suggestion had come from our side, then the Minister might probably have thought that it is we who are creating troubles, and trying to fish in troubled waters. But in reality, it is not so.

Let us try and persuade these railwaymen to come forward and give out their best. That persuasion must come from this House and the Minister; and the Minister must forget all political prejudices and bickerings, and narrow mindedness, if he has any. If he says that he has no narrow-mindedness, then I am prepared to accept it. But let him say so. And let him grant this wage increase, so that he can enlist the willing co-operation of the railwaymen.

I have two more points to deal with, and I shall be very brief in my submission, for the time at my disposal is short. My hon. friend Shri T. B. Vittal Rao has dealt with one of the points yesterday. We have got about 29 per cent of the total outlay on the Plan allotted to railways and transport. The railways are getting an allotment of Rs. 1,125 crores, whereas industry and minerals get only 19 per cent of the total outlay.

If we allot more money for railway expansion, at the cost of industry, then what will happen is that industrialisation will get postponed; for the time being, railway expansion may feed the villages with more consumer goods. It will give us some revenue but what will happen is that in the end the railways will find it difficult to accommodate themselves because the charge on the capital is increasing and the charge on the Depreciation Fund is also increasing. So, in the end they will find it very difficult. Then, the freight increase should be reasonable.

I now come to the question of the treatment of railwaymen—victimisation, reinstatement etc. under the Safeguarding of National Security Rules. I have received an express letter this morning from Shoranur saying that the Assistant General Secretary of the Labour Union has now been charge-sheeted and he was suspended on the 10th under the Safeguarding of National Security Rules

though the hon. Minister, Shri Lal Bahadur Shastri, promised us several times that these Rules are not being used at present. I will deal with those subjects during the Demands. I have no grudge in thanking if there is improvement. But thanks I give with all these reservations of mine.

Shri B. S. Murthy: Let it be with grace.

श्री ए० एन० विद्यालंकार (जालंधर) : रेलवे बजट पर इस बड़े हाउस में विचार करते हुए, जनता इस बात की आशा करती है कि हम उसके संतोष या असंतोष को यहां पर जाहिर करें। केवल एक तरफ से नुक्ताचीनी या एक तरफ से सिर्फ उसकी तारीफ कर देना काफी नहीं है। जनता से मिलते हुए जब हम लोग विचार करते हैं, या बातचीत करते हैं, तो जनता में एक आम संतोष पाया जाता है और जो लोग यात्रा करते हैं या जिन लोगों को रेलवे से काम पड़ता है वे यह अनुभव करते हैं कि बावजूद उन तमाम दोषों के या नुक़ायस के रेलवे के अन्दर इम्प्रूवमेंट (सुधार) हो रहा है, तरक्की हो रही है, और मैं समझता हूँ कि हाउस की तरफ से हमें रेलवे मंत्री को इस बात पर धन्यवाद देना चाहिये कि रेलवे विभाग का जब से उन्होंने कार्यभार संभाला है, तब से रेलवे के काम में तरक्की हुई है। इस में कोई शक नहीं है कि बहुत सारी बातें हमें आगे लानी हैं, बहुत से नुक़ायस दूर करने हैं, क्योंकि आखिर एक पुराने ढांचे में तबदीली करने में काफी मुश्किल आती है। आवश्यकता इस बात की है कि रेलवे में काम करने वाले कर्मचारियों और अफसरान को एक नये ढांचे में ढाला जाय। उन्हें नये सिरे से शिक्षित करना है, क्योंकि समाज का ढांचा बदलने के साथ रेलवे के वर्क्स और अफसरान के दिमाग और उन के जो पुराने तरीके हैं, उन को भी बदलना है। ऐसी तबदीली लाने में दिक्कत होती है, लेकिन मैं समझता हूँ कि हमारे रेलवे मंत्री महोदय का हमेशा यह प्रयत्न रहा है कि उस ढंग से जिस ढंग से कि हम ने देश के अन्दर परिवर्तन लाने का रास्ता पकड़ा है, उसी दृष्टि से वह भी परिवर्तन ला रहे हैं, और उस के लिये यथेष्ट प्रयत्न कर रहे हैं। मैं इसको जानता हूँ क्योंकि यह जो लगातार पिछले ४, ५ वर्षों से मुझे रेलवे के अफसरान से बातचीत करते का अवसर प्राप्त होता रहता है और मैं यह पाता हूँ कि उनके दृष्टिकोण में और उन की मनोवृत्ति में फर्क है।

वह फर्क लगातार बढ़ता जाता है। मैं इसके लिये रेलवे मंत्री महोदय को क्रेडिट (श्रेय) देता हूँ। रेलवे विभाग के अन्दर धीरे-धीरे वह काफी परिवर्तन ला रहे हैं और उस के लिये मैं उनको मुबारकबाद देता हूँ।

दूसरी बात जो मैं कहना चाहता हूँ वह है रेलवे के अन्दर उन्नति की बात; करीबन पिछले सालों में १३२ नई ट्रेनें चलाई गई हैं जिसके कारण मुसाफिरों को काफी सुविधा हुई। तीसरे दर्जे के डिब्बों में पिछले ४-५ वर्षों में काफी सुधार हुआ है, इस से इनकार नहीं किया जा सकता। रेलवे के मुसाफिरों के लिये पानी का इन्तजाम और शोइस बगैरह का इन्तजाम और अन्य चीजों का इन्तजाम मैं मानता हूँ कि इन के लिये रेलवे के मुसाफिरों को अधिकार था लेकिन उन के इस अधिकार की अभी तक परवाह नहीं की गई थी और मुझे यह बात कहने में जरा भी हिचकिचाहट नहीं कि उस दिशा में काफी काम हो रहा है और जो काम हो रहा है, उस के लिये हमें मंत्री महोदय को धन्यवाद देना चाहिये और हमें उस को स्वीकार करना चाहिये। सिर्फ यह कह देना कि यह नहीं हो रहा है, और वह नहीं हो रहा है, यह एक तरह से देश की जनता में निराशा की भावना उत्पन्न करता है, एक निराशा और असंतोष की फीलिंग (भावना) पैदा करता है। आज देश में हमें ऐसी भावना पैदा करने की आवश्यकता है कि जिस से हमारे लोगों में आत्मविश्वास बढ़े और जिन को उन्होंने शासन चलाने के लिये अपना प्रतिनिधि चुना है, उन में उन का विश्वास और भरोसा पैदा करें। लेकिन अगर हम जनता के दिमाग में एक निराशा और असंतोष की भावना भरेंगे और उन के दिलों से उन के चुने हुए जो शासन में प्रतिनिधि हैं उनके प्रति भरोसे को हटाने की कोशिश करेंगे तो उस से देश की प्रगति की रफ्तार रुक जायगी और देश और जनता आगे नहीं बढ़ सकेगी और उन में आगे बढ़ने का उत्साह नहीं रहेगा। हमारे अपोजीशन के मेम्बर्स (विरोधी सदस्य) हैं और खास तौर पर जो हमारे कम्युनिस्ट (साम्यवादी) भाई हैं जो रूस और चीन का लिटरेचर (साहित्य) पढ़ते हैं, वे जानते होंगे कि वहां भी कई नुक्स होते हैं और उन नुक्सों पर विचार भी करते हैं लेकिन वहां जनता को भरोसा दिलाया जाता है, और डारस और उत्साह दिलाया जाता है, उसी तरह का उत्साह मैं चाहता हूँ कि हम को अपने देश की जनता में उत्पन्न करना चाहिये।

[श्री ए० एन० विद्यालंकार]

अभी मुझे से पहले श्री नम्बियार ने यहां पर बोलते हुए कहा था कि सेकंड फाइव ड्यर प्लान (द्वितीय पंचवर्षीय योजना) के सम्बन्ध में रेलवे विभाग वर्कर्स को अपने साथ में लाने की कोशिश नहीं कर रहा, वर्कर्स का सहयोग प्राप्त करने के वास्ते सक्रिय कार्यवाही रेलवे वाले नहीं कर रहे हैं। उन्हें चाहिये कि वर्कर्स को कहें कि भाइयो, यह पंच-साला प्रोग्राम हमें मिल जुल कर पूरा करना है, जहां तक इस का सम्बन्ध में उन से इस बात में पूर्ण सहमत हूं और रेलवे विभाग को अपने वर्कर्स का सहयोग प्राप्त करने की अवश्य कोशिश करनी चाहिये और इसकी आवश्यकता के सम्बन्ध में कोई दो राय नहीं हो सकती। परन्तु मैं मिसाल के तौर पर श्री नम्बियार और उन की पार्टी के अन्य साथियों से पूछना चाहती हूं कि वे कैं दफा रेलवे के मजदूरों के पास गये, कैं दफा वह दूसरे मजदूरों के पास गये और कैं दफा उन्होंने उन को पंच-साला प्रोग्राम के बारे में बतलाया कि किस तरह उस में आगे बढ़ कर काम करना चाहिये। उन्होंने वर्कर्स के अन्दर कितना उत्साह पैदा किया, या उन को भरोसा दिलाया और डारस बंधाया कि जो कुछ उन की दिक्कतें और कठिनाइयां हैं, उन को दूर कराने के वास्ते हम उन के साथ कंधे से कंधा मिला कर लड़ेंगे और उन को दूर कराने की कोशिश करेंगे, परन्तु राष्ट्र के निर्माण के काम में हम कोई अड़चन भी न आने देंगे। मुझे मजदूरों के बीच में काम करने जाना पड़ता है इसलिये मैं इस बात को जानता हूं जितनी भी मजदूरों के बीच में ट्रेड यूनियन (कर्मिक संघ) काम करती हैं, उन में आई० एन० टी० यू० सी० की ट्रेड यूनियन हैं या कुछ सोशलिस्ट भाइयों की पार्टी की कुछ ट्रेड यूनियन हैं, जो कि मजदूरों के बीच कुछ उपयोगी काम कर रही हैं। जहां तक कम्युनिस्ट भाइयों की ट्रेड यूनियनों का ताल्लुक है, उन की ट्रेड यूनियनों की तरफ से कभी पॉजिटिव (क्रियात्मक) चीजें नहीं कही जाती बल्कि ज्यादातर निगेटिव (अक्रियात्मक) चीजें कही जाती हैं और ज्यादातर सरकारी कार्यों की नुकताचीनी की जाती है और मजदूरों को यह कहा जाता है कि यह जो पंच-साला प्लान है, यह एक नेशनल प्लान नहीं है, यह देश का प्लान ही नहीं है। इस तरह की बातें कम्युनिस्ट पार्टी की ट्रेड यूनियनों द्वारा कही जाती हैं और जिस का नतीजा यह होता है कि मजदूरों में और वर्कर्स में एक तरह की निराशा और असंतोष की भावना पैदा होती है। मैं इस बात से इंकार नहीं करता कि

आज हमारे मजदूरों में और वर्कर्स में कितनी कारणों को लेकर असंतोष है, लेकिन एक असन्तुष्ट आदमी को हमेशा यह कहना कि कुछ नहीं होने वाला है और तुम्हारा तब ही ठीक काम बनेगा जब दूसरी पार्टी की हुकूमत इस देश में आयेगी, या यह कि वर्तमान गवर्नमेंट बिल्कुल निकम्मी है और इस का पंच-साला प्रोग्राम निकम्मा है, इस प्रकार की बातें कहने से मजदूरों का या देश का कुछ नहीं बनता है, वर्कर्स में एक विश्वास की भावना पैदा करनी चाहिये और वर्कर्स को इस बात के लिये आमादा करना चाहिये कि वे अपने कर्तव्य को अच्छी तरह से निभायें और देश जो उन से इस पंचवर्षीय योजना काल में अपेक्षा रखता है, उस को पूरा कर दिखायें।

यहां इस बहस के दौरान में एक नई बहस छिड़ गई। श्री वी० वी० गिरी बहुत तर्जुनकार ट्रेड यूनियनिस्ट हैं और उन्होंने इस मौके पर जो बहुत सी बातें कही हैं, उसूल के तौर पर वे बिल्कुल ठीक हैं। उन्होंने कहा कि ट्रेड यूनियनों में यूनिटी (एकता) होनी चाहिये। मैं भी इस चीज को मानता हूं कि उन में यूनिटी होनी चाहिये। मैं भी ट्रेड यूनियनिस्ट हूं और मैं चाहता हूं कि उन के अन्दर एकता हो। मुझे मजदूरों के बीच कुछ काम करने का मौका मिलता है और जब मैं मजदूरों के अन्दर झगडा होते देखता हूं और उन में दो या ज्यादा पार्टियां देखता हूं तो मुझे बहुत दुःख होता है। लेकिन ट्रेड यूनियन जब कुछ काम करती हैं तो उस में सबाल आजाता है तरीकों का, कि आखिर हमें किस तरीके से उन को चलाना चाहिये। हमारे यहां पर कुछ पिछले ट्रेडिंशंस (परम्परायें) ग्रंथों के जमाने से अभी तक ऐसे चले आते हैं, पुराने ढर्रे और पुराना ढांचा अभी तक चला आता है और उस के लिये जैसा कि मैंने शुरू में कहा हमें अपने वर्कर्स को रीएज्यूकेट (पुनर्शिक्षित) करना है, अपने अफसरान की मनोवृत्ति में सुधार करना है और साथ ही ट्रेड यूनियनों के नेताओं को भी रीएज्यूकेट करने की जरूरत है, और जो उनका पुराना तरीका रहा है, यानी न्यूसेंस वैल्यू क्रीएट करने का (गड़बड़ पैदा करने का) एक मुसीबत पैदा करने का, ऐसी ट्रेड यूनियनों से हम आशा करते हैं कि वे बदले हुए समय को पहिचानें और वे अब पॉजिटिव काम करें। हम चाहते हैं कि जिस तरह रूस और चीन की ट्रेड यूनियनों ने अपने मजदूरों को आशा दिलाई, उन में होसला पैदा किया, राष्ट्र के लिये काम करने का उत्साह पैदा किया, और उन की हालत सुधारने

के लिये भी प्रयत्न किया, उसी तरह का पाजिटिव काम यह ट्रेड यूनियन्स भी करें। जिस तरह से कि रूस और चीन में वहां की ट्रेड यूनियनों ने मजदूरों के हित के साथ साथ देश हित को भी सामने रखा और मजदूरों को यह सलाह दी कि देश की उन्नति करने के लिये और उस को आत्म-निर्भर बनाने के लिये अगर मजदूरों को भूखे रह कर भी काम करना पड़े तो उन को करना चाहिये और उन को अपना कर्तव्य पूरा करने का उत्साह दिलाया, मैं चाहता हूँ कि हमारी ट्रेड यूनियन्स उसी तरह का उत्साह का वातावरण हमारे मजदूरों में पैदा करें और हमारे लोगों में भी एक इनथ्यूजियाज्म का एटमोस्फियर (उत्साह का वातावरण) पैदा हो। यह बड़े अफसोस का मुकाम है कि हम रूस और चीन आदि देशों के मजदूरों में फेले उस इनथ्यूजियाज्म की तो तारीफ करते हैं लेकिन जब हम अपने देश में मजदूरों में इस तरह का इनथ्यूजियाज्म का एटमोस्फियर पैदा करना चाहते हैं तो वहां पर उस का विरोध किया जाता है और लड़ाई झगड़ा होता है जो कि अवांछनीय है और जो कि देशहित के विरुद्ध है।

अभी हमारे देश के कुछ एक भागों में कुछ लड़ाई झगड़े हुए और बम्बई के अन्दर जो गड़बड़ हुई तो वर्कर्स को अपने राजनैतिक स्वार्थ की पूर्ति के हेतु भड़काया गया और उन को एक्सप्लायट (शोषण) किया गया। एस० आर० सी० रिपोर्ट को लेकर हड़ताल कराई गई और वर्कर्स के नाम को बदनाम किया गया। मैं यहां पर यह स्पष्ट कर देना चाहता हूँ कि यदि हमारे बीच में कुछ ट्रेड यूनियन हैं जो कि इस तरह के अवांछनीय और अनुचित कार्य करने के लिये वर्कर्स को भड़काती हैं और उन को एक्सप्लायट करती हैं, तो ऐसी यूनियनों के साथ हमारा एका नहीं हो सकता और उन के साथ हम मिल कर काम नहीं कर सकते। यह दिक्कत है जिसकी वजह से यहां पर ट्रेड यूनियन के अन्दर पोलिटिकल झगड़े खड़े हो जाते हैं। गवर्नमेंट को चाहिये कि पब्लिक सेक्टर (सरकारी क्षेत्र) के अन्दर वह झगड़े न आने दे। यहां पर कहा गया है कि रेलवे मंत्री ट्रेड यूनियनों के झगड़ों में दखल देते हैं, और खामखाह ट्रेड यूनियन्स को लड़ाते हैं। यह शिकायत तो मुझे हो सकती थी, या उन लोगों की हो सकती थी जो कि रेलवे फंडरेशन के लोग हैं, उन लोगों को हो सकती थी जो कि नेशनल फंडरेशन से ताल्लुक रखते हैं, जिन के लिये कहा जाता है कि गवर्नमेंट उन को मदद देती है। आज नम्बियार जी ने कहा कि कंसेशन

(रियायत) पास और दूसरी चीजें दी जाती हैं, लेकिन क्या एक ही आदमी को यह चीजें दी जाती हैं? क्या आज जो श्री गुरुस्वामी जी का ग्रुप है उस को कंसेशन नहीं है? मुझे शिकायत हो सकती थी, या उन लोगों को हो सकती थी जो नेशनल फंडरेशन की हिमायत कर रहे हैं। अगर तहकीकात किये हुए यहां बातें कही जाती हैं। बहरहाल मैं यह बहस यहां नहीं रखना चाहता हूँ कि क्या झगड़े हैं। लेकिन अगर आप ईमानदारी के साथ तमाम तफसील में जायें कि क्या झगड़ा है तो मैं समझता हूँ कि आप इसी नतीजे पर पहुंचेंगे और आप समझेंगे कि क्या चीज लड़ाई और मुसीबत पैदा कर रही है। इसलिये यह तय करना मुश्किल है कि किस को रिकग्नाइज करें (मान्यता दें) या किसे न करें। यहां यह शिकायत की गई कि रेलवे बोर्ड तथा फंडरेशन के बीच नेगोशिएशन (बातचीत) करा कर मामले को तय किया गया, उस को ट्राइब्यूनल (न्यायाधिकरण) के सामने नहीं भेजा गया। मुझे अफसोस हुआ जब मैं ने श्री गिरी के मुंह से यह बात सुनी क्योंकि वह हमेशा से इस बात के हामी रहे हैं कि बातचीत कर के मामलों को तय किया जाय। अगर आज रेलवे महकमा और नेशनल रेलवेमेन्स फंडरेशन के बीच नेगोशिएशन कर के मामलों को तय करने की कोशिश की गई तो क्यों यह शिकायत की जाय कि ट्राइब्यूनल को मामला नहीं गया और उस का फैसला क्यों नहीं लिया गया। मैं समझता हूँ कि इन चीजों के बारे में महज पार्टियों का लिहाज कर के कोई चीज कहना गलत है और मजदूरों के काज (हित) को नुकसान पहुंचाना है।

पिछले साल मैं रेलवे मिनिस्टीरियल स्टाफ ऐसोसिएशन का प्रेजीडेंट था। उस दम्यन में कई दफा रेलवे मिनिस्टर से मिला और उन्होंने बड़े गौर से मेरी बातों को सुना। मुझे इस बात का संतोष है कि रेलवे मंत्री महोदय ने अपने भाषण में कुछ इशारा किया है, साफ तो नहीं कहा, लेकिन इशारा दिया है। आज हमारे मिनिस्टीरियल स्टाफ के लोग जो कि तीसरे दर्जे के थे वह लालायित थे, उन की मांग थी कि उन का ग्रेड वह होना चाहिये जो कि पे कमीशन ने मुकर्रर किया है यानी ८० से २२० का ग्रेड। जहां तक मैंने समझा है, रेलवे मंत्री महोदय उन में से बहुत सी बातों से सहमत हैं। कम से कम उस दिक्कत को समझते हैं। वह इस को अच्छी तरह समझ रहे हैं कि रेलवे मुलाजमों का क्या प्वाइंट है। जो कुछ उन्होंने इशारा किया है अगर वह ठीक है तो मैं उस से

[श्री ए० एन० विद्यालंकार]

यही समझा कि उन का इशारा इसी की ओर है कि जो छोटे दर्जे के लोग हैं, तीसरे दर्जे के लोग हैं, क्लर्क्स वगैरह, उन का काम बहुत ज्यादा है और इसलिये उन का कुछ अप्रोडिग किया जायेगा, उन को ऊंचे ग्रेड के अन्दर ले जाया जायेगा । मैं समझता हूँ कि जो मांग उन आदमियों की थी वह अब पूरी हो जायेगी, लेकिन मैं चाहता हूँ कि बजाय इस के कि टेढ़े तरीके से काम हो, सीधे तरीके से होना चाहिये और हमें पता लगे कि इस काम के लिये क्या मैशीनरी कायम होने वाली है ताकि वहाँ फेब्रिटिज्म (पक्षपात) वगैरह न हो । मैं अनुभव करता हूँ कि जो कुछ उन्होंने कहा या जो कुछ मैंने समझा है, वह ठीक है तो सात साल की जद्दोजहद के बाद रेलवे विभाग ने किसी सीमा तक स्वीकार किया कि उस के ऊपर बोझ बहुत ज्यादा है । अब तक इसी पर बहस होती रही कि कौन डिस्पोजल क्लर्क है और कौन स्टेशन क्लर्क है और यह बहस सात साल तक चलती रही । वह लोग सात साल तक इन्तिजार करते रहे और यह मामला चलता रहा । उस के बाद जब उन्होंने धमकी दी तो उन के साथ न्याय हो गया । मैं चाहता हूँ कि मजदूरों की मांग पर सरकार स्वयं ध्यान दे । मैं चाहता हूँ कि रेलवे का जो महकमा है उस को इस बात पर विशेष विचार करना चाहिये कि जो हमारे वर्क्स हैं, मजदूर हैं उन की जरूरतों को जल्दी पहिचाना जाय, यह नहीं कि अभी विचार कर रहे हैं, नहीं नहीं कहते जाते हैं, पर आखीर में जब दबाव पड़ा और एजिटेशन (आन्दोलन) हुआ तो मान लिया । किसी आदमी ने शराफत से बात की तो उस के लिये नहीं नहीं करते रहे और अगर किसी ने धमकी दे दी तो उस की मांग को शीघ्र ही पूरा कर दिया । यह गलत तरीके से चलना है । हम को इस प्रकार नहीं करना चाहिये । जो न्याय की बात हो उस को पहले ही दिन सुनना है और तय करना है । अगर हम को पब्लिक सेक्टर को सफल बनाना है तो हम को मजदूरों और एम्पलायीज (कर्मचारियों) की इच्छा की पूर्ति करनी होगी । हम को चाहिये कि मजदूरों के कहे वगैर ही हम उन की तकलीफों को देखें और उन को दूर करें । अगर इस तरह से हम उन के कहे वगैर ही इन बातों पर ध्यान देंगे तो मैं समझता हूँ कि ज्यादा इच्छा होगा । आप को इस की कोशिश करनी चाहिये कि उन की इच्छाओं की जल्दी से जल्दी पूर्ति हो ।

इन शब्दों के साथ मैं यह आशा करता हूँ कि जो हमारे रेलवे मिनिस्टेरियल स्टाफ (रेलवे मंत्रालय) के लोग हैं उन के सम्बन्ध में रेलवे मंत्री महोदय अपने भाषण में कुछ कहेंगे कि उन को वह किस तरह से डील (निबटारा) करना चाहते हैं ।

Shri Mathew (Kottayam): I know we are hard pressed for time and so I hope to be very brief. I want to refer only to two things, one of a general character and the other of a more specific nature.

The question of order of preference or of priorities is of great practical importance in every walk of life because we have to choose not only between good things and bad things—that is perhaps easier—but between good things and good things, between good things and slightly better things and between good things and a little less good things. We have to make a choice here in the present case between two points of view, one the need for the expansion of railway as fast as we can, as much as we can, i.e. the opening up of all parts of the country by railway lines. The other, I do not say far less important, is the question of increased amenities especially for third class passengers. It cannot be said that I do not press for amenities—I do press for them and I do join the chorus of demand for them—but frankly, when there is a choice between the two, I would like to stress a little more the need for faster and greater expansion of railway lines.

Coming to this question of amenities, especially for the third class passengers, I have already said, I am all for it. But, then, simply to call third class by the name of second class would not add to the amenities. I know that that is not the intention of the Ministry. The intention of the Ministry is to increase the amenities and then change the name. But this change of the name is not financially a very cheap thing. I am afraid it is a costly thing, though I have no accurate figures that I can give. Because it is a somewhat costly thing, I would suggest that it should wait till substantially there is improvement in the amenities. When the amenities are increased and when they practically approximate to the amenities of the second class, they become in substance second class even though called by the old name of third class. Therefore, let us not be in a hurry

to change the name; let us spend all the resources that we can spare for the increasing of the amenities.

I am reminded of an old joke of a medical practitioner who is said to have performed miraculous cures by simple oil, Latinised! To call oil by a Latin name may give it the air of dignity in western *Materia Medica*, but the medical qualities remain as before. Even so, to call third class by name of second class will not by itself be of any advantage; even psychologically, it may not be very much of an advantage. It may make third class passengers feel that now they are travelling by second class. When the amenities have not substantially increased, that feeling however is not worth much.

Again, it has been said that it would also probably mean increased fare. I know and admit it is a reasonable proposition that when amenities are increased, somebody has to pay and the passengers it is that have to pay. The Deputy Minister brought forward that somewhat invincible or unanswerable argument and yet the desirability of the measure will so much depend upon what the increase would be. If it is very slight and very nominal, it may not be objectionable. But if the increased amenities would mean substantial increase in the fares of the third class passengers, then one feels a little doubtful about the whole measure. So, I plead that if there is to be an increase, it should be of a very nominal character.

Again, what about the present second class? Previously it used to be called the intermediate class; now it is called second class. When the third class is renamed second class, what is to happen to this present second class? I would say that if the third class will come to have practically all the amenities of the present second class, then the present second class will practically wither away as it were. But, if the conversion of this present second class compartment into something else would again be a costly proposition, one feels a little doubtful of its soundness. All the satisfaction there will be, is that there are only two classes and not three classes and I do not know whether this satisfaction is of a substantial character as to pay for heavily.

That brings me to my next point of the ideological consideration, namely that we must have classless travel, as much

as possible. Let us have a classless society; that is the first thing and the other thing will naturally follow. If you tell me that by introducing classless travel, you can facilitate classless society, then I am sceptical about it. I would say that it is just the other way about. It is just like stating that by wagging the tail, you can wag the dog as it were. Classless society is that where the incomes are though not on an equal level, are very close to one another. That should precede first and then the other thing will naturally follow. By introducing classless travel I do not think we can hasten the day of classless society.

I now come to a specific suggestion. I would commend to the earnest attention of the Railway Ministry the opening of a new line between Madura nearer the east coast in South India and Cochin, on the West Coast, with its new harbour rising in importance. A short line of railway communication between Madura to the east and Cochin on the west coast is obviously an advantage, upon which I need not dilate. I need not stress the importance of Madura in the Madras State nor the importance of Cochin in Kerala, as a harbour on the west coast. A short line of communication between the two places is to be desired from every point of view. I would say it is more important from the point of view of the Madras State, though I am not specially stressing that point. However it would also open up a large portion of Central Travancore where we grow in large quantities cardamom, rubber, pepper, etc. and would facilitate the transport of these products to the Cochin harbour.

It is well known that the most beautiful parts in India are Kashmir and Travancore or Kerala. And in Travancore or Kerala, there are a few spots which will excel in beauty—the Periyar Lake and its shores—and practically all distinguished visitors to Travancore-Cochin avail themselves of the opportunity to go to the Periyar Lake. This new line which I am suggesting would be of great convenience to all such visitors to our State.

I will not go into further details. May I remind you that I began by saying that the extension of railway lines should be given priority over the increase of amenities? Consistent with that, I urge the opening up of this new line between Cochin harbour and the great centre to the east of it in South India, Madura.

[Shri Mathew]

With these observations I would also join the chorus of tribute that has been paid to the Ministry for the great strides that have already been taken in the matter of Railways and for the development plans that they have placed before the House.

Shri S. L. Saksena (Gorakhpur Distt.—North): First of all, I would like to join Shri Giri in what he said about trade union democracy in the Railways. It has been a very sad affair for us to have to ask the Minister not to treat railway labour as any other labour. Unfortunately, there is a feeling all over the country that the Governments, both Central and Provincial, are partial to one section of the trade union. We have been protesting against it everywhere and I would request the Railway Minister not to let that feeling prevail in the minds of the Railway labour. A strike in the Railways is a very serious affair and let not the labour become desperate by not getting the relief required urgently. I would urge on the Railway Minister to respect the conscience of this former colleague Shri V. V. Giri for earning the gratitude of labour in the country and I join in the appeal he made which was both honourable and worthy of him. I will not say more upon this, but if the issue is resolved—either both sections will be restored to their old position but there will be one federation or a referendum will be resorted to for deciding the issue—that will be the most ideal thing.

I would like to draw the attention of the House to the miserable conditions on the S. S. Light Railway, which is still an anachronism. I am sure our Ministers travel from here to Saharanpur—and one of them lives very near that place.

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Several times.

Shri S. L. Saksena: I hope he knows about the conditions of work, the long hours of work, etc. of the staff here, and all these things are a crying shame. I hope this Railway will soon be taken over and no extension will be given to that company. This Railway is in an important section of our country and I hope the trouble in taking over this Railway is worth while, because the conditions of those railwaymen are miserable.

About the delay which occurs in attending to the grievances of railway

workers, here is a case about 19 years old and still undecided. It is a case of a Train Examiner who was given double punishment in 1937. For several years this was continuing and several officers looked into the case. I personally wrote to the then Minister—that was in 1950. Thereafter one General Manager, Shri Basu, personally went into the case and observed "I have a feeling that the man was a victim of some form of bias". But the story is that this fellow is an efficient Train Examiner, he was put on many Railways carrying the Governors of Bengal, Orissa, etc., and the King of Nepal, but he did not pay visits to his bosses and did not also grease the palms of some people. He rather got into the bad books of those bosses, which was the cause of his punishment. Then the matter was sent to the Law Officer for examination, who also said that he was the victim of some form of bias. But even till today the case is undecided. I personally wrote this letter on the 23rd February, 1956 to the Chairman of the Railway Board:

"It is really astonishing that injustice done in 1937 should not be rectified even after 19 years, despite the fact that a General Manager wanted justice to be done and the Law Officer reported in his favour. I would be grateful if I get a reply by the time the Budget debate comes up, so that I may know your point of view as well lest I might say something which may be unjust to your department".

I have got no reply so far. I hope this case will now be taken up after 19 years of injustice has been done. This is not a solitary case; there are similar cases which unfortunately are found everywhere. I hope that the Department would be more efficient in their work in attending to such cases and removing the just grievances of the labour, because much depends upon the allegiance of the workers and the feeling that we create in them by removing their grievances against injustice. I hope the grievances will be redressed without delay.

There is a special class of railwaymen whose case I would like to bring to your notice and they are the train examiners who are involved when there are accidents. The Railway Accident Enquiry Committee in its report under para 155 observed:

"One important fact which has been mentioned practically by all CMEs concerned the pay scale of train examiners. The work of

train examiners, it was stated, was of highly technical nature had has to be performed under very difficult conditions. The skill expected from these men is no lower than that of the fitter chageman in loco shed and yet the grade was lower . . . It was strongly pressed that if the raising of the standard of the train examination was desired the grades allotted to the train examiners should be raised so as to bring it on a line with the grade for fitter chageman in the loco shed. It was pointed out that on account of poor grade not only the quality of new recruits are poor but the train examiners in the existing working post are also suffering from a shape of inferiority complex which was in no small degree responsible for the unsatisfactory quality of train examination. The force with which the CMEs have referred to the matter compels attention".

I hope that in the interest of the safety of the human lives this recommendation should be given effect to and they should be given the category of fitter charge-men in the loco shed.

There is then the case of telephone operators who have no venue of promotion. They begin as operators and retire as such and their number is very large. They have been repeatedly crying but there was no reply. I hope that this important section of the people will also receive justice.

We have got railwaymen working in the NEFA area also and the cost of living in those areas in Assam, Manipur and Tripura, is high. There has been a demand for special concessions on many occasions but nothing has been given. I request the hon. Minister to give some special commercial allowance to the staff working in that area because of the hazards to which they are exposed and the high cost of living..

I wish to congratulate the hon. Minister on his decision regarding State catering: I have close contact of such ventures and I would like to offer a few suggestions and point out the dangers that lie ahead. It is really a great thing. In the railways all over the world, there is competition between the railways and the contractors to give the best catering service in order to attract large number of passengers. In our railways there is no competition. Still, we should try to look after the welfare of the passengers by giving them the best catering service.

I had the honour of being the Chairman of such a committee in OT Railway when we enquired into the conditions of the contractors. I brought some cases to the notice of the late Shri N. Gopalaswamy Ayyangar about subletting by the contractors. What happened is this. The contractors without themselves doing any work earn thousands of rupees from the other vendors and poor people. Even now this thing exists in certain places. When Shri Ayyangar came to know about it, enquiries were made and a co-operative society was established. The society at Khurja is doing good work. In another case, the contractor was there for a part of the time and he discredited the complaint.

There are three kinds of catering—contractor, co-operative and State catering. Now the State is undertaking this work. There is the danger of the contractors all over the country combining together and showing that this will fail. When these contractors were running this, the railway staff used to get free their tea, break-fast, etc. They are all now gone. (*Interruptions.*) Formerly when there were any complaints, they never took it down on account of that reason. But now they would try to invite complaints and see that even the best efforts of the State-catering service are nullified by the complaints. These complaints should, therefore, be viewed in their proper perspective. I hope that this experiment would help the workers. I can assure you that the workers on the railways are whole-heartedly with them. They want this to be expanded. I have also received so many letters that it should be expanded. I would request you to expand this as much as possible. Even now, what is happening is this. A racket has begun in the recruitment of persons for service. The old persons who had been in service for about twenty years and more are dismissed and young men are put in on receiving Rs. 100 and Rs. 200. This sort of money racket is being created and this should be curbed. Some big contractors are doing all these things. There is no limit to their doings.

About these vendors, I have to say something. What happens? The railway gives all the materials. Actually they are not there all the 24 hours. So, they put some two or three persons and take some commission from them. Thus, actually they make a lot of money. There are no proper accounts. There should be proper accounts so that much money may not be lost. If a proper check is kept, much money would be saved. With regard to

[Shri S. L. Sakseña]

vending you should make the vendors servants of the Railways. You give them the materials and ask them to serve them to the passengers. In that way you will be able to serve good food to the public through your own staff.

There is not enough time and therefore I conclude by saying that in this matter the Railway Administration deserves hearty congratulations and full co-operation in enabling them to see that this is done as early as possible.

Shri Satyendra Narayan Sinha (Gaya West): The railway Minister has already received congratulations and bouquets of praise from every section of the House

Shri K. K. Basu (Diamond Harbour): No.

Shri Satyendra Narayan Sinha: Excepting yourself, perhaps. I think he must have had a surfeit of them. Even so, my desire to compliment him is so irresistible that I cannot help even adding to the surfeit that he has already got.

The Budget that he has presented to the House, from all accounts, is a record of achievements and development for the Railways. It bears an unmistakable proof of the impress of his personality. His presence is felt at all levels of administration as is reflected in the unflinching courtesy of railwaymen and their anxiety to help the railway users. The very fact that the railways have already exceeded the targets set before them for fulfilment during the First Five Year Plan goes to show the efficacy of the administration and the earnestness and sincerity with which the railwaymen at all levels are trying to rebuild this country and help in the fulfilment of the targets that we have laid before the Railway Administration as also for the development of this country.

I need not recount the many achievements that the Railways have to their credit because at the fag end of the debate it will only mean repetition of what my hon. friends have already spoken. But one can in a passing way say that the Railways have already exceeded the targets of the First Plan. They have spent Rs. 432 crores, Rs. 32 crores more than that was the fund allotted to the Railways for utilisation during the First Five Year Plan. The Chittaranjan Locomotive works has also exceeded the target and produced 337 engines, much

in excess of the target of 268. The Integral Coach Factory has also gone into production. There is also improvement in the performance of the Railways in the wagon load, in the net ton-mile per wagon per day and in the use of wagons and engines. This shows that the Railways have been trying to utilise the resources that are at their disposal and trying to make the most of them.

At a time like this when the Railways have already given proof of their ability to utilise the funds allocated to them, it has come as a sort of disappointment to many of us to learn that the Planning Commission has cut down the allocation for the Railways in the Second Five Year Plan. From a perusal of the cuts imposed, one finds that the impact on the construction of new lines and on the rolling-stock will be the greatest. The original allocation for rolling-stock was Rs. 467 crores but now the Railways have decided to spend only Rs. 380 crores. For the new lines I find the original allocation was Rs. 195 crores but now that amount has been cut down to Rs. 66 crores.

The impact of the cuts will be felt on a problem with which we are all very familiar and we are exercised about it. The overcrowding in Railways it appears will continue as it is today. The little increase in the capacity of the Railways to carry more passengers will not appreciably wipe off the overcrowding and the increase in the capacity of the Railways to carry 3 per cent of the passenger offering only is very insignificant in its effect in the matter of relieving the overcrowding. Those of us who have to travel on the North-Eastern Railway know the fate of the passengers travelling on that line. I won't be exaggerating if I say that on many occasions you will find that passengers travel on the top of the coaches and the passengers are packed like sardines in the compartments.

An Hon. Member: Daily occurrence.

Shri Satyendra Narayan Sinha: An hon. friend over there says that it is a matter of daily occurrence.

Shri K. K. Basu: You also accept that. Say, most of the time, why say 'on many occasions' ?

Shri Satyendra Narayan Sinha: I should like the Railway Minister to apply his mind to this problem with greater urgency than will be the case with this present allocation.

Then, with respect to the timings I beg to draw the attention of the Railway Minister to one thing. For completing a journey of 30 to 35 miles across the Ganges from Patna, a person has to spend about 5 hours and during the rains it goes up to 8 hours and even 9 hours. In respect to the time taken, as also the punctuality of trains, I am really sorry to say that the position is not satisfactory. This continues to be a legacy of the past and has not shown any appreciable difference under the present Administration. During the O. T. Railway Administration the trains were notoriously late, overcrowded and they continue to be so even now.

Between Patna and Plaeza Ghat the steamer service is not enough to carry passengers across the Ganges. In addition there is a private ferry service which carries passengers from Patna across the Ganges and also back in country-made boats. It is not possible to run these country-made boats service during the rains. Moreover, the rate charged by the Railways is also much higher than what is charged for covering the same distance through trains. The Railway Minister has got to apply his mind to this problem. In fact, from the human point of view it would have been more welcome if the Railways had constructed a bridge near Patna to link North Bihar with South Bihar, but unfortunately it could not be so. As long as it is not possible the Railway Minister must apply his mind to solve the problem of the passengers going across the Ganges so that they may be saved from the contingency of having to spend 6 or 7 hours for covering a distance which would otherwise be covered in three hours at the most and, secondly, from having to go in packed compartments.

2 P.M.

Then, according to the Estimates Committee the railways have yet to renew track to the extent of 7,300 miles and their estimate is that during the Second Five Year Plan there will be an addition of 5,000 miles. So, the total will come to about 12,000 miles of track renewal. The railways will now be able to renew only 8,000 miles with the amount allotted to them, leaving 4,000 miles of track renewal in arrears. This will again oblige them to introduce speed restrictions over considerable length of track.

I would specially draw the attention of the Railway Minister to the track between Patna and Ranchi. The Member

for Transportation who was the General Manager of the Eastern Railways is well aware of the fact that that track needs immediate renewal. But in spite of the fact that it is one of the most important lines connecting Ranchi and Patna and further on Janshedpur, the railways have not yet found time to apply their minds to this problem. The track continues to be in a bad state and anybody who has travelled on that will admit that a journey on it is unsafe, and passengers feel very much apprehensive at night. When one looks at the heavy arrears of track renewal including even important lines like Patna-Ranchi, one feels very disappointed.

Mr. Chairman: The hon. Member has two more minutes left.

Shri Satyendra Narayan Sinha: I shall try to finish.

I must place on record my appreciation of the anxiety of the Railway Minister to bring home to the people the ideal that we have set before us and he has already acquired a reputation of being a great leveller; he has already decided to level up the third class on the railways and is anxious to abolish class distinctions. We do hope that while these class distinctions are gradually done will not result in increase in fares alongside with upgrading of the amenities for the present third class which will be named as second class. A sort of apprehension has been created by the statement of the Deputy Minister yesterday that they might resort to increase in railway fares, whereas, in the other hand, we had expected that very soon the Railway Minister would come forward with an announcement that there would be some more concessions in railway fares. It has created a scare in our minds and the jubilation that was created at the upgrading of the third class, with the provision of additional amenities, has been damped.

Mr. Chairman: The hon. Member must conclude now.

Shri Satyendra Narayan Sinha: I have one word to say about the Bihar Bnaktiarpur Railway. It is a matter of gratification that the railways are now taking this over, but the survey has to be undertaken and it will take some time. You are aware, Madam, that we are going to celebrate Lord Buddha's *Parinirvan* this year and it will not be possible for the present light railway to cope with the heavy rush of the passengers; a large

[Shri Satyendra Narayan Sinha] number of distinguished visitors from foreign countries are also coming. So, I think, if the Railway Minister pending the survey, decides to take over the railway straightway, it will not mean more than Rs. 20 lakhs at the most. They are aware of the experience they had in 1953 Mela when Rs. 40,000 had to be paid by Government to Railway Board in freight and hire charges without using the two locomotives loaned to them.

I would conclude by saying that the railways are the real carriers of the message of the socialist pattern to the masses and the classless travel that is now being introduced will go a long way to create a sense of jubilation among the people and bring home the realisation of the welfare ideas that we have set before ourselves.

श्री आर० के० गुप्त (महेन्द्रगढ़) : सब से पहले मैं आप का शुक्रिया अदा करना चाहता हूँ कि आप ने मुझे रेलवे बजट पर बोलने का मौका दिया। इस बजट के लिये जिस में फ्यूचर डेवेलपमेंट (भावी विकास) पर खास ध्यान दिया गया है, मैं मंत्री जी को दिल से मुबारकबाद पेश करता हूँ। पिछले तीन सालों में जब से कि उन्होंने यह काम अपने हाथ में लिया है, जितनी तरक्की रेलवे में हुई है उतनी किसी और महकमे में नहीं हुई। यह सब उन की ईमानदारी, महनत और काबिलियत का ही नतीजा है।

सन् १९४७-४८ में पार्टिशन (विभाजन) के बाद हिन्दुस्तान में रेलों की तादाद ३३,६८५ मील की थी, लेकिन आज हम देखते हैं कि वह टोटल माइलेज (कुल मील संख्या) तकरीबन ३५,००० मील की है। यही नहीं, ४५४ मील के करीब नई रेलवे लाइनें बनाई जा रही हैं और २२१ मील के करीब नई लाइनों पर इस साल काम शुरू हो जायेगा। २,००० मील नई लाइन बनाने के लिये इस साल सर्वे (सर्वेक्षण) भी शुरू हो रहा है। लोड कैपेसिटी (भार-बहन क्षमता) को बढ़ाने के लिये बहुत सी सिगल लाइनों (एकल रेल पथों) को डबल और एलेक्ट्रिफाई (विद्युत्तमय) किया जा रहा है। आमदनी में भी पिछले तीन सालों में काफी इजाफा हुआ है। उदाहरण के तौर पर सन् १९५३ में कुल आमदनी २७४ करोड़ २६ लाख थी, लेकिन इस साल अन्दाजा है कि आमदनी ३४५ करोड़ के करीब हो जायेगी, यानी करीब ७० करोड़ के बढ़ जायेगी। सब से ज्यादा खुशी की बात यह है कि किराये में कोई खास इजाफा नहीं किया गया है। गुड्स (माल) पर एक आना फी रुपया

जो सरचार्ज (अधिभार) लगाया गया है उस का बोझ भी आम आदमियों पर नहीं पड़ेगा। मेरी राय में यह सरचार्ज बहुत कम है, फ्यूचर (भावी) जरूरियात को देखते हुए कम से कम इस को दो गुना जरूर कर दिया जाय।

माननीय मंत्री जी के इस सुझाव का कि मौजूदा थर्ड क्लास (तीसरा दर्जा) उड़ा दिया जायेगा, मैं दिल से स्वागत करता हूँ और उन से अपील करता हूँ कि इस सिलसिले में जल्दी से जल्दी कार्यवाही शुरू की जाय।

अब मैं माननीय मंत्री जी के सामने चन्द तजवीजें रखना चाहता हूँ जिन की तरफ मुझ को विश्वास है कि वह पूरा ध्यान देंगे। सब से पहले मेरी उन से यह तजवीज है कि मौजूदा जोन्स (महा खंडों) को, जो कि बनाये गये हैं, जरूर रिवाइज (पुनरीकृत) किया जाय। खास तौर पर जब से मीटर गेज (छोटी लाइन) सेक्शन को दो हिस्से कर के नार्दन और वेस्टर्न रेलवे में मिलाया गया है तब से मीटर गेज सेक्शन की एफिशिएन्सी (कार्यकुशलता) कम हो गई है। इसलिये मेरी उन से अपील है कि तमाम मीटर गेज लाइन्स को मिला कर एक नया जोन जरूर बनाया जाय। मीटर गेज लाइन्स पर इंजनों, कोच (यात्री डिब्बों) और वेगनों (माल डिब्बों) की संख्या कम है। इस के लिये एक मीटर गेज कोच फैक्टरी (यात्री डिब्बे फैक्टरी) और वर्कशॉप (कर्मशाला) का होना लाजिमी है। इस के लिये मेरी राय में अजमेर सब से अच्छी जगह है। जहां तक नई लाइनें बनाने की बात का ताल्लुक है, उस के बारे में मैं माननीय मंत्री जी से अपील करूंगा कि नार्थ वेस्टर्न इंडिया (उत्तर पश्चिमी भारत) को जिस में हिमाचल प्रदेश, पंजाब, पेप्सु और राजस्थान शामिल हैं सब से ज्यादा निगलेक्ट (उपेक्षित) किया जा रहा है। क्योंकि इस हिस्से में अभी भी काफी एरियाज (क्षेत्र) हैं जो कि बैक्वर्ड (पिछड़े हुए) हैं, इसलिये मैं प्रार्थना करता हूँ कि इस तरफ खास ध्यान दिया जाय। मेरी राय है कि चंडीगढ़ को बजरिया मीटर गेज लाइन हिसार से लिंक किया जाये। ऐसा करने से चंडीगढ़ और कांडला के बीच एक डाइरेक्ट लिंक (कड़ी) हो जायेगा।

दूसरा सुझाव मेरा यह है कि कोसी कलां और अलवर लाइन सर्वे को भी नारनील तक एक्सपेंड (विस्तृत) कर दिया जावे।

मौजूदा आर० एफ० आर० के भंडा कोटक-पूरा मीटर गेज लाइन को उखाड़ दिया जाये क्योंकि जब पहले से इन दोनों स्टेशनों के बीच

झड़ी लाइन है तो इस की क्या जरूरत है और बकाया कोटकपुरा फाजिलका सेक्शन को ब्राड गेज (बड़ी लाइन) में कनवर्ट (परिवर्तित) कर के उस को हिन्दुमालकोट तक एक्सपैंड कर दिया जाये ।

Shri U. M. Trivedi (Chitoor): On a point of order.

श्री आर० के० गुप्त : इसी तरह से हिन्दु-मालकोट और गंगानगर सर्वे को भी सिरसा तक एक्सपैंड कर दिया जाय ।

Mr. Chairman Yes. **Shri U. M. Trivedi.**

Shri U. M. Trivedi: I wanted only to point out that he was reading. But then, this is his maiden speech.

Mr. Chairman: Yes, this is his first speech.

Shri R. K. Gupta: So many Members are reading here.

अब मैं मिनिस्टर साहब से अपील करूंगा कि रेवाड़ी स्टेशन पर जो कि नादरं रेलवे की मीटर गेज लाइन पर सब-से बड़ा है और जहां पर केटरिंग (भोजन-व्यवस्था) का बहुत खराब इन्तजाम है, डिपार्टमेंटल केटरिंग (विभागीय भोजन व्यवस्था) शुरू कर दिया जाये । पानी की भी वहां सल्लू कमी है और इस कमी के कारण गमियों में मुसाफिरों की जैसी बुरी हालत होती है, वह बयान नहीं की जा सकती । इसलिये मेरी आर्थना है कि वहां पर पानी का भी अवश्य प्रबन्ध किया जाय ।

इतना कह कर आखिर में मैं माननीय मंत्री जी से फिर प्रार्थना करूंगा कि वह मीटर गेज सेक्शन की तरफ जिस की कि हालत बहुत खराब है, खास तौर पर ध्यान दें ।

श्रीमती अनसुयाबाई बोरकर (भंडारा-रक्षित अनुसूचित जातियां) : सब से पहले तो मैं रेलवे मंत्री जी को जो उन्होंने बजट बनाया है उस के लिये धन्यवाद देती हूँ । साथ ही साथ मैं उन का ध्यान रेलवे कर्मचारियों की तीन-चार तकलीफों की ओर भी दिलाना चाहती हूँ ।

करीब जून के महीने में मैंने सैटल (मध्य) रेलवे के ट्रेन क्लार्क्स, यार्ड सुपरवाइजर्स और स्टेशन मास्टर्स आदि की कान्फ्रेंस (सम्मेलन) का उद्घाटन किया था और उस वक्त मुझे उन की मुश्किलता को देखने का अवसर प्राप्त हुआ था । मैं महसूस करती हूँ कि उन की जो मांगें

हैं वे जायज हैं और उन को अवश्य पूरा किया जाना चाहिये । १९४९ से अपनी मांगें रेलवे मंत्री जी के सामने रखते आये हैं लेकिन अभी तक कुछ भी नहीं किया गया है । उनकी पहली मांग तो यह है कि उन के वेतन में वृद्धि की जाये । उन को भी वही वेतन दिया जाये जो उन के दीगर साथियों को जैसे स्टेशन मास्टर, गार्ड ग्रेड आदि को दिया जाता है जो पे कमीशन से पहले इन के ही ग्रेड में थे मगर पे कमीशन के बाद इन के वेतन में वृद्धि की गई है उसी तरह से इन कर्मचारियों के वेतन में भी वृद्धि की जाये । मैं चाहूंगी कि माननीय मंत्री इस ओर अवश्य ध्यान दें और उन की मांग को स्वीकार करें ।

दूसरी मांग जो उन की है वह यह है कि उन को मौसमी कपड़े नहीं दिये जाते । यह जो रेलवे कर्मचारी हैं मैं समझती हूँ कि इन का एक महत्वपूर्ण स्थान है और यदि मैं यह कहूँ कि यह शाखा रेल की रीढ़ है तो यह कोई गलत बात नहीं होगी । इन को सब वेगनों (माल डिब्बों) आदि के बारे में जानकारी रखनी पड़ती है और इन को २४ घंटे काम करना पड़ता है । गर्मी हो या सर्दी, धूप हो या बारिश इन को काम करते ही रहना पड़ता है । दिन हो या रात इन के काम में कोई शिथिलता नहीं आती । बारिश में इन के एक हाथ में टांचे रहती है और दूसरे में छाता और ये अपना काम करते ही जाते हैं । गाड़ियों के ऊपर जो लेबल आदि लगाने का काम है वह इन्हीं को करना और देखना पड़ता है । इन का काम बहुत मुश्किल है और मैं चाहती हूँ कि मौसमी वार्दियां इनको अवश्य ही सुलभ की जायें ।

साऊथ ईस्टर्न रेलवे पर जो क्लास फोर गवर्नमेंट सवन्ट (श्रेणी ४ के सरकारी कर्मचारी) हैं उन से आठ घंटे से भी ज्यादा काम लिया जाता है । उन को ज्यादा काम करने के लिये कोई ओवर टाइम एलाउंस भी नहीं दिया जाता है । मैं चाहती हूँ कि माननीय मंत्री जी स ओर भी ध्यान दें ।

अब जो रेलवेज में प्रोमोशज (पदोन्नतियां) होती हैं उन के बारे में मैं कुछ कहना चाहती हूँ । जो लोग डिस्ट्रिक्ट हेडक्वार्टर्स (जिला मुख्यालयों) में काम करते हैं या डिविजनल हेडक्वार्टर्स (विभागीय मुख्यालयों) में काम करते हैं उन का कोई प्रोमोशन नहीं होता है । कई बार तो ऐसा होता है कि जिस जगह पर आकर वह लोग लगते हैं उसी से वे लोग रिटायर (सेवा निवृत्त) हो जाते हैं और कोई भी तरक्की उन को नहीं मिलती है । मैं मंत्री महोदय से प्रार्थना

[श्रीमती अनुसयाबाई बोरकर]
करती हूँ कि जिस तरह से रेलवे बोर्ड में प्रमोशंस मिलती हैं उसी तरह से उन को भी प्रमोशंस मिलनी चाहियें ।

अब जो क्लास फोर के रास्ते में अड़चनें आती हैं उन की ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहती हूँ । जो बड़े बड़े अफसर होते हैं वे लोग उन को जो कि उन के नीचे काम करते हैं उनको अपने घरों पर काम करने के लिये कहते हैं और कोयला आदि चोरी करके अपने घरों में पहुंचाने के लिये कहते हैं । जब यह लोग कोयला ले जाने से इन्कार करते हैं तो उनको डिसमिस (सेवामुक्त) कर दिया जाता है । अगर ये लोग कोयला चोरी करके ले जाते हैं तो उन को पुलिस गिरफ्तार कर लेती है । जब वे यह कहते हैं कि फलां अफसर ने कोयला मंगाया है तो वह अफसर साफ इन्कार कर देता है । अगर वह कोई रिप्रिजेंटेशन (अभ्यावेदन) देते हैं तो उस को फाइल (दाखिल दफ्तर) कर दिया जाता है और कोई उस का जवाब नहीं दिया जाता है । हम खुद ही देखते हैं कि यदि हम कोई चिट्ठी लिखते हैं तो पांच-पांच और छःछः महीने तक कोई उत्तर नहीं आता है, तो उन को कैसे कोई भी जवाब भेजा जा सकता है । मैं चाहती हूँ कि इस ओर भी ध्यान दिया जाय ।

मुझे यह जान कर खुशी हुई कि रेलवे बोर्ड अब खादी खरीदेगा और उस की वरदियां बना कर अपने एम्पलाइज (कर्मचारियों) को देगा । मैं चाहती हूँ कि रेलवे स्टेशन पर जो लोग सामान आदि बेचने आयें उन को ऐसा करने की इजाजत दे दी जाये । इस से हमारे जो गृह-उद्योग हैं उन को बहुत प्रोत्साहन मिलेगा । और लोगों में जो बेरोजगारी है वह भी कुछ हद तक कम हो जायेगी । रेलवे स्टेशन ही ऐसा स्थान है जिस में बहुत से लोग दूसरे प्रान्तों के एक प्रान्त से दूसरे में जाते हैं और वह इन चीजों को खरीद सकते हैं ।

अब मैं अष्टाचार के बारे में थोड़ा सा कहना चाहती हूँ । हमारे मंत्री जी ने अष्टाचार को खत्म करने के लिये जो कुछ किया है उस के लिये मैं उन को धन्यवाद देती हूँ । लेकिन मैं यह बताना चाहती हूँ कि अभी भी काफी अष्टाचार रेलों में होता है । अगर आप बैगन लेने जायें तो जब तक आप रिश्वत न दें तब तक आप को बैगन नहीं मिलती हैं । इस तरह की जो रिश्वतखोरी है यह भी बन्द होनी चाहिये ।

जो हालत रेलवे डिसपेंसरीज (चिकित्सालयों) की है वह मैं आप को बतलाना चाहती हूँ । वहां

पर जो कीमती कीमती दवाइयां होती हैं उन को तो बेच दिया जाता है और जो मरीज वहां पर जाते हैं उन को पानी ही दिया जाता है । यह चीज भी दूर होनी चाहिये ।

रेलवे में जो भर्ती होती है उस के बारे में भी मैं कुछ कहना चाहती हूँ । जब कभी कोई आदमी रखे जाते हैं तो उन को मेरिट (योग्यता) पर नहीं रखा जाता है बल्कि जो किसी अफसर का रिश्तेदार होता है उसी को रख लिया जाता है । इस तरह की जो बातें होती हैं वह भी खत्म होनी चाहियें ।

अब मैं अन्त में अपनी कांस्टिट्यूएंसि (निर्वाचन क्षेत्र) के बारे में कहना चाहती हूँ । जो मांग मैं पेश कर रही हूँ यह कोई नई मांग नहीं है पहले भी कई बार इस मांग को पेश किया जा चुका है और आज मैं फिर इसी मांग को दोहराती हूँ । हमारी मांग को रेलवे मिनिस्टर साहब बहुत अच्छी तरह से जानते हैं परन्तु अभी तक उस को पूरा करने के लिये उन्होंने कुछ नहीं किया है । पहली बात तो यह है कि भंडारा शहर जो है वह स्टेशन से कोई ६ मील के फासले पर है । इस से लोगों को स्टेशन तक जाने के लिये बड़ी कठिनाई होती है । इस ६ मील के फासले को यदि वह रेल द्वारा पूरा करा दें तो इस से लोगों की कठिनाई बहुत हद तक दूर हो जायेगी ।

दूसरी बात यह है कि चांदां से चांदा फोर्ट के बीच जो एक मील का अन्तर है इस को भी छोटी या बड़ी लाइन से पूरा कर दिया जाये ।

आखिरी बात जो मुझे कहनी है वह यह है कि गोंडिया से वाडसा के बीच जो छोटी लाइन जाती है इस पर बहुत भीड़ रहती है जिस की वजह से यात्रियों को बहुत कठिनाई का सामना करना पड़ता है । इस लाइन को यदि डबल (दोहरा) कर दिया जाये तो इस से लोगों को बहुत सहूलियत हो जायेगी ।

अन्त में मैं आशा करती हूँ कि जो सुझाव मैंने दिये हैं उन की ओर ध्यान दिया जायेगा और उन को अमल में लाया जाये ।

Shri Mohanlal Saksena (Lucknow Distt.—cum Dara Banki Distt.). The budget relates to the first year of the second Five Year Plan, and I feel it my duty to make certain suggestions.

Mr. Chairman: I may remind hon. Member that there are only about five or ten minutes left. Kindly conclude soon,

because there are one or two more Members to speak before the hon. Minister begins to reply.

Shri Mohanlal Saksena: Then, I conclude. Let the others have the satisfaction of speaking.

श्री जजवाड़े (संथाल परगना व हजारीबाग) : आपने जो मुझे अपने विचार प्रकट करने का अवसर प्रदान किया है इस के लिये मैं आप को धन्यवाद देता हूँ ।

मैं चारों ओर से रेलवे मंत्री महोदय और उन के सहकारियों के लिये सन् १९५६ के बजट के लिये धन्यवाद सुन रहा हूँ और मैं भी समझता हूँ कि उन्होंने रेलवे के स्तर को ऊंचा उठाने में जो कार्यक्षमता दिखाई है उस को देखते हुए वह वास्तव में उस धन्यवाद के पात्र हैं । प्रथम पंचवर्षीय योजना के सम्बन्ध में यात्रियों के यातायात के लिये और माल के यातायात के लिये उन्होंने जो सुविधायें दी हैं और दूसरी पंचवर्षीय योजना के लिये जो उन की तैयारी है उस के लिये वह बघाई के पात्र हैं और उन का यह प्रयास निश्चय ही सराहनीय है । बहुत सी रेलवे लाइनें नई बनाने की तैयारी हो रही है । पर मैं आप को अपने क्षेत्र की ओर ले जाना चाहता हूँ । मैं मिनिस्टर महोदय का ध्यान अपने देश के पिछड़े हुए भूभाग की ओर आकर्षित करना चाहता हूँ । बहुत बार पहले भी मैंने उन का ध्यान इस ओर आकर्षित किया है लेकिन मुझे आश्चर्य होता है कि मिनिस्टर महोदय के आश्वासन देने के बाद भी उस तरफ कोई ध्यान नहीं दिया जाता ।

प्राप्ते वसंत समये ऋद्धिं प्राप्नुवन्ति सकल
बनराजयः, जन न करीरं पत्रं तत् किम्
दोषो वसंतस्य ।

वसंत का क्या दोष है । हम अभागे हैं । हमारे लिये वादा किया जाता है फिर भी हमारी ओर ध्यान नहीं दिया जाता । यहाँ पर संथाल परगना के भूभाग की अनेक बार चर्चा हुई है और मिनिस्टर महोदय ने आश्वासन भी दिया और उस क्षेत्र में बहुत स्थानों में सर्वे (सर्वेक्षण) का कार्य भी हो चुका था और हजारीबाग से लेकर गिरिडीह होती हुई दुमका रायपुर हार तक लाइन बनाने की चर्चा थी । पर अब जो चर्चा अभी हो रही है उस में उस का न मालूम क्यों जिक्र नहीं है । एक और लाइन की चर्चा है जो कि परिपेती से डमका देवघर तक के लिये जाती है, उस का भी जिक्र नहीं है । मैं स्थाल करता हूँ कि मिनिस्टर महोदय इस ओर ध्यान देंगे ।

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इस के अतिरिक्त मैं कुछ और छोटी छोटी बातों की ओर सरकार का ध्यान दिलाना चाहता हूँ । यहाँ पर बहुत पैसिजर एमेनिटीज़ के बारे में चर्चा हुई है । इस सम्बन्ध में मैं ने कई बार ध्यान दिलाया है कि आवश्यक दो एक प्लैग स्टेशन बना दिये जायें तो यात्रियों को बड़ी सुविधा हो सकती है, एक तो नबीनगर में और दूसरा पुंछिया में । इन की ओर मैं मिनिस्टर साहब का ध्यान फिर आकर्षित करना चाहता हूँ । मैं ने कहा था कि रेलवे आचारिटीज़ (रेलवे प्राधिकारियों) से मुझे बात करने का मौका दिया जावे तो मैं उन को इन स्टेशनों की आवश्यकता के बारे में कनविस (विश्वास) कर सकता हूँ ।

मैं एक और यातायात की सुविधा की ओर ध्यान दिलाना चाहता हूँ । एक पैसिजर ट्रेन जो मुकामा से झांझा तक जा कर रुक जाती है यदि उसे जसीडीह तक एक्सटेंड कर दिया जाता तो यात्रियों को इस से बहुत सुविधा हो सकती है और इस में रेलवे का कोई विशेष खर्च नहीं होगा ।

एक और ट्रेन का मैं जिक्र करूंगा जिस का सम्बन्ध तीर्थयात्रियों से है । मैं चाहता हूँ कि एक गाड़ी गया से वैद्यनाथ को सीधी चलायी जाये ताकि यात्रियों को बीच में गाड़ी न बदलनी पड़े । इससे यात्रियों को बहुत सुविधा हो जायेगी । इस पर ध्यान दिया जाना चाहिये ।

आजकल मर्जर (संविलयन) की बातचीत चल रही है । इस सम्बन्ध में मेरा सुझाव यह है कि मालदा और राजमहल के बीच में गंगा का ब्रिज (पुल) बनाया जाये । इस से बहुत सी कठिनाइयां हल हो जायेंगी ।

इसी तरह से जो कनसेशन (रियायत) देने का विचार है उस सम्बन्ध में मैं यह कहना चाहता हूँ कि इस को एक मास के लिये और बढ़ा दिया जाता अर्थात् इस को चातुर्मास के लिये कर दिया जाता । यह कनसेशन १५ जुलाई से शुरू होने के बजाय १५ जून से शुरू हो और सितम्बर के अन्त तक रहने के बजाय अक्टूबर के मध्य तक कर दिया जाये तो इस से पूजा आदि के समय में बहुत सुविधा हो सकती है ।

हिन्दी के बारे में बहुत कुछ कहा जाता है । पर मेरा कहना है कि हिन्दी केवल स्लोगन (नारेबाजी) के लिये ही नहीं होनी चाहिये । उस का ठीक प्रकार से प्रयोग भी होना चाहिये । बहुत से स्थानों में हिन्दी बहुत अशुद्ध लिखी जाती है और प्रायः “भारम् न बाघते

[श्री जजवाड़े]

राजन्, यथा बाधति बाधते' वाली कहावत चरितार्थ होती है। इस ओर विशेष ध्यान दिया जाना चाहिये।

भोजन की व्यवस्था के बारे में भी जिक्र किया गया है। भोजन के लिये ट्रेन में एक गाड़ी लगाने की भी व्यवस्था की गई है। पर मेरा सुझाव यह है कि भोजन अच्छे स्तर का दिया जाय, इस ओर ध्यान दिया जाना चाहिये।

मैं ने जल्दी में थोड़ी सी बातें अपने पिछड़े हुए इलाके के बारे में कह दी हैं। इन की ओर मैं मिनिस्टर महोदय का ध्यान बहुत बार दिला चुका हूँ।

मैं एक बात टरमिनल टैक्स (सीमाकर) के बारे में भी कहना चाहता हूँ। मेले के समय और तीर्थ स्थानों का ख्याल करके वैद्यनाथ घाम के लिये टरमिनल टैक्स के विषय में प्रान्तीय सरकार ने मंजूरी दे दी है और इस ओर रेलवे बोर्ड के अधिकारियों का ध्यान दिलाया जा रहा है। इस ओर भी ध्यान दिया जाना चाहिये।

इस के अतिरिक्त मैं यह कहना चाहता हूँ कि जिस स्टेशन पर जितनी आमदनी होती है उस पर उतना खर्च भी होना चाहिये। इस सम्बन्ध में मैं पाकुड़ और सुलतानगंज का विशेष रूप से जिक्र करना चाहता हूँ। इस प्रकार के मैं और भी अनेक उदाहरण दे सकता हूँ जहाँ कि बहुत भीड़ होती है पर जहाँ काफी मात्रा में शेड, पाखाने, जल आदि का प्रबन्ध नहीं है। मेरा अनुरोध है कि ऐसे स्टेशनों पर जहाँ कि ज्यादा आमदनी होती है वहाँ पर यात्रियों को सुविधायें देने का विशेष रूप से ध्यान रखा जाना चाहिये। यदि इस ओर मंत्री महोदय ध्यान देंगे तो इस से बहुत लोगों को लाभ होगा। यदि कोई लोग रत्नाकर के नजदीक रहते हों और फिर भी वे दरिद्र रहें तो इस में उन लोगों का दोष नहीं है जितना कि रत्नाकर का है। हमारी एक साधन सम्पन्न सरकार है जिस के संचालक बहुत योग्य हैं। मैं उन से बराबर यह आशा रखता हूँ कि वह हमारे पिछड़े हुए इलाके की ओर भी ध्यान देंगे।

Shri B. S. Murthy: I am going to finish my big lecture in five minutes. I rise to thank the hon. Minister for the message of hope he has given to the Station Masters that appropriate adjustments will be made. I thank him for this and I hope that this appropriate adjustment will please the 20,000 Station Masters who have been subjected to lot

of inconvenience and hardship. Their salaries have not been increased in spite of multifarious duties and sometimes their plight is woeful. I hope the hon. Minister will state in his reply what exactly this appropriate adjustment is and I trust his speech will be a real message of hope.

I want to mention one point about the vendors. I think a lot of complaints are being made and the state of affairs in Delhi Station as well as in Pathankot is not very encouraging. I will take up this matter when I get a proper chance during the course of the debate.

Regarding the Railway Federation, I have one word to say. If the two wings are not going to come together it is better that the Minister or the authority concerned tells them that no wing will be recognised. It is better that all unions are asked to send their representatives and a new Federation of workers may be created.

One word about the lack of lines in Andhra. I think the Deputy Minister knows the position, because he has been recently touring the whole Andhra area. It is not very encouraging. There is one line from Bezwada to Guntakal and another line from Bezwada to Madras. The whole area, comprising thousands of miles, is not at all covered. I would like to say that the Maidukud-Nellore line is not sufficient. I hope the Kazipet-Mecherla-Gudur line will be given top priority.

I think I have finished in five minutes.

The Minister of Railways and Transport (Shri L. B. Shastri): Madam, I welcome the criticisms made in the course of the debate. Only, I wish they were more related to realities. But when the Opposition considers it a part of its duty to criticize whether there is enough justification or not, there is no help and one has to put up with it.

Dr. Lanka Sundaram (Visakhapatnam): You don't include Shri Giri in the Opposition, do you?

Shri L. B. Shastri: I shall say something about Shri Giri later on. But I won't take up the attitude he took.

Shri B. S. Murthy: Now, about Shri Lanka.

Shri L. B. Shastri: Criticism, I might be permitted to say, Madam, has its effect only if there is some reality about it. Otherwise it often falls on deaf ears.

However, this should not mean that there are no shortcomings on the railways and there is nothing further to be done. The work that we have to do is enormous and necessitates rapid improvements in so many directions. We will therefore do our level best to do our utmost in the light of suggestions made by hon. Members.

The Deputy Minister has already covered several points and I need not cover the same ground. I shall therefore deal with some of the other points raised during the course of the debate in the last two days.

Shri Asoka Mehta referred to window-dressing on my part. But I am sorry that I am not at fault. It really depends on how you view a thing. Sometimes coloured glasses give you a deceptive picture of things.

Shri Asoka Mehta: (Bhandara): My glasses are white.

Shri B. D. Pande (Almora Distt.—North-East): Window dressing is done by boddey girls and not gentlemen.

Shri Nambiar: Delhi jaundice.

Shri L. B. Shastri: It is not the words and phrases but the ideas and proposals which were put forth in my speech which have given it perhaps a likable and popular touch. I therefore wonder whether I should deserve Shri Asoka Mehta's criticism on that score. I take it as a compliment if I am dubbed as a good salesman as I am in the happy company of Shri Asoka Mehta himself. I am glad Shri Asoka Mehta, as a salesman of his party, has also no insignificant achievement to his credit.

I entirely agree with Shri Asoka Mehta that there should be better co-ordination between the various means of transport, and I have been myself frequently emphasizing that fact. A Study Group in the Transport Ministry was formed to study this problem, and it has made useful recommendations. The setting up of the Rail-Sea Co-ordination Committee is also a step in the same direction. I regret I do not agree with him that it would have been feasible to consider and decide this matter, which is really very important, without examining all the aspects of this problem by some committee. And the report of that Committee is expected to be received very soon.

However, two things have to be borne in mind when we talk of this co-ordination, especially in the present context.

The railways have to carry 93 per cent of the total traffic, and may have to do the same in the coming years. And then it should not so happen that all the high-rated traffic is carried through other means of transport and the other low-rated goods only are left over for the railways. The House will agree that roads and road services have still to develop, which would naturally take some time. The House, however, knows that the State Governments are more or less autonomous in this matter. But in consultation with them we have framed the Motor Vehicles Amendment Bill which has been introduced in this House, and I am sure when the law has been enacted in this regard it would go a long way to help in the development of road transport.

Regarding coastal shipping, one of the terms of reference for the Rail-Sea Co-ordination Committee is whether any standing machinery should be set up for this purpose. Let me hope that it would be possible for us to take active steps in this regard during the next five years.

It is very unreasonable on the part of Shri Tulsidas Kilachand to suggest that the railways have not been able to cope up with the total traffic of goods—which we have never claimed to have done. The railways have, if he will permit me to say so, done remarkably well in the matter of loadings. It is true that registrations have mounted up. They had mounted up, which I have myself admitted in my speech. But the way we tackled the problem and cleared the goods should deserve the notice of Shri Tulsidas Kilachand to a far greater extent than in the past. We are passing through the busiest season just at present, and I do not know what the present position of our registrations is. But I have no doubt that the railways would be able to handle it successfully.

I am sorry that Shri Tulsidas Kilachand tried to create a scare among the people and some of the factories, because he said that some of the factories may have to close down due to short supply of coal. When he says that, I may be allowed to say he is neither fair to himself nor to the industry. I have yet to know of a mill which had to close down on this account, that is on account of the short supply of coal. A scare, I remember, was created some time back also; but it proved wholly false. It would be strange if the railways

[Shri L. B. Shastri] on the one hand helped in the setting up of new industries and allowed old ones to close down. I might say that the railways may have inadequate stock of coal and some time or the other, but no industry which is vital to the country will be allowed to suffer.

We will of course give all facilities to export goods, and we are already doing so, except perhaps in the case of iron ore which will have to be further tackled. The railways have fixed a very high target of performance in the Second Five Year Plan, and they have to do their utmost to achieve it. I have every hope that they will not fail.

Shri Tulsidas Kilachand also referred to the express goods trains. He said that the other goods trains might suffer as a result of these express goods trains. Well, I can only assure him and the House that we will take all precautions to avoid it. The House might remember that I mentioned about the Chasing Section in the last session when the discussions on the budget were held. I had said that we would be setting up Chasing Sections on each Railway and, if possible, in each Division. I might inform the House that the Chasing Section is already working with a view to avoiding detention of ordinary goods trains; and I might also say that they have done a good job.

For the goods reaching their destination within an assured period I do not think there is any objection to a surcharge being imposed. In fact I was glad to hear publicity from a big industrialist the other day that they will be prepared to accept a surcharge of 25 per cent. if the period is guaranteed. I should not like to take the time of the House regarding the speed of goods trains. Shri Venkataraman has quoted the relevant figures. There has been an increase in the speed of goods trains in three Railways. On the others, it has gone down, mainly because of various engineering works which are under construction, especially on the Western, Central and Southern Railways. The North-Eastern Railway has its own problems of serious floods and breaches every year which has resulted in the slowing down of the speed in that Railway. But, I would like to mention that the density of goods trains has gone up by 3.2 per cent. In this connection, I can do no better than read out the conclusions arrived at by the Efficiency Bureau. I shall

not read out the full quotation; I shall read only a few sentences.

“The increase in density has a very marked adverse influence on speed. Above 80 per cent. utilisation of capacity the speed tends to drop fast with an elemental increase in density. Line capacity works are indicated on all sections where the utilisation is above the optimum limit. On the broad gauge, the percentage utilisation of capacity on the main route is very high pointing to the urgency of works for increasing line capacity. On certain important lines of communication, the density has reached almost the saturation level. The yards on the way have also to take a share in the strain. Good operational results can hardly be maintained on sections working as a rule at saturation level. Increase in line capacity on such sections and also the simultaneous improvements in facilities in the yards on the way, therefore, appear to be necessary if the standard of efficiency in regard to speed is to be appreciably raised.”

The hon. Deputy Minister has already dealt with the question of the abolition of third class. There should be no point in upgrading the third to the second class if certain further amenities are not provided. In any case, it will have to be done early. I should like the arrangement of having two classes only to be started on the branch sections as early as possible. The present second class passengers do not get sleeping accommodation. In this House itself, several questions have been asked on that subject. In the new arrangements that we propose to make, they will be provided with sleeping accommodation. In fact, my aim is to provide sleeping accommodation to the passengers of the present third class and would-be second class during the course of a few years if not earlier. They will, of course, have to pay the usual surcharge. Shri Frank Anthony and some other hon. Members need not be afraid of the steps that I propose to take in this direction.

Shri S. V. Ramaswamy,—he does not happen to be here—is rather very anxious regarding the convenience of officers not being curtailed. I shall bear that in mind, of course, but not at the cost of the interests of the public at large. He has perhaps quoted other countries, and said that they have got so many classes in Russia, five or six. He has

quoted other countries also. Personally, I do not think it necessary to quote other countries in this connection as we should be wise and intelligent enough to fashion our own scheme of things in accordance with the needs and requirements of our travelling public. I may assure the House that I shall decide these steps carefully. I would further assure the House that the change-over will not mean any large expenditure. In fact, it would perhaps be nominal.

Several Members naturally referred to the excessive overcrowding that still prevails over many sections. I had explained in my Budget speech the data which has already been collected regarding overcrowding on the various sections, and that on sections in which it is at its worst, new trains will be introduced and the existing trains extended and the composition of trains strengthened to the extent engines and carriages become available. I am glad to inform the House that the Railway Board has since completed the detailed plans on these lines for the removal of overcrowding. I shall give the figures. It is expected that in next 12 months, over 500 additional carriages and 50 additional engines will be brought into use on the metre gauge while over the broad gauge over 200 carriages and 30 engines will be put on. The sections in which the existing trains will be strengthened and the sections in which additional trains will be put on have all been programmed, giving due priority to the sections over which overcrowding is at its worst. Over the metre gauge section in the Northern Railway, the Western Railway and the North-Eastern Railway where there is heavy overcrowding, a reduction in overcrowding to the extent of 10 to 15 per cent is expected after allowing for an increase in the passenger traffic during the year of approximately 3 per cent. Similarly, on the broad gauge over the Western and Northern Railways where heavy overcrowding prevails, a reduction of about 8 per cent is expected to be achieved.

Shri Debeswar Sarmah has mentioned about the poor condition of railway travel on the metre gauge system in general and Assam and North Bengal in particular. I have no hesitation in admitting that the metre gauge system on the Indian Railways, which is practically equal in mileage to the broad gauge has not had its due share of attention in the past. This is not due to our neglect; but it is due to limitation of resources and priority of operational needs in the

broad gauge section. However, as I have said in my Budget speech, the intention now is to pay greater attention to the improvement of travelling facilities and operational requirements in the metre gauge system during the Second Five Year Plan period. As pointed out by Shri L. N. Mishra and Shri Satyendra Narayan Sinha, I know it very well that the conditions in the North-Eastern Railway, especially in Assam and North Bengal are not as good as they should be, although there are difficulties due to climatic and other conditions of the areas through which the North-Eastern Railway passes especially in the Pandu zone. I may tell the House that direction has already been given to the Railway Board that as more metre gauge rolling stock and locomotives become available, a major portion of them should be allotted to the North-Eastern Railway to relieve the overcrowding, especially in the Pandu zone. As regards line capacity works, a number of them including major yard remodelling have been carried out or are in progress in the trunk route between Lucknow and Amingaon. As regards new line construction in Assam, the first problem is to stabilise the link route which cuts across the natural drainage of the country. Hon. Members from Assam must be aware of the money and efforts that are being spent for the last 4 or 5 years in stabilising the route and finding an alternative alignment to avoid the most vulnerable sections. I have also included in the Budget for 1956-57 a survey of the route from Pandu to Daranagiri via Amjanga. I can again assure Members from Assam, especially Shri Debeswar Sarmah, that although Assam is far away from Delhi, it is always in our thoughts.

Shri Debeswar Sarmah (Golaghat-Jorhat): We are grateful to you.

Shri L. B. Shastri: As suggested by Shri Jangde, the Railway Board has already held a special recruitment and a special training class for members of the Scheduled Tribes and Scheduled Castes for Class III posts in its office. We will certainly pay greater attention to this and see to it that separate examinations for Scheduled Castes and Scheduled Tribes are conducted to ensure that the quotas reserved for these communities are filled and do not lapse.

Shri Bhagwat Jha Azad mentioned about the Pirpainti-Dumka line. Between 1946 and 1948 engineering and traffic surveys were carried out for linking Harari-bagh with Rampur Haut via Giridih,

[Shri L. B. Shastri]

fadhupur and Dumka. Because of the high cost of construction and poor prospect of traffic the anticipated financial return proved to be low. The reports on these previous surveys can be examined to see in what way conditions have changed, and also how this alignment will compare with the alternative suggestion for a 110 mile long branch line from Pirpainti to Deoghar *via* Dumka.

Regarding the need for developing more lines in North Kanara, as mentioned in the budget speech an aerial survey has been carried out of the West Coast region between Dasgaon and Mangalore with the object of exploring the possibilities of railway development in the region. In studying the report of his aerial survey, the possibilities of running a new line from Alnawar to Carwar *via* Yellahpur and Dandeli which will be about 80 miles long can be projected before proceeding with the general examination of the country.

The proposal for the survey of new lines from Barhalganj to Bahraich *via* Basti-Dumariaganj and Balrampur has also been noted for consideration.

I need not deal with the other suggestions for the construction of new lines as the Deputy Minister has already dealt with them in his speech yesterday. I might merely say that surveys are in progress or are proposed to be undertaken for lines from Darbhanga to Muzaffarpur, and Rourkela to Barkhakana in Bihar, from Pandu to Garo Hills in Assam, and Diva to Dasgaon Survey in the Konkan area has been completed.

Other suggestions which have been made will receive due consideration on their merits not only as revenue-producing assets, but also as developmental lines intended to open up new areas inadequately served now by railway communications.

I am sure Shri Gurupadaswamy does not really believe that the decision for the conduct of surveys and construction of new lines rests on political grounds. I do not know how he can fight over a new railway line being provided in the backward areas whether it is in one area or in the other. Development in the backward areas is necessary at almost all places. Hence no decision of ours should be looked at with suspicion. Of course, I cannot use the language that he is accustomed to use, but anyhow I would like to explain it to him that although operational and industrial necessity has

been the dominating note of such activities in the recent past, every attempt has been made to explore alternative possibilities and fit in the needs of backward and undeveloped areas. No one, I think, including Shri Gurupadaswamy, will doubt that the construction of the Gandhidham-Kandla line and the Chunar-Robertsganj-Churk line has served a specific industrial purpose or that the Gop-Gatkola, the Khandwa-Hingoli and the Raniwara-Bhiladi lines are operationally necessary. Let him go through the list of surveys which I have mentioned in my budget speech, and he will find that principle of selection which I have just now mentioned has been duly observed in those cases also.

Shri Anthony is not here.

An Hon. Member: He has come.

Shri L. B. Shastri: He has come. I am thankful to him for the expression of his appreciation

An Hon. Member: And sudden appearance.

Shri L. B. Shastri: of the Railway Board and the Railway Ministry, I do not want to deal in fact with some of the things he has referred to. I have not much objection to them also. I cannot say anything definitely about them at the present moment. I would however like to go into them and certainly find out where the fault lies.

Perhaps he will himself agree that there is satisfactory progress in the matter of indigenous production. The price of TELCO locomotives, I must say, has been quoted somewhat high, but I cannot say anything at the present moment about that matter because it has been referred to the Tariff Commission and they are acting as expert advisers and the fixation of the price of TELCO locomotives will be finally decided when their recommendation has been received, and we will have therefore to wait till then. In regard to other indigenous products, their price etc. compare favourably with the products that we get from abroad, and I can say with some satisfaction that whether in the public sector or the private sector, the progress made in regard to indigenous production has been quite satisfactory.

Operational efficiency has of course considerably gone up. I shall quote a few figures. Taking the pre-war year 1938-39 as the base, the index of operational

efficiency had reached the highest figures in 1954-55. In 1939-40 it was 101.2 and now in 1954-55 it is 103.6. This is on broad gauge. In metre gauge in 1939-40 it was 101.5. Then it went down to 88.4 in the year 1946-47. Since then there has been improvement to 90.6, then 92.7 then 93.6 and then in 1952-53 it is 96.1, in 1953-54 it is 96.3 and in 1954-55 it is 97.8.

3 P.M.

So, on the metre gauge also, there has been a consistent improvement. But I agree with Shri Frank Anthony that more strain should not be put on the workers or on the staff. I also agree with him that the personnel branch on the railways are to be more vigilant and careful in their duties. They can, I know, remove many grievances of the staff, if they act well and perform their duties satisfactorily. I do want the Railway Board to pay special attention to this matter, and I trust that definite steps would be taken in this regard.

I might also inform the House that the Efficiency Bureau is already looking into the matter of reducing and cutting down delays in the disposal of cases, whether concerning leave or provident funds, etc.

While on the subject of staff matter, I would like to refer to a matter that has come up again and again, and has been discussed by the Federation with the Railway Board on more than one occasion. That is the matter relating to the confirmation of the staff. According to the rules of Government service, a person cannot be confirmed in a post, unless there is a permanent vacancy.

There has been a considerable expansion of the cadres on the Indian railways since Partition. Many of these posts were temporary. Several drives have been instituted to examine the justifications for the creation of these posts, so that the posts that are required permanently can be converted from temporary into permanent. The previous drives and the current ones have produced results. But the expansion of the work, and the staff requirements for the planning organisations and surveys and constructions necessitate the creation of additional posts, many of which must in their very nature be temporary.

In the creation of permanent cadres, it has to be borne in mind that improvement in efficiency and the introduction of improved techniques may result in less

number of men being required for the same amount of work. But I agree that the legitimate desire of a person to obtain a permanent appointment with the security and the privileges that go with it, must be given due consideration. Most of the privileges of permanent service have been at present extended to temporary railway servants, after they have put in one year's service.

Dr. Lanka Sundaram: Could you give the House the total number of temporary people on the railway system today, in relation to the permanent staff?

Shri L. B. Shastri: Not just at present. I cannot give the exact figures now.

Shri Nambiar: It is 1½ lakhs.

Shri L. B. Shastri: I cannot say that it is exactly 1½ lakhs, but it is nearabout that figure.

Probably what I am going to say just now might give some satisfaction to the temporary staff. And I would like to inform the House that I have decided that the remaining privileges such as for instance the full provident fund benefits and the grant of special contributions to the provident fund will be extended to all temporary employees. It was not being extended uptill now, but it will be extended to all temporary employees, as soon as they complete three years' service, and with retrospective effect from the date of completion of one year's service. I have also decided that staff who had been officiating in higher grades for three years or more will be granted retirement benefits as if they had been confirmed in their posts.

Reference has been made by some Members to the statement in my budget speech, in regard to the redistribution of posts in various categories to be in consonance with present responsibilities attached to posts in lower grades, which would therefore be reduced in number. I have examined this matter in the light of what I have in my mind. I must emphasise however that the details of what should be done is obviously a matter for examination by the representatives of labour and of the Railway Board. The decisions would have to be integrated as a whole.

In the taking of these decisions, anomalies would have to be avoided, as for instance, in the oft-repeated accusation that the ticket collectors and commercial clerks whose work a station master had to supervise were in a higher scale than the station master

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himself. I would at the same time not limit action to the mere redistribution of posts between various grades. I may further mention that the Railway Board have already commenced examination of the facets of the problem, and I have decided that the Deputy Minister will provide personal guidance in the matter. To arrive at final decisions will take time, because it is a somewhat complicated matter. Therefore, as an assurance of good faith, I might mention that any decision taken would be implemented with effect from 1st April 1956.

There are one or two small points that had been raised. Shri D. C. Sharma said something about the sale of gangster stories and crime books on the railway book-stalls. This matter has received sustained attention at the hands of the Railway Board, and orders have been issued prohibiting stocking and sale of books on sex including scientific literature on the subject. But it is true that we have not succeeded very much so far. I have recently decided that a standing committee will be constituted on each railway, comprising of one or two non-official members of the zonal railway users' consultative committee and one or two well-known retired educationists, to go round and make periodical checks to ensure that the instructions on the subject are complied with.

Shri T. B. Vittal Rao (Khammam): Shri D. C. Sharma's service will be available.

Shri Nambiar: Professor Sharma's services will be available.

Shri L. B. Shastri: Shri Dabhi, of course referred to the three-tier arrangement in class III sleeper coaches. It is his very favourite and pet subject. This arrangement has been examined and modified recently. I do not know whether he has been able to see the new coach or not. But if he has not seen the new coach, I would welcome him one day to come with me and see that coach. Six new broad gauge prototype coaches are accordingly under construction. While it is appreciated that the three-tier arrangement does not provide the best in comfort, it may be said that similar arrangements prevail in other countries also; but anyhow, I might tell him that this question is still under our examination.

I might also tell Shri Asoka Mehta who was somewhat disappointed at the small expenditure on research, that we

are developing that work. Perhaps he may be pleased to know that from a figure of Rs. 3½ lakhs in 1948-49, it has risen to Rs. 14½ lakhs in the budget estimates for the next year. In fact, it was only in 1952 that a separate research and testing directorate was formed. This has its headquarters at Lucknow with sub-centres at Chittaranjan and Lonavala. At Lucknow, problems connected with track, bridges, steel structures, mechanical engineering and instrumentation are handled; and test cars and dynamometer cars are sent for performance trial. Research on the dynamic effect of vehicles on the track and bridges, and the riding qualities of locomotives and rolling stock is concentrated there. The Chittaranjan sub-centre deals with mechanical and metallurgical problems, and also works as consultant in metallurgical and chemical problems to the Railways, and as metallurgical inspectors of the locomotive components manufactured in India. They have also developed paints, varnishes and enamels with 'bhilawan' and cashewnut shell oils as base. The Lonavala sub-centre is for research and tests in concrete, mortars, soil mechanics and foundation engineering. A wide variety of testing equipment has been manufactured locally, among which I may mention weigh bars and accelerometers. The technical bulletin as well as documentation notes, giving abstracts of technical literature, are issued to all Railways every month, and have become a popular feature. The Railway Testing and Research centres keep in close touch with other research centres in the country and farm out work wherever it is expedient to do so.

With regard to the question of participation of workers in the management we have yet to draw up our concrete scheme. But experimentation on a small scale, as suggested by me, has been somewhat criticised. I personally think that there is no better way of perfecting this scheme than to try it in some of the workshops and modify or alter it in the light of experience gained through working it. There will, of course, have to be a joint effort by workers and officers to implement the scheme and they have to see to it that it is made more and more successful. I am glad to note that co-operation has come from every section of the House and I feel happy to find that the prospects in this regard are so bright and hopeful. I entirely agree with Shri Giri and Shri A. K. Gopalan, who referred to the prime necessity of dealing with imagination

with workers and enlisting their co-operation for the successful implementation of the Second Five Year Plan. This matter has been very much in our minds and we propose to take a number of steps in this direction. Shri Nambiar, I must say, has pointed out something which is very correct. I may tell him that once at least. I might tell him that the role which each railway employee has to fill now in the successful implementation of the First Plan and how he will have to assist in the implementation of the Second Five Year Plan will be described in a pamphlet to be handed over to each railway employee. The objectives of the Second Plan translated into actual targets for each station, workshop etc., will be discussed at meetings with the representatives of staff, and difficulties in respect of material, etc. and the steps taken to improve the resources as well as the risk involved in any failure to achieve targets will be brought forth to the staff with a view to evoking better co-operation. Instructions will also be issued to the railway administrations to invite suggestions from the staff and discuss them in a cordial spirit.

I do not propose to take the time of the House over certain other points raised in the debate. They will certainly be looked into by me and the Railway Board. Thereby I shall be saving the time of the House for discussing other matters which are on the agenda. But, before concluding, I may say that Shri Giri dealt with a delicate matter and the Deputy Minister has already replied to some of the points raised by him. Well, I would not like to enter into a controversy with Giri. He is a colleague with much warmth in him. He said at the end that I might have been annoyed by his speech. In fact, I am not. I gladly admit that he has all his life served the railway labour and I only wish that he should be further helpful in this matter to bring about a rapprochement between the two groups which are at the present moment at loggerheads. I am really glad that he has again said that there should be one federation, if possible. Basically it is correct to have one and only one federation. It means greater strength to the workers and the administration also finds it convenient to deal with only one body. I would still beg of the railway labour leaders to unite and work as a team and I am always prepared to help if help is indeed sought for.

I am at one with Shri Giri that the negotiating machinery should be made

a success. I know that the officials have to play an important part in making the machinery a success. They have to be more helpful and more responsive. There should be a friendly approach and friendly discussion at the meetings of the officers and staff and the necessary spirit of give and take in settling disputed points. I should expect that the officers at the regional, divisional and the zonal levels will pursue this policy, which is of the highest importance from my points of view, for maintaining industrial peace on the railways. But I would like to add that if the negotiating machinery is cracking, as Shri Giri said, it is due to the disruption among the workers and the unions themselves. The railway officers do not know where they stand. There is a competition on the part of each Union to pitch its demands high and the result is that there is no genuine spirit to sit round the table and settle matters amicably. I would, therefore, request Shri Giri and Shri Asoka Mehta and other hon. Members to think coolly over the matter and not feel satisfied by merely criticising the Railway Ministry. I was pained the other day to see a small hand-bill from a very prominent labour leader, giving a call to the workers to undertake satyagraha and prepare themselves further for a bigger struggle. May I ask: that the correct attitude to be taken by them when the railways have to shoulder a stupendous responsibility? There should be complete understanding amongst the staff and the administration if our plans and schemes have to go through. Let me hope that wiser counsels would prevail and railwaymen would rise to the occasion and move forward peacefully and unitedly.

Shri Nambiar: May I seek a clarification? The hon. Minister has not mentioned anything about the possibility or otherwise of setting up a pay commission to give interim relief to the workers, which was referred to by many of the Members from both this side as well as the other side. May I request him to clarify that point?

Shri L. B. Shastri: The pay commission will have only two or three members, and Mr. Lanka Sundaram was good enough to say that that is not a correct demand. But anyhow the hon. Member knows it very well that the appointment of the last pay commission was made by the Government of India. It is not for the Railway Ministry to seek a decision unilaterally. Therefore, this matter

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will have to be considered at the level of the Government of India itself and if he so desires, but I do not want to encourage him say a few words on the general discussion of the general budget.

Shri K. K. Basu: What is your advice ?

श्री आर० एस० तिवारी (छतरपुर दतिया टीकमगढ़): मुझे आप की अनुमति से अपने रेलवे मंत्री महोदय से यह पूछना है कि उन लोगों को जिन को बोलने का अवसर मिल गया है उन्होंने तो अपने अपने क्षेत्रों में नई रेलवे लाइनों के बाबत कह दिया है और चूंकि मुझे बोलने का अवसर नहीं मिला है, इसलिये मैं उन से यह जानना चाहूंगा कि विन्ध्य प्रदेश के भूभाग में जहां पर रेलवे नहीं है, वहां की बाबत भी आप कुछ सोच रहे हैं ?

श्री एल० बी० शास्त्री: हम सभी बातों को जरूर सोचेंगे। माननीय सदस्य को लिखने का भी मौका मिलता है, और मिलने का भी। लेकिन, मैं समझता हूँ उन्हें संतोष मानना चाहिये कि विन्ध्य प्रदेश में एक लाइन का सर्वे (सर्वेक्षण) हम ने शामिल कर लिया है।

लाला अचिंत राम (हिसार) : मैं ने एक सुझाव दिया था कि रेलवे स्टेशनों पर.....

DEMANDS FOR GRANTS—RAILWAYS

Mr. Chairman: Order, order. The House will now proceed with the second stage of the Railway Budget—Voting on Demands for Grants. As the House is aware, 12½ hours have been allotted for the disposal of the Demands and the connected Appropriation Bill.

Before we proceed with the discussion, the House may decide the allocation of time for each Demand I have received the following suggestions:

Demands Nos. 1, 14 and 15	- 5 hours
Demands Nos. 4 and 5	- 4 hours
Demands Nos. 6 to 10	- 3 hours
Demands Nos. 11 to 20	- ½ hour.

Shri K. K. Basu (Diamond Harbour): Demands Nos. 2 and 3 may also be taken up with Demand No. 1. It is similar; we may have a common debate.

Mr. Chairman: I hope the House agrees to this.

The Minister of Railways and Transport (Shri L. B. Shastrī): What time is allotted for Demand No. 1 ?

Mr. Chairman: The time allotted for Demands Nos. 1, 14 and 15 is 5 hours. As suggested by Shri Basu Nos. 2 and 3 may be added to these.

Shri Nambiar (Mayuram): Demands Nos. 2 and 3 may be added to these.

Mr. Chairman: I suppose the House agrees to this allotment of time.

Demands Nos. 1, 2, 3, 14 and 15 - 5 hours

Demands Nos. 4 and 5 - 4 hours

Demands Nos. 6, 7, 8, 9, and 10 - 3 hours

The remaining Demands - ½ hour

A large number of cut motions to various Demands have been tabled by Members. As usual, hon. Members and Leaders of Groups may hand over the numbers of those cut motions which they select, to the Secretary within 15 minutes. I will treat them as moved, if those hon. Members in whose names those cut motions stand, are present in the House and the motions are otherwise in order.

DEMAND NO. 1—RAILWAY BOARD

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 53,19,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,62,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 28,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Payments to worked lines and others'."

DEMAND NO. 14—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 9,31,10,000 be granted to the President to defray the charges