

### BUSINESS OF THE HOUSE

**Mr. Speaker:** Before resuming the debate on the Railway Budget, I would like to make an announcement regarding the modification of the time allotted by the Business Advisory Committee. The Committee have recommended the following revised allocation of time:

1. General Discussion (Railway Budget) : 3 hours
2. Demands for Grants on Account (Railways) .. 2 hours.

**Shri Nambiar (Mayuram):** Why?

**Mr. Speaker:** There is no time. Only tomorrow and day after are left.

**Shri Nambiar:** It was five hours originally.

**Mr. Speaker:** But there are only two or three people.

The hon. Member has spoken for all.

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| 3. General Discussion (Kerala Budget).                                 | } 3 hours |
| 4. Demands for Grants on Account (Kerala).                             |           |
| 5. Prevention of Corruption (Amendment) Bill as passed by Rajya Sabha. | 1 hour    |

There is no more time available. Otherwise we will have to sit on the 29th and so on.

I take it that the House agrees with the revised allocation of time.

**Hon. Members:** Yes.

### RAILWAY BUDGET—GENERAL DISCUSSION—contd.

**Shri U. M. Trivedi (Chittor):** I am glad the hon. Railway Minister is present here to listen to the speeches. Most of the points have been really covered by Shri Nambiar, but I join my voice with his. In the case of Communists Shri Nambiar has stated

that those in charge of the railway administration are chary of appointing those who had ever associated with Communists. Similarly, my complaint is that about 1,800 men are still waiting to be re-employed only because they at one time as boys were working in the R.S.S. I see absolutely no reason for this. I had some correspondence with the hon. Prime Minister, and he had agreed to look into it. Not only that. The Home Minister had issued an order that that should not stand in the way of the employment of those who were at any time working in the R.S.S. in their school days or even afterwards. What happens is this. They are in this difficulty. If they write in the beginning that they were at any time associated with the R.S.S. they are not even called for the interview. If they do not put it down and they are called for interview and then it is found that they were in the R.S.S. they are dismissed because they did not disclose it. Therefore, they are on the horns of a dilemma. Therefore, a rule must be made and the railway administration must be warned about this, that this discrimination between citizen and citizen in India should not be made simply on the ground that the man had been in any manner associated with the R.S.S.

Then there is this question of the punctuality of the trains to which attention has been drawn by Shri Raghavachari. I join my voice with his. Somehow or other it happens that in our railway administration the broad gauge trains are always considered important and the metre gauge trains are always considered unimportant. So, whenever at any particular junction a broad gauge train is coming in, the metre gauge train is kept out and the broad gauge train is allowed to come in. If the broad gauge train is coming in, even if it is before time, it is allowed to come in and the punctual metre gauge train is made to stand at out station, and when the broad gauge train steams out, it steams in, to miss the connecting train. This is happening

at Ratlam, and I have brought this to the notice of the administration so often that this should be remedied. There should not be differentiation between the two kinds of trains.

I am really thankful to the railway administration for having published, and for following this practice of publishing, a White Paper on railway administration. It is an eye-opener to many who would carefully read it. What is our progress? We have been shouting from the house-tops that our progress has been very great. If you read the report you will find that we are handicapped very much in the progress we are trying to achieve. We have not got sufficient steel for the purpose of rails. We have been told that our steel requirement was about 1.06 million tons and yet with all our efforts we will be able to get not more than 5.55 lakh tons, that is only half of our needs. Again we require 4.55 lakh tons for fish-plates etc., and we will hardly get 1.22 lakhs. The same is the story with regard to sleepers. We require 90 lakh sleepers and we will hardly get 46 lakhs. This is a state of affairs which we cannot contemplate with equanimity. We must try to find out methods other than those we have adopted so far.

We have been talking of the open hearth process of manufacturing steel as against Thomas steel, yet we have made no effort whatever to increase our output by the open hearth process even at Ajmer. In Ajmer we had the open-hearth process but it was working only once in a week. That furnace was not working every day. And the man who was an expert employed by the railway, trained up as an engineering chemist, as a metallurgical chemist, has been posted somewhere in the Railway Service Commission just to examine boys and find out whether they are fit to be recruited as guards or ticket collectors.

**Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes):** He is no longer there.

**Shri U. M. Trivedi:** He is still there, I do not know whether you

have removed him. He was there up to last month.

**An Hon. Member:** Who is he?

**Shri U. M. Trivedi:** Dr. Malhotra.

This state of affairs must also be amended when we are finding these things.

So far as the services are concerned, the demand had been made that the grades of the Assistant Station Masters and the Station Masters must be upgraded. There were different grounds for the demand made by the Station Masters and the Assistant Station Masters. It is quite true that some pronouncement has been made by the railways upgrading not only the Station Masters and the Assistant Station Masters but the various grades of the various Class III officers, but it is not satisfactory. What you have tried to give the Station Masters and Assistant Station Masters is not going to help them in the least, and has not created any satisfaction in the whole group of Assistant Station Masters and Station Masters.

As you will admit, their duties have always been very onerous. It is these people who are, as I said before, and I reiterate it today, the bulwark of the whole administration. The running of the whole administration depends on them. They are the real wage-earners and bread-earners of the Railway Administration. It is these people, and more especially, the people who are working on the wayside at the cost of their lives, at the cost of their comforts, and at the cost of their social status, who must be compensated amply for what they are doing for the Railway Administration. I hope the Railway Administration will look into this matter.

From the rolling-stock programmes of the railways, we find that the number of loop lines is being increased. But we find that the distances between the railway station and the signals are also being increased. Once, I was stranded at a wayside station. The greatest difficulty that was experienced by the station

[Shri U. M. Trivedi]

master there was that the signal post was at a long distance, and the wire leading to it was rather very long, and for giving the signal, the lever had to be pulled up, but that lever could not be pulled up by a single man. I then caught hold of some Sardar like Sardar Hukam Singh to come to the rescue of the signal-man, but he did not come.

**Sardar Hukam Singh** (Kapurthala-Bhatinda): If I were there, I would have done it voluntarily.

**Shri U. M. Trivedi:** But my hon. friend was somewhere far away. I hope that something will be done, and some arrangement will be made to see that even for long distances, it is not difficult for an ordinary man to operate the signal or to set the points.

No doubt, the railways have progressed well by introducing janta expresses and the de luxe trains. I have got some experience of the de luxe train which runs between Bombay and Delhi twice a week. Out of 240 seats that are provided there, in the so-called third class accommodation, only 40 to 50 seats are occupied, while the rest of the seats are unoccupied.

16:43 hrs.

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

The reason for this is obvious, namely that in these bogies, only sitting accommodation is provided even for the whole of the night journey, and people have got to travel in these uncomfortable seats.

**Shri Raghavachari:** Two nights actually.

**Shri U. M. Trivedi:** At least, in the Bombay route, we have to spend only one night, but even one night is an ordeal. It may be two nights for the hon. Member. I am talking of a train on which I have travelled for one night.

I, therefore, say, that it is sheer waste to have this arrangement. Either you should do away with the de luxe trains, or you should have some accommodation in the janta expresses of a better type.

At the same time, it must also be remembered that, after all, people do not travel always from one end to the other.

People travel in between also from one place to another. So, every station is an important station, and therefore, stoppages must be provided everywhere. In the absence of an adequate number of stoppages, the number of passengers to travel by this de luxe train becomes reduced. Only last week, I was travelling by the de luxe train. There were only six passengers in the bogie which was meant for 80 passengers, and all these six were not from Bombay; four of them were from Baroda. Even at junction stations, the train does not stop. At Bharatpur junction, it does not stop. At Bayana junction, it does not stop. At Sawai Madhopur, it does not stop; again, at Godhra and Surat also, it does not stop. If the train is not going to stop even at these junction stations, then the purpose of running these trains is not achieved. I would, therefore, suggest that the position might be reviewed.

As regards the divisional system, I agree to the views expressed by Shri Nambiar. In the Western Railway, up till now, the district system was in vogue, but now the divisional system has been introduced there. Last time, when I criticised this, the Minister was not very happy over my criticism. But today, I repeat it. Please go and see what is happening at Ratlam, and what happens at other places also. There is absolutely no accommodation available, up to date, for those clerks who have been transferred from Mhow, I had suggested at that time that it was political considerations which were at the back of the headquartering of the division at Ratlam. It is possible that there may be bonafide reasons, and it may be said that it was a bona fide attempt. But whatever that may be, you will find that there is no accommodation available to those clerks, and they are stranded all over the place. The same thing has happened at various other places

also, while buildings which were meant for persons of this category at Bandikui have not been occupied and are going waste. We cannot afford such waste in these days of economy. On the one side, our Finance Minister says that we must gird up our loins and we must practise austerity, but on the other side, we are finding that we are allowing these buildings to go waste. So, even from the administrative point of view, this sort of change should not be introduced.

It has been brought to my notice, and I am in close touch with the railway officials, that the railway officials have not been very happy over this change. Formerly, at least at the district level, they were able to locate their files and papers easily, and get a remedy as early as possible. But today the position is that the files and papers are untraceable, and they are not to be found even up to date. So, the difficulties have been on the increase rather than on the decrease. If this sort of thing continues, it will be detrimental to the efficiency of the Railway Administration. So, a reassessment of the whole situation is very necessary.

Coming to the programme of the railways, I find that they are going to increase the capacity of the workshop at Ajmer. For the last five years, I have been reminding the Minister over and over again, and in fact, I consider it my duty in the interests of the country to point out, that we have done a great wrong in breaking up the machinery which was at Ajmer and removing it to Chittaranjan. In 1918, the Ajmer workshop was manufacturing 'P' class engines at the rate of about 45 engines per year. If only we had not removed the machinery from there, our progress at Ajmer would have been much greater. But, unfortunately, we have removed the machinery from there and taken it to Chittaranjan. Now, we are again trying to increase the capacity at Ajmer. I do not know whether we are doing this in order to increase the capacity of the loco shop at Ajmer. Yet, I am glad that this is some indication that the capacity is going to

be increased. I wish it well, but I say that the railways will do better, if immediately steps are taken to manufacture metre gauge 'P' class engines of the old type. These engines had proved very helpful, and every driver on the Western Railway metre gauge system was nothing but praise for these engines. The driver considered them very nice to operate; they considered them to be the best engines in the whole of the world. The new engines, namely the 'YP' engines are not so good as the 'P' class engines which were built in the olden days, and which did not cost Rs. 5 lakhs as the present engines cost today. So, it is very necessary that we must do something to improve the production of these engines and reintroduce the old 'P' class engines.

At page 40 of the Works, Machinery and Rolling-Stock Programmes of Railways for 1957-58, under the heading 'Works in Progress', I find that the station building at Godhra is going to be remodelled. One of the reasons given is that the passengers have to approach the Godhra station by means of a level crossing situated at the northern end of the station yard. I very much appreciate this. But I submit that the same consideration must apply in respect of other stations also, where there are similar level crossings, as for instance, Shamgarh, Garoth, etc. The Garoth station building has been built in my constituency in such a manner that people have to walk a distance of nearly  $3\frac{1}{2}$  miles to come to the level-crossing and after crossing the level-crossing again they have to walk another mile and a quarter before they could reach the station. That means that if those who come from Garoth are travelling in tongas and if the level-crossing gate is closed, they can never catch the train, because it is a wayside station and the train stops there only for two minutes. I think the hon. Minister must have passed through Shamgarh station sometime or other. Although Shamgarh town has a negligible population—hardly about 1000—yet it is a very important station and every

[Shri U. M. Trivedi]

train stops there. It is a coaling and watering station. Even the de luxe train, which does not stop to pick up passengers, stops at this station. But the whole of the hinterland is on one side whereas the station actually is on the other side and there is no over-bridge. Although there are two platforms, down and up, one has to crawl to get to the station on the side where the train stops. There is no other arrangement to get to the station, unless a man chooses to walk about a mile and a half to a crossing and then comes back a mile and a half.

So some arrangement must be made; some underground passage or overbridge must be built at Shamgarh to prevent accidents to passengers. It is extremely difficult for a man to get down at Garoth and go over to the place where the road starts or come to the station.

**Mr. Deputy-Speaker:** Cannot the hon. Member make a definite suggestion whether it should be underground or overground passage?

**An Hon. Member:** Underground.

**Shri U. M. Trivedi:** Not underground. A road must be built to come across and allow vehicles to come to the station itself. Now, no vehicles can approach this station at all. Therefore, a road must be built and a level-crossing must be built, if necessary. Or the station must be transferred to the side where the road terminates. One of the two things must be done. Not that an over-bridge must be there. I do not like overbridge. There are no coolies to carry luggage. So there would be another difficulty.

**Mr. Deputy-Speaker:** They would come when there is work.

**Shri U. M. Trivedi:** You have not seen Shamgarh. When you come there next time, I will show you.

There is one more point to which I would like to refer. This report indicates that ticketless travel is still

there and the administration is trying to check it.

**Shri T. B. Vittal Rao (Khammam):** Shahnawaz's party.

**Shri U. M. Trivedi:** Whether it is Shahnawaz's party or General Manager's party or anybody's party, are we honest about this ticketless travelling?

**Shri Ramachandra Reddi (Nellore):** No.

**Shri U. M. Trivedi:** We do not issue tickets to the passengers at stations. The TTs are watching. They say—'Don't issue tickets at the station. I have to tell the Minister that I have collected so many rupees per week. The Minister must be satisfied that I have collected Rs. 200'. How to do it? People nowadays have become honest and do not want to travel without tickets. So Mr. so and so says: 'Do not issue the ticket. I will issue the ticket in the train only by charging 8 annas more'. The long-distance passenger is being charged Rs. 19-8 instead of Rs. 19. So he says: 'Here is the ticket for you'. That would be shown as EFT—excess fare ticket. That excess fare will go to swell the amount that is shown as ticketless travel collections.

This is not a correct thing to do. It is a thing which casts a slur upon the character of the nation. It is unnecessary expenditure on our part to increase the number of TTs all along the line. It is not at all essential. Do something in the matter. Look into the matter. This is going on day after day. This is a bogus collection. It is not a collection from dishonest people. It is a collection made by harassing people, by causing harassment for revenue. The station masters at wayside stations can very easily co-operate with these people. We have introduced the system of telescopic rates. What advantage does a man get from the telescopic

rates? The station master simply says:

अजमेर तक टिकट मिलेंगे, अजमेर तक ले लो, पीछे दूसरा ले लेना ।

If I am travelling to Ajmer and then to Calcutta and if I get a through ticket, I get the advantage of the telescopic rate in respect of 150 miles I have travelled. But one station master will issue one ticket to Ajmer. Then I pay the pilgrim tax in the bargain, not get the benefit of the telescopic rate, buy another ticket to Delhi junction, pay another pilgrim tax or terminal tax or whatever you call it and get no advantage whatsoever of the telescopic rate. Then I have to purchase a ticket from Delhi to Calcutta. This is too much. This must be looked into.

It is only on account of the practices I have referred to that ticketless travel amount is bolstered up and shown as if we have derived income. You may call it Shahnawaz's party or Jagjivan Ram's party, if you like. But you must stop this.

**श्री जांगड़े** (विलासपुर—रक्षित—  
अनुसूचित जातियाँ) : उपाध्यक्ष महोदय, वर्तमान मसद् का यह अंतिम अधिवेशन है और हमारी प्रथम पंच वर्षीय योजना भी समाप्त हो चुकी है । रेलवे भारत सरकार का एक बहुत बड़ा महकमा है जिसमें कि कोई ११ लाख कर्मचारी काम करते हैं । गत पांच वर्षों में रेलवे मंत्रालय ने जो कुछ किया है वह अत्यन्त सराहनीय है । स्वराज्य प्राप्ति के पहले मैंने देखा है कि हमारे सरकारी कर्मचारियों में नौकरशाही की भावना थी जो हमारे आजाद होने के बाद मेवा भावना में परिणत हो चुकी है । मैं इस बात को मानता हूँ कि कुछ कमजोरियाँ अब भी देखी जा सकती हैं और कमजोरियों का बना रहना मनुष्य का स्वभाव है और कमजोरियों को दूर करता हुआ ही मनुष्य आगे बढ़ता है ।

रेलवे मंत्रालय तृतीय श्रेणी के पैसेंजर्स की ओर बहुत ज्यादा ध्यान दे रहा है, इसे देख कर खुशी ही होती है । परन्तु इतने बड़े देश में कहीं न कहीं पर कोई न कोई गलती हो ही जाती है और उस गलती को मान लेना और उसे दूर करना हमारा परम् कर्तव्य होता है । मैं आपके सामने रेलवे कर्मचारियों की कुछ एक शिकायतों को रखना चाहता हूँ । रेलवे कर्मचारी जो कि रेलवे बोर्ड में काम करते हैं, वे चाहते हैं कि अपने प्रास्पैक्ट्स को उज्ज्वल बनायें तथा तरक्की वाले पदों को प्राप्त करें । वे प्रतिस्पर्द्धा वाली परीक्षाओं में बैठने के भी इच्छुक होते हैं जो कि यूनियन पब्लिक सर्विस कमिशन द्वारा ली जाती हैं या किमी दूसरी मंस्था द्वारा ली जाती हैं । परन्तु रेलवे बोर्ड न जाने उनको इन परीक्षाओं में बैठने की क्यों अनुमति नहीं देता है । आई० ए० ए० की जो परीक्षा पिछले दिनों हुई थी उसमें बैठने के लिये भी इन कर्मचारियों ने अनुमति मांगी थी, परन्तु न जाने क्यों उनको अनुमति प्रदान नहीं की गई । इसका एक कारण यह हो सकता है कि रेलवे मंत्रालय को एक्स्पर्ट कर्मचारियों की आवश्यकता है और एक कर्मचारी जब पांच दस वर्षों तक एक जगह पर काम कर लेता है तो वह उसमें दक्ष हो जाता है, इस लिये रेलवे मंत्रालय उसको छोड़ना नहीं चाहता । परन्तु जो क्लेरिकल स्टाफ है या जो लिपिक है वह तो टैक्नीकल कर्मचारी नहीं होता है और इन कामों को कोई भी आदमी कर सकता है । हां जो टैक्नीकल कर्मचारी हैं उन पर यह बात लागू हो सकती है । तो ऐसे लोगों को परीक्षाओं में न बैठने देना जिन में बैठ कर और जिन को पास करके वे ऊंचे स्थानों को प्राप्त कर सकते हैं और उनसे लिपिक का ही काम सारी उम्र भर लेते जाना, उचित नहीं है । इस वास्ते अगर उनको कोई तरक्की मिलती हो और वे ऊंचे पद प्राप्त करने के लिये तथा अपने प्रास्पैक्ट्स को उज्ज्वल बनाने के लिए प्रतिस्पर्द्धा

[श्री जांगड़े]

बाले पदों के लिए परीक्षाओं में बैठना चाहें तो उनको इसका अवसर दिया जाना चाहिये।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि रेलवे बोर्ड में जो सरकारी कर्मचारी काम करते हैं वे तो क्लर्क से डाइरेक्टर तक बन सकते हैं। और जीवन की महत्वाकांक्षायें रख सकते हैं परन्तु रेलवे बोर्ड के सिवाय रेलवे मंत्रालय के विभिन्न महकमों में, विभिन्न सब-ऑफिस में जो क्लर्क काम करते हैं उन की बहुत दुर्दशा होती है। २० साल काम करने के बाद भी वे अधिक से अधिक अगर कुछ बन सकते हैं तो हैडक्लर्क बन सकते हैं और १०० रुपये तनख्वाह, या दो सौ रुपये

या ३०० रुपये तनख्वाह ही पा सकते हैं। फिर वे चाहे प्रोजेक्ट हों जायें या एम० ए० हो जायें उन के लिये चैनल्स आफ प्रोमोशन नहीं ह। रेलवे बोर्ड के जो इम्प्लाइज हैं उन के वास्ते तो कई अवसर हैं लेकिन सब-ऑफिसिस में जो कार्य करते हैं उन के लिये कोई एवेन्यूस नहीं है. . . .

उपाध्यक्ष महोदय : सदस्य महोदय हैडक्लर्क से आगे कल चलें।

17-00 hrs.

*The Lok Sabha then adjourned at Eleven of the Clock on Wednesday, the 27th March, 1957.*