

रेलवे उपबन्धा (शाहनुवाज खाँ) —

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#### PAPER LAID ON THE TABLE

#### AMENDMENT TO COTTON TEXTILES (PRODUCTION BY HANDLOOM) CONTROL ORDER

The Minister of Commerce (Shri Kanungo): I beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of the Notification No. S.R.O. 908 dated the 23rd March, 1957 making certain further amendment to the Cotton Textiles (Production by Handloom) Control Order, 1956. [Placed in Library. See No. S-52/57.]

#### RAILWAY BUDGET—GENERAL DISCUSSION—concl'd.

Mr. Speaker: The House will now resume further discussion of the railway budget. Three days were allotted for the discussion and today is the last day. At what time can I call upon the Railway Minister to reply?

The Minister of Railways (Shri Jagjivan Ram): The House is sitting till 6; I will take 1-1/4 hours.

Mr. Speaker: I will call him at a quarter to five.

Shri Samanta may continue his speech.

Shri S. C. Samanta (Tamluk): Mr. Speaker, yesterday I was speaking about electrification during the second Five Year Plan period and the suggestion of my hon. friend Mr. Dange to postpone it, as it would save about Rs. 80 crores. In this connection I mentioned about over-crowding in

passenger trains. Today I wish to bring to the notice of the House the heavy congestion of goods traffic.

Perhaps my hon. friends are aware that there is a bottleneck at Lillooah near Howrah. The House will be surprised to learn that due to this bottleneck at Lillooah the railway refuse to construct a line to Geonkhali where there was a proposal to establish a subsidiary port. I mentioned this in the course of the discussion on the Railway Budget in March. I may again say that in 1931 there was a proposal to construct a railway line from Contai to Contai Road. But that was not considered economical. In 1947 another expert committee surveyed those areas and also surveyed the proposed line from Mechada to Contai which they said would be economical. You will be glad to learn that if that railway line is constructed, then Geonkhali would be only ten miles from that line. However, this would be referred to an expert committee consisting of some foreign personalities. So I leave it there and request the hon. Minister to look carefully into the matter, because in the absence of a line the Transport Ministry could not take up the construction of that port. Then the Chamber of Commerce and the West Bengal Government and others thought there would be no return traffic. Now the Railway and the Transport Ministry have admitted that there would be return traffic. Now the Chamber of Commerce have come forward with a request that there should be a port and a connecting line from Bhogpur to Geonkhali. A large quantity of iron ore could be exported through this port and this would bring in a lot of foreign exchange.

As regards the working of the railways, I have to point out that we are not getting the maximum out of the property and the personnel of the railways. I request the hon. the Railway Minister to look into it, as to how many wagons, how many coaches should have been utilised, and there

would have been no necessity of constructing or importing fresh wagons and coaches.

**Mr. Speaker:** Why should there be so much of vehemence over these wagons?

**Shri S. C. Samanta:** Sir, Railways have the greatest responsibility as carriers of goods and passengers. If simple ways are not found out, the loss goes on. Then how can the Plan be made successful? We have got Rs. 1125 crores for the Second Plan. I think we need not want more money, because there are so many obstacles in the way of completion of the schemes we have already taken up. We are not getting the things we have ordered from outside, in time. During the Plan period, if all the works on hand are taken up and executed looking to economy and the best utilisation of the property and personnel of the Railways, then with the money that we have for the Second Five Year Plan I think we will be able to progress further.

In regard to staff I would like to place something before the hon. the Railway Minister. There is a demand from the staff that the C.P.C. scales should be revised, a Second Pay Commission should be appointed, there is curtailment of trade union rights, there is victimisation, and such other charges are being levelled against the Railway Ministry. I think the hon. Minister will look into these matters and satisfy the staff who really constitute the property of the Railways.

In this respect I also support Mr. Jangde who made a reference yesterday to the staff, that while they come forward through their trade union organisations for benefits for themselves they are not so eager to be dutiful. We have some experience in the Railway Corruption Enquiry Committee. We travelled throughout the length and breadth of India. It is with regret that I have to place before the House that we are not getting that dutifulness from the staff as

is necessary for the good of the Railways. So, keeping these things in mind, when we demand them to be dutiful, we must see that they are given the facilities that they want. Through their trade union organisations I request them to be dutiful, and I request the Railway Ministry to be more sympathetic to the just demands that are being put forward by them before the Ministry. There is one lacuna which I would like to point out. The Railway has the responsibility of carrying goods. But, under the Railways Act, if the goods are lost, the railway has no responsibility. In this respect, I think some responsibility should go to the railway. Otherwise, the staff will not be active and dutiful as they should be. The responsibility should be on the Government, that is, on the people who deal with these things. But, there are sections in the Railways Act, in which the provisions are that they cannot be made responsible.

There is a demand that more money should be spent on the opening of new lines. At the same time, we see there are so many accidents. Why? Because the existing track has become old, wagons have become over-aged, and coaches have become over-aged. First of all, if we rectify the existing track and other things, I think most of the money that we have allotted for the Second Plan will be spent. We as Members of Parliament come forward here and want that new railway lines should be constructed near about our constituencies or in our States. Really there is necessity for that. At the same time, we accuse the Railways that these accidents are happening. As I said, the accidents happen because the track is not all right and the bridges are not all right. First, attention should be given to rectify the existing lines. Then, further developments may be made. You will be astonished to hear that during the First Plan, we had to restrict the speed of trains on 1784 miles of existing track, because the rails were not

[S. C. Samanta.]

good, because the sleepers were bad. We hope that in the Second Plan, both rehabilitation work and other work will be done.

I thank the hon. Minister for the good work that has been done. They set up the Railway Equipment Committee. That Committee has submitted a report last year. That report shows that we will be able to manufacture here many things that we are importing from outside. Many people in our country will get employment. I request the hon. Minister to look into this and see that during the Second Plan, the Railways become self-sufficient as regards the equipment needed for the railways.

I request the hon. Minister to look into the question of staff quarters because we have not been able to provide as many quarters as are necessary. The Eastern and South-eastern zones were separate before. They were joined together and again separated. The service conditions are creating discontent in the mind of the employees. That matter should be looked into. As regards efficiency, I would beg of the hon. Minister to look to the suggestion that the people at the top should not be over-burdened with files. They should be allowed to undertake tours through their jurisdiction and encourage those people who are doing good work. In that way efficiency will increase.

**Shri Tyagi (Dehra Dun):** The general discussion on the Railway Budget, I think, is not the time for raising any particular question. Still, there was one thing which was uppermost in my mind which I thought I must give expression to but I will not take much time.

To start with, I must say that with all the drawbacks and criticisms pointed out, it must also be confessed that the railways are on the way to progress and promotion. They are doing

better than last year. Although the speed may be a little slow, it is for people to judge whether the railways are or are not on the way to recovery. They have claimed in their report that as far as their earnings are concerned, they have this time beat the record. Never in the history of the railways were they in a position to earn as much as they did last year, viz. Rs. 378.5 crores. They say the same thing regarding the amount of freight which they handled. That too beat the past record. Last year when the Railway Budget was being discussed, hon. Members had raised doubts as to whether the railways would be in a position to handle the increased passenger and freight traffic resulting on account of the increased social activity during the Second Plan. That was one anxiety and the biggest anxiety. There are many defects one may point, out, and naturally they must be looked into and removed, but the most important job of the railways is to give the society the facility of passenger and freight movement, and as long as they are making improvements in their direction, I think they deserve congratulations and encouragement. There may be defects also as pointed out by my hon. friend **Shri Feroze Gandhi** yesterday. He gave a number of instances where on account of the alleged carelessness of either the Railway Board or others, quite heavy losses had to be suffered. Those are matters which require probing into.

I have had a little experience of Ministries, and I am quite fresh from the Benches my friends occupy.

**Shri Feroze Gandhi (Rai Bareilly):** We are very happy to have you.

**Shri Tyagi:** I too am glad to be free to speak my mind. I wish to share my little experience with my friends freely. I was quite new when I went into the Ministry, but...

**Mr. Speaker:** I am afraid much of it is secret.

**Shri Tyagi:** No, Sir. I will take care of the secrecy oath. What I did was I called the senior officers to my office and confessed before them that I was a layman. I think that I did well because the officers all felt that after all the Minister is prepared to...

**Shri Jagjivan Ram:** Finance or Defence?

**Shri Tyagi:** I never tried to impose wisdom on them. I confessed they were more experienced, and since I was a layman I was always out to draw from them all the wisdom and experience they had of administration. The first thing I did was to make each one of them believe that I had full faith in his integrity. Once the officers know that the Minister has absolute faith in their integrity and honesty and is looking into their work with admiration, they will do better and better every day. That is the trick. That was quite successful. That was the trick of the trade.

**Acharya Kripalani (Sitamarhi):** That trick is adopted by every Minister.

**Shri Tyagi:** Instead of boasting every time of one's own honesty and doubting every time every little note, it is better to go by what appears on the face of the note, rely on that and then discuss with the officers; then many points come up, and you can pick out the best.

I tried to inspire a spirit of economy amongst the officers, with good results. The last report that I submitted to my colleagues in the Cabinet on the savings effected in the Defence Ministry was to the effect that the savings came to about Rs. 15.72 crores. That was the last instalment that I gave to them before I left the Cabinet.

**Acharya Kripalani:** Why not make him the Finance Minister?

**Shri Tyagi:** Out of that sum, Rs. 3 crores or so was recurring. It was not I who was responsible for that saving, but it was the cumulative

wisdom of a number of officers, including even the clerks and assistants. The House might be surprised to know that one assistant had thrown up a plan of saving; I had issued a circular to the junior and the senior officers that any suggestion for economy would be welcome, and the officer concerned will be given credit for his wisdom and his suggestions.

**Shri P. R. Patel (Mehsana):** On a point of order. Is the hon. Member discussing the Railway Budget or something else? We do not quite understand.

**Shri Tyagi:** I am suggesting ways and means of economy.

**Mr. Speaker:** There is no point of order. The hon. Member who is fresh from the Cabinet is trying to give information or advice as to how the officers and staff have to be dealt with, so that this is one of the methods of getting the best kind of service, about the absence of which there has been so much of complaint.

**Acharya Kripalani:** We are all enjoying it.

**Shri Tyagi:** I was surprised that an ordinary assistant was able to send up a proposal to effect economies in the supply of petrol, lubricating oil etc. to the Armed Forces. The scheme was taken up by General Mohite, and when it was worked out fully, it gave us a saving of Rs. 1,60,62,000 (recurring). Not a drop of petrol was reduced in the supply; it was just a change in the method of distribution that was able to effect this saving. And this was achieved at the suggestion of an assistant. The capital saving effected was of the order of Rs. 70 lakhs. Likewise, many other items were looked into, and savings were effected.

I would submit to the Railway Minister that taking into account the huge activities that he is handling in the railways, and the financial transactions that he has to deal with, my own assessment is that it will perhaps be easy for him to effect a saving of

[Shri Tyagi]

at least Rs. 50 crores within five years, that is, during the Second Plan period. I believe that is possible, and he might start on it right now. For, I must say that no definite efforts are being made in this direction. That has been my personal experience.

There are two types of policies with regard to administration. The first is the nature-cure policy, just to let things go on as before, and to take things easily. That is perhaps a very good policy. But there is also another policy, and that is probing into, and inspiring officers towards a sense of patriotism and a sense of economy in expenditure. I think that this is a better policy. It goes well. It makes one popular in the country, though not in the Cabinet or in the Ministry. But it does very well, and it goes well.

I would demand that the Railway Minister must make a promise to the House, and must endeavour to save Rs. 20 crores a year; in the first year, the savings will be more, while in the second year, it will dwindle, because the biggest economies will come about in the first year.

**Shri Feroze Gandhi:** The recurring amount may be added on.

**Shri Tyagi:** It will be recurring to a great extent, and quite a lot of saving can be effected. If these savings were effected, the people also would be saved from heavy taxation. My hon. friends have emphasised times without number in the General Budget debate—that applies to the Railway Budget also—that less stress than is necessary has been laid on savings. I submit savings are the best avenues of income, because they are a recurring income and the incidence of suffering does not fall on the taxpayer; on the other hand, the taxpayer is, to a great extent, relieved.

With these remarks, I want to stress one point in connection with the railways which concerns the poorest in the country. He is the man who lives

on the top of the hills. There are some hill track railway lines—hill sections as they are called. We have the Kalka-Simla line, the Kangra Valley Railway, Matheran Hill Railway, Gwalior-Shivpuri Railway and Nilgiri Railway.

**An Hon. Member:** Darjeeling Railway also.

**Shri Tyagi:** Then there are semi-hill sections: Hardwar-Dehra Dun, Jhagadia-Netrang, Zankhavav-Umarpada, Ujjain-Agar, Gwalior-Sheopur Kalan, Ambala-Kalka and Kicha-Kathgodam. These are the railways on which perhaps more money than normal was spent in building because alignments were of a different nature.

**An Hon. Member:** Gradients.

**Shri Tyagi:** My hon. friend corrects me that it is gradients. These railways were built by the companies either with Government help or on their own.

**Acharya Kripalani:** They were subsidised.

**Shri Tyagi:** The companies were given the benefit of charging unusual rates on these lines.

**Acharya Kripalani:** No, no.

**Shri Tyagi:** The distance of the Kalka-Simla line is 60 miles. The railway authorities are charging both freight and passengers at four times the normal mileage rate.

**Acharya Kripalani:** That is allowed.

**Shri Tyagi:** A wagon of potatoes from Simla would normally be charged Rs. 57. But they are charging Rs. 187. It is four times the usual rate. The capital investment on the railway was perhaps more or perhaps the maintenance charge is higher. That must be the only plea. But they have been charging it from the very initial period when the railways were for the first time constructed. Still it is going on.

Then a levy was put. I do not know whether it was either a surcharge or a levy or something else. It meant one anna extra. Its effect was that the charge went up by that amount. The incidence must at least be uniformly applied on the whole population. It should not be as if one tract will have a higher incidence of tax and another will have a lighter incidence. Whenever there is any tax, it must be uniformly applied.

Now we have been discussing it. They have raised the surcharge again on freight as well as on passenger fares. To persons living in the hills on the Simla side it will not only be one anna per rupee per maund but it will be two annas per rupee per maund, because the one anna extra was already there. So goods which pass through the Kalka-Simla line will not be paying 12½ per cent. but four times as much. It will be a sort of a levy of 50 per cent. Think of that one citizen. For the same one maund he has to pay per mile 50 per cent extra charge. I think this is unfair; may be it is also unconstitutional to make a discrimination between people living in one area and people living in other areas.

In the first place, when the scheme of unification came, all the rates were averaged out for the whole of India to be uniformly applied. These hills ought also to have been 'averaged out', because after all, they are small, little portions. They could also be taken into the scheme of average rates and given the usual facilities. Take the case of a person living high in the hills. He lives on potatoes. He has no sugarcane, nor other commercial crops. He has no industries to fall back upon. He has no cottage industries. He is the poorest in the lot without any avenues. Then the hills are difficult to live in because there is snow; they want warm clothes.

**Acharya Kripalani:** The Home Minister has gone there.

**Shri Tyagi:** The Home Minister has gone there. If he were in the hills, he would understand the situation better. Potato is the only crop he can raise in the hills. It is grown in terraces. If there is one rainfall, the whole field is washed away. He has to face all these natural calamities. But somehow or other, he grows some crops, ginger, potato etc. Potato is sold at the rate of Rs. 2-8 per maund in Simla hills. It is in the village up there. The transport charge—on mules—comes to about Rs. 6 per maund. So at Simla the cost is Rs. 8-8 per maund. For the potato which is sold at Rs. 8-8 per maund in Simla, he gets only Rs. 2-8 because Rs. 6 are for the transport charge. So already he has paid three times the actual value of his commodity as transport charge. From Simla again, it comes to Kalka. The railway levies four times the charge with the result that out of Rs. 10, Rs. 7-8 or Rs. 8 go as transport charges. He gets only Rs. 2-8 for a commodity which sells at Rs. 10 in the plains. There must be a limit to exploitation, Sir. I feel this is too much.

Then again, we claim to be a Welfare State. Ask that man in the hills whether it is a Welfare State for him, whether he has had any welfare. As far as he is concerned, he has not known of any welfare except that he knows that he has to pay four times the freight on his commodity.

Now, my hon. friend, Shri T. T. Krishnamachari, comes and says that there will be a tax on railway fare. Again that poor man will be taxed four times as much. Is this fair? It is not only to the Government that I appeal. I appeal to the whole House to see that the man in the hills gets a fair treatment at the hands of this benign House. After all, this House is the guardian...

**Shri Sadhan Gupta (Calcutta—East):** Let him vote with us.

**Acharya Kripalani:** What about his loyalty to Party?

**Shri Tyagi:** I have affirmed loyalty to my Party. But I have also taken oath of loyalty to the nation. So there is a lot of difference between affirmation of loyalty to Party and oath of loyalty to the country. I must first be loyal to the country and then to the Party.

Therefore, I must say on this issue that I shall fight to the last. It is not possible that my voter, my constituent, the man whose guardianship I have taken upon myself, shall go on suffering like that. I want to give my hon. friend, the Railway Minister, an ultimatum on their behalf to look into this question.

**Mr. Speaker:** Now, I shall call hon. Members one after the other. I shall announce their names so that they may be in their seats. First, I shall call upon Shri Melkote to speak. Then Dr. Atchamamba, then Shri Pattabhi Raman, then Shri Mulchand Jain, then Shri Indulal Yajnik; afterwards, Shri P. G. Deb, Shri U. R. Patel and Shri Kamble for the time being.

**An Hon. Member:** Is there a list?

**Mr. Speaker:** There is no question of list.

**Shri B. B. Singh (Raipur):** What about me, Sir?

**Mr. Speaker:** This is the provisional list. I want that all the hon. Members should be here so that I may call them one after the other.

**Shri M. N. Singh (Maharajganj):** What about others?

**Mr. Speaker:** If there is time I will give opportunities to others also. These people want to participate in the discussion and they have sent chits. I will certainly call even those who have not sent in chits, if there is time.

In this connection, I would like to inform hon. Members that with regard to the General Budget, in order to avoid confusion and competition and some hon. Members feeling

that they have not been called, I would urge upon all hon. Members and parties in particular, to indicate names of Members who want to participate, well in advance. The discussion will be for four days from the 28th to the 31st. They may indicate as to which of the hon. Members from which particular group ought to be called, giving also the order of preference. I will call them one after the other, balancing the names so that the level of the debate may be high. They may also get sufficient time to prepare in advance and they may not feel that those who were not prepared have been called while those who were prepared were not called. This is with regard to organised groups in the House including the Congress Party, the Communist party and other parties.

So far as unattached Members are concerned, who do not belong to any group, I would like that they should give their preference with regard to the particular days on which they would like to take part in the debate. That would ease the situation. I propose hanging up a list of names of Members whom I propose to call on the first day, on the second day and so on. It is not inviolable. Of course, I can call other hon. Members also if there is time. This does not mean that hon. Members can come and sit in the hall waiting for their turns or their names to be called and come in only then. I expect them also to continue to sit here. If they do not continue to sit here I will score out their names.

**Shri Sambandam (Nagapattinam):** Sir, I have given my name.

**Mr. Speaker:** Yes; his name is on the list.

**Shri Mahendra Pratap (Mathura):** What about the independents?

**Mr. Speaker:** Whether they have sent in their names or not they and others will be called if they catch the eye.

**Shri B. B. Singh:** Sir, I come from Madhya Pradesh, a new State and I have been standing for the past three days to speak on the Railway Budget hence a few minutes should be given to me.

**Mr. Speaker:** I would like that the Congress Party also should relieve me of this difficulty. Hon. Members must know that in a day of 5 or 5½ hours, it is difficult to distribute the time. I give time according to parties. So far as the Congress Party is concerned, the time that the hon. Minister takes both for opening the debate and the reply is also included in the total time of the party. That is a concession shown to the Opposition. If each party sends in the names of 25 Members each, the Speaker can call only such of those as can be called in a day. It would be helpful if the parties select a few, one or two from every group, so that I may regulate the debate in the House properly.

**Shri C. K. Bhattacharyya** (West Dinajpur): Sir, irrespective of party considerations, those who are new to this House deserve to be helped and encouraged.

**Mr. Speaker:** Why not the party take that into consideration? The party should do it.

**Shri S. Ghose** (Burdwan): From my party, only 2 Members were allowed on the first day; nobody else was allowed.

**Mr. Speaker:** Nobody else will be allowed hereafter. A party consisting of 6 Members has already been allowed 2.

**Shri S. Ghose:** The party consists of 17 Members, Sir. We had sent in the names of 6 Members.

**Mr. Speaker:** For a party of 17 more than 2 cannot be called.

**Shri S. Ghose:** In that case we will generally find no encouragement whatsoever.

**Shri P. K. Patel:** The Progressive group had submitted names.

کھائی جی - ایس - مسافر نامتوسو:  
دہل کا تجربہ مسافر کو زیادہ ہوتا

جے - اس لئے مسافر کو تو ضرور موقع  
دینا چاہئے -

[**Giani G. S. Musafir** (Amritsar): A *musafir* (passenger or traveller) has better experience of railway (travel); *musafir* must, therefore, be given an opportunity (to speak)].

पक्षक सहोदय : मैं बात कहूँ. अगर  
पार्टी हें मुसफिरों को मौका नहीं देना  
चहता।

**Dr. Melkote** (Raichur): Sir, I shall be as brief as possible. In the first place, I would like to support what has already been said in this House regarding the importance of a railway line between Bangalore and Mangalore and between Mangalore and Bombay. I do not want to dilate upon it as sufficient stress has already been laid on it.

The next point is with regard to the deposit of Rs. 6 crores with the Government of India from the ex-Hyderabad State on the definite understanding that that amount would be spent on the welfare of the State for the purpose of getting railway lines. This took place somewhere in 1948 or 1949. It is already about 8 years and the ex-Government of Hyderabad and the people of Hyderabad who contributed this amount of Rs. 6 crores have been pressing for a number of railway lines of great importance to them. That amount is in deposit with the Government of India. When Government of India took this money, it was on the distinct understanding and promise that the railway lines would be taken up. Now that the State of Hyderabad has been divided, the amount should be distributed, region-wise 15 per cent for Karnataka, 25 per cent for Marathwada and 60 per cent for Telengana in Andhra Pradesh, so that railway lines in these regions may be taken up to the extent possible and thus help the people which would give them sufficient encouragement. This amount is already there and it does not involve putting one's hands into the

[Dr. Melkote.]

Budget. Therefore, I would request the Railway Board to consider this aspect of the question and deal with it as expeditiously as possible.

The third point is this, Sir. Though the zonal-wise distribution of the railway lines has taken place many feel that it has not brought in sufficient efficiency in the administrative set-up. Would it not be possible that, in the new context of the Linguistic-wise States that have been formed now, these railway lines are so adjusted that each State would have a zone of its own so that the State Government and the Central Government can by co-ordination help increase efficiency and economy?

Fourthly, there is one point which I would like to stress. It is not a written law, but I am aware that it is taking place. In every place where there is an employment Bureau and where recruitment takes place whether for labour or working classes or higher-ups, particularly the Railways, a number of railway officials influence the employment exchanges in ways which amounts to saying that unless the Exchanges recommend about 50 per cent for railway employees' sons and relatives the Railway officials would not permit the others being taken up for employment. This practice is not correct and I personally feel that every citizen in India under the Constitution has a right to get employment everywhere and be treated similarly. This is one form of corruption which has crept in and crept in in a very strong manner. May I plead with the Railway Minister that he again looks into the matter and sets it right?

These are the four points that I have to stress.

**श्री म० च० जैन (कैथल) :** अध्यक्ष महोदय, तीन दिन से रेलवे बजट पर बहस हो रही है। किम कमीटी से इस बजट को परखा जाए, इस सिलसिले में मैं चार प्वाइंट्स अर्ज करना चाहता हूँ। मुझ से पहले बहुत से स्पीकर्स ने मुस्तलिफ नजरियों ने बजट पर बहस की है। मैं उन प्वाइंट्स को

दोहराना नहीं चाहता जो कि टेक्निकल बातों के सम्बन्ध में कहे गए हैं। मैं तो सिर्फ एक लेमन की हैसियत से इस बजट को देखता हूँ कि जो चार कमीटियाँ हैं, उन पर यह बजट पूरा उतरना है या नहीं।

पहली कमीटी जो मैं देखना हूँ वह यह है कि दूसरी पंचवर्षीय योजना में जो डिमांड्स रेलवे पर पड़ें हैं, आया यह बजट उन को पूरा करना है या नहीं और उन को पूरा करने की कोशिश की गई है या नहीं। दूसरी कमीटी जो मैं देखना हूँ, जिस पर कि इस बजट को परखना है, यह है कि हमारी पार्लियामेंट ने, हमारे कंट्रो ने, सोशलिस्ट पैटर्न के समान को बनाने का निश्चय किया है। आया रेलवे, जो कि हिन्दुस्तान की गवर्नमेंट की सब से बड़ी कंसर्न है, अपने महकमे के अन्दर इस सोशलिस्ट नमूने के समाज को बनाने की किस हद तक कोशिश कर रही है? क्या इस बजट ने इस डाइरेक्शन में कोई एक आध कदम उठाने का कोशिश की है या नहीं। यह दूसरी कमीटी है, जिस पर हम इस को परखते हैं। मेरी तीसरी कमीटी यह है कि इस बजट के जरिये पब्लिक को क्या अमेनिटीज मिलें हैं और रेलवे एम्पलाईज को क्या सहूलियतें दी गई हैं। चौथी कमीटी जिस पर कि बजट परखा जा सकता है वह यह है कि रेलवे किस हद तक सेल्फमफिशेंट है और किम हद तक उनको बाहर से साम न कम मंगाना पड़ना है। इन चारों प्वाइंट्स पर हाउस के बहुत से मेम्बरान ने अपने खयानात का इजहार किया है। मैं कोशिश करूँगा कि उनका बातों को न दुहराऊँ और सिर्फ अपने हैं; कुछ बातें कहूँ।

13 hrs.

उहा तक पहल प्वाइंट का त.ल.नुक है कि सीकड फाइव इम्पर प्लान की जरूरतों को पूरा करने के लिए कोशिश की गयी है या नहीं, मुझे इस बात की खुशी है कि इसके लिए कोशिश की गयी है। जब सीकड फाइव इम्पर प्लान बना तो रेलवे के लिए

१४८० करोड़ रुपया रखा गया लेकिन ४६०० करोड़ रुपये में से इतना रुपया रखना सम्भव नहीं हुआ इसलिये बाद को ११२५ करोड़ रुपया रखा गया जिसमें कि रेलवे को ३७५ करोड़ खुद सब्सक्राइव करना था । लेकिन पिछले साल के तजर्बे ने यह बतलाया कि ११२५ करोड़ रुपये से काम नहीं चल सकेगा, यह जरूरी समझा गया कि ११२५ करोड़ रुपये के अलावा २०० करोड़ रुपये का और प्रबन्ध करना होगा । मुझे इस बात की खुशी है कि रेलवे मिनिस्टर साहब ने इस रुपये का प्रबन्ध भी करने की कोशिश की है और दूसरी योजना की जरूरतों को पूरा करने की पूरी कोशिश की है । इसी सिलसिले में जो टैक्स बढ़ाये गये हैं उन पर कुछ मेम्बरान ने ऐतराज किया है कि फ्रेंट पर और पैंसिजर्स पर यह टैक्स लगाकर किराया नहीं बढ़ाना चाहिए । रेलवे विभाग को पहले ही जनरल रेवेन्यूज को अपनी बचत में से ३७५ करोड़ रुपया देना था । इसके अलावा दो सौ करोड़ रुपया और चाहिए । अगर टैक्स न लगाया जाये तो यह रुपया कैसे आयेगा । यह जो टैक्स की तजवीज आयी है उससे किसी मेम्बर को इख्तिलाफ हो सकता है कि ३० मील की दूरी के लिए किराया नहीं बढ़ाना चाहिए लेकिन कुल मिलाकर मैं इस तजवीज का स्वागत करता हूँ ।

अभी त्यागी जी ने एक बात कही । मैं उसकी ताईद करता हूँ । उन्होंने कहा था कि हिली एरियाज का किराया प्लेन्स से बहुत ज्यादा है । मुझे ठीक तो पता नहीं कि यह कितना ज्यादा है लेकिन इतना मैं कह सकता हूँ कि बहुत ज्यादा है । जब किराया प्लेन्स के लिए बढ़ेगा तो कुदरतन पहाड़ी इलाकों के लिये और भी ज्यादा बढ़ेगा । तो मिनिस्टर साहब को यह देखना चाहिए कि यह किराया उसी हद तक बढ़े कि जिस हद तक जायज है ।

इसी सिलसिले में मैं एक बात और कहना चाहता हूँ कि अम्बाला से कालका

तक के एरिया को हिली एरिया माना जाता है यह कहां तक ठीक है ? लेकिन चंडीगढ़ तो हिली एरिया किसी भी हिसाब से नहीं हो सकता । उस एरिया में तो प्लेन्स के बराबर ही किराया लिया जाना चाहिए ।

इसी सिलसिले में बचत का भी सवाल आता है । मैं अर्ज करना चाहता हूँ कि जहां तक बचत का सवाल है इस विभाग में इतनी बचत हो सकती है कि जिसका आप शुमार नहीं कर सकते । त्यागी जी ने अभी अपना डिफेंस डिपार्टमेंट का तजर्बा बयान किया ।

**Mr. Speaker:** Hon. Members need not carry on conversation when speeches are going on in the House. Hon. Members must have regard to what is going on in the House.

**श्री म० चं० जैन :** मैं भी यह कहना चाहता हूँ कि अगर ठीक तरह से सोचा जाय अगर रेलवे के मुहकमे के जनरल मैनेजर और दूसरे बड़े अफसर यह समझें कि यह हमारा अपना काम है तो उनके दिमागों में बचत करने के सैकड़ों तरीके आ सकते हैं ।

इसी सिलसिले में मैं करप्शन के बारे में जिक्र करना चाहता हूँ । मुझे ताज्जुब होता है कि कुछ मेम्बरान ने करप्शन के बारे में इस हद तक शिकायत की है । यह ठीक है कि करप्शन है और इससे कोई इन्कार नहीं कर सकता लेकिन जिस हद तक बतलाया जाता है उसको मैं एग्जेजेशन समझता हूँ । अगर हम सन् १९४७ से पहले की हालत से आज की हालत का मुकाबला करें तो हमको मालूम होगा कि आज पहले से करप्शन बहुत कम है । और जो भी करप्शन आज है उसको दूर करने के लिए हमारी हुकूमत ने काफी कदम उठाये हैं । पिछले साल रेलवे करप्शन एनक्वायरी कमेटी बैठी थी । मैं समझता हूँ कि उसकी सिफारिशों पर अमल किया जा रहा है । करप्शन कम हुआ है लेकिन फिर भी जितना है वह बहुत काफी है । और कई ऐसी चीजें ऐसी हैं

[श्री मू० बं० जैन]

कि जिन पर अगर मिनिस्टर साहब और रेलवे विभाग के अफसरान ध्यान दें तो यह करपान भी बहुत कम हो सकता है। पबलिक को तो रिश्वत देनी ही पड़ती है लेकिन जहां तक सरकारी मुहकमों का तालुक्क है उन तक का काम बिना रिश्वत दिये नहीं होता। मैं आपको इसकी एक मिसाल देना चाहता हूं। साल डेढ़ साल हुआ एक सप्लाई अफसर से मेरी मुलाकात हुई। उन्होंने मुझे बतलाया कि उनकी भी गुड्स क्लर्क वगैरह को पैसा देना पड़ता है। मैंने उनसे कहा कि पबलिक की बात तो मैं समझ सकता हूं, लेकिन आप सरकारी अफसर वहां से पैसा दे सकते हैं और उसको कौनमी मद में दिखलाते होंगे। उन्होंने कहा कि हम यह दिखलाते हैं कि हम रेलवे स्टेशन पर दलाल रखते हैं पर दलाल कोई नहीं होता और जो रुपया उनकी तनख्वाह के नाम से रजिस्ट्रों में दर्ज किया जाता है वह रेलवे के अफसरों को दिया जाता है। इसी तरह की एक दूसरी मिसाल पंजाब की मेरे सामने आयी जब कि पिछले साल मैं वहां मिनिस्टर था। वहां पर पबलिक वर्क्स डिपार्टमेंट के इंजिनियर को कोयला नहीं मिलता था। मैंने उनसे कहा कि प्राइवेट क्लिन कंस्ट्रक्शंस को तो दबादब कोयला मिल रहा है पर आपको क्यों नहीं मिलता। उन्होंने कहा कि क्योंकि हम पैसा नहीं दे सकते इसलिए हमको बैगन नहीं मिलते जब कि प्राइवेट आदमी पैसा दे सकते हैं और उनको बैगन मिल जाते हैं। तो सरकारी मुहकमे तक के काम का यह हाल है। इस तरफ मिनिस्टर साहब ध्यान दें।

इसी तरह से टिकटलैस ट्रेवल का सवाल है। अगर जांच की जाये तो पता चलेगा कि टिकट एग्जामिनर और पुलिस मिले रहते हैं इसलिए यह होता रहता है।

इसी तरह से सामान गुम होने का सवाल है। यह ठीक है कि उसके लिए प्राइवेट आदमी आदालत में जाते हैं। और उनको दाम मिल जाते हैं। पर सवाल यह है कि यह सामान गुम क्यों होता है। मैं पूछना चाहता हूं कि इस सामान के गुम होने पर किसी रेलवे अफसर के खिलाफ भी कोई कार्रवाई की गयी या नहीं मुझे चूक बहुत सी और बातें कहनी हैं इसलिए मैं ने ये चन्द मिसालें दे दीं।

मैं रेलवे मिनिस्टर की तबज्जह इस तरफ दिलाना चाहता हूं कि वह कोई एंटीकरप्शन डिपार्टमेंट कायम करें ताकि वह करपान को रोके और वह रिपोर्ट दे कि किस अफसर के खिलाफ क्या कार्रवाई की गयी। पंजाब में एक ओवरऑल एंटीकरप्शन डिपार्टमेंट है। वह मुस्तालिक मुहकमों से डील करता है और रिपोर्ट शायद करता है कि कितने अफसरों के खिलाफ क्या कार्रवाई की गयी। रेलवे का जो मुहकमा कायम हो वह भी इसी तरह से रिपोर्ट शायद करे कि कितने छोटे और बड़े अफसरों के खिलाफ कार्रवाई की गयी। कहा जाता है कि करपान छोटे लेवल पर होता है बड़े लेवल पर नहीं होता। लेकिन मेरा तजर्बा है कि करपान बड़े लेवल पर भी होता है। लेकिन जैसा कि माननीय सदस्य आचार्य कृपलानी जी ने कहा बड़े लेवल के करपान को इर्रगुलरिटी कह कर छोड़ दिया जाता और छोटे लेवल के करपान को करपान कहा जाता है।

अभी त्यागी जी ने कहा कि अगर अफसरों को एनकरेज किया जाये और उनसे कहा जाये कि वे बड़े इंटेग्रिटी के आदमी हैं और बड़े इंटेनीजेट हैं तो वे बहुत अच्छा काम कर सकते हैं। मैं उनसे इत्तिफाक करता हूं। मेरा भी यही तजर्बा है। लेकिन मैं साथ साथ यह भी कहना चाहता हूं कि ये अफसर एक मजबूत घोंड़े की तरह हैं।

उस मजबूत धोड़ पर जो सवारी करने वाला ही वह भी मजबूत होना चाहिए। अगर जो राइडर है वह मजबूत नहीं है तो काम नहीं चल सकता है और जो धोड़ा है वह दुलती मार सकता है और काम नहीं करता है या अपनी मनमानी कर सकता है। मैं मानता हूँ कि सन् १९४७ के बाद से रेलवे के महकमे ने कई इम्प्रूवमेंट्स की हैं और ये ऐसी इम्प्रूवमेंट्स हैं जिन को देख कर हर किसी को खुशी ही हो सकती है लेकिन समझ में नहीं आता है कि इसमें नफा इतना कम क्यों हो रहा है। रेलवेज हमारा इतना बड़ा कनसर्न है जिस पर कि हम ५ साल में १२०० या १३०० करोड़ रुपया खर्च करने जा रहे हैं और शायद ही भारतवर्ष में इससे बड़ा कोई और कनसर्न होगा। अगर इसको किसी कंपिटलिस्ट के हाथ में दे दिया जाये, बिड़ला या टाटा के हाथ में दे दिया जाये, तो मैं दावे के साथ कह सकता हूँ कि वह एम्प्लायीज को इतनी ही तनख्वाह दे कर जितनी कि अब रेलवे का महकमा दे रहा है जनरल रेवेन्यूस को ३० करोड़ के बजाय ३०० करोड़ का प्राफिट करके दिखा सकता है। तो यह जो २७० करोड़ रुपया है यह कहां जाता है। मैं जाती तौर पर तो कुछ नहीं कह सकता लेकिन मैंने एक दो मिसालें आपके सामने रख दी हैं। कर्णान वगैरह यहां पर बहुत चलती है और उसकी रोकथाम करने के उपाय आपको सोचने चाहियें। इसके साथ ही साथ जो दूसरे उपाय हो सकते हैं उनको भी भ्रम में लाने का आपको प्रयास करना चाहिये।

अब जो सोशललिस्टिक पैटर्न की बात की जाती है, उस लिहाज से मैं इस बजट को देखता हूँ तो यह देख कर मुझे खुशी होती है कि जहां पर पहले रेलों पर चार दर्जे हुआ करते थे यानी फर्स्ट, सैकण्ड, इंटर और थर्ड उनको घटा कर अब तीन कर दिया गया है, यानी इंटर क्लास को उड़ा दिया गया है। मैं यह कहे बिना नहीं रह सकता कि सोश-

लिस्टिक पैटर्न आफ सोसाइटी की स्थापना की दिशा में एक शानदार कदम हमारे रेलवे के महकमे ने उठाया है। मैं समझता हूँ कि अगर दुनिया के दूसरे देशों से मुकाबला किया जाए तो वहां पर शायद एक ही दर्जा होता है, या एक स्पेशल क्लास होती है, तो हमें भी यहां पर एक दर्जा और उड़ा देना चाहिए और दो दर्जे ही रखने चाहियें। सोशललिस्टिक पैटर्न आफ सोसाइटी की स्थापना की तरफ वह एक और कदम उठाया जा सकता है। ग्राजकल रेलवे के महकमे में तथा दूसरे सरकारी महकमों में भी सरकारी मुलाजिमों के कई दर्जे हैं, कोई फर्स्ट ग्रेड के हैं, कोई सैकण्ड के हैं, कोई थर्ड के हैं और कोई फोर्थ के हैं। इसको भी मैं एक गलत बात समझता हूँ। जिस तरह से रेलवे के महकमे ने एक शानदार कदम उठाया है यानी चार की जगह तीन दर्जे कर दिए गए हैं, इसी तरह से मैं चाहता हूँ कि सर्विसेज में भी चार की जगह तीन क्लासिस ही कर दी जायें, तो यह एक बड़ी खुशी की बात होगी। माननीय मंत्री जी ने कहा है कि चौथी श्रेणी के कर्मचारियों की हालत बहतर बनाने के लिए उन्होंने सुझाव देने के लिए एक कमेटी की स्थापना की है। यह बड़ी खुशी की बात है। पहले बलास ४ को बलास ३ में आने की इजाजत नहीं होती थी और इस पर सीधे विचार करके सुझाव देने के लिए ही इस कमेटी की स्थापना हुई है। मैं इसका स्वागत करता हूँ। मैं आशा करता हूँ कि यह कमेटी कोई अच्छे सुझाव सरकार के सामने पेश कर सकेगी और सरकार उन पर भ्रम कर सकेगी।

सोशललिस्टिक पैटर्न आफ सोसाइटी की स्थापना के सिलसिले में मैं एक दो और सर्जेशंस माननीय मंत्री महोदय को देना चाहता हूँ। रेलवे के महकमे में करोड़ों रुपये का काम मिट्टी का हर साल होता है। नई लाइंस बनती हैं, रिपेयरिंग होती है और उनके सिलसिले में काफी धर्य बर्क होता है। मैं चाहता हूँ कि यह काम सेबर कोआपरेटिव सोसाइटीज को सौंपा

[श्री मू० च० जैन]

थाए। आजकल यह काम कांटेक्टर्स के जरिये ही करवाया जाता है। अब जबकि हम कोआप्रेटिव कामनवैल्य बनाने जा रहे हैं यह ठीक ही होगा अगर हम ज्यादा से ज्यादा काम कोआप्रेटिव सोसाइटीस के जरिये से करवायेंगे। जब यह काम कांटेक्टर्स को सौंपा जाता है तो वे आफसरान से मिल कर अपनी हलवामांडा बनाते हैं। मैं किसी को एक्यूज नहीं करता। लेकिन यह जो रुपया ठेकेदारों को दिया जाता है वह उनकी जेबों में जाने के बजाय लेबर कोआप्रेटिव सोसाइटीस को मिल सकता है। मैं रेलवे मिनिस्टर साहब से प्रार्थना करता हूँ कि वह इस सिलसिले में बाकायदा कोई रूल बनायें और यह जो ग्रंथ बर्क है जिस में कोई स्कूल की जरूरत नहीं है और अनस्कूल्ड लेबर ही इसको करती है यह लेबर कोआप्रेटिव सोसाइटीज को ही सौंपा जाना चाहिए। इस तजुबों को पंजाब में दो तीन बरसों से धाड़माया जा रहा है और मैं आपको बतलाना चाहता हूँ कि यह वहां बहुत कामयाब रहा है और मैं कोई वजह नहीं देखता कि यह यहां क्यों कामयाब न हो।

अब मैं कंटेरिंग के बारे में एक दो बातें कहना चाहता हूँ। अगर इस बारे में मेरी इन्फार्मेशन अप-टू-डेट न हो तो मैं क्षमा चाहूंगा। लेकिन कुछ एक दिन पहले की बात है कि यह जो कंटेरिंग का काम है यह एक कांटेक्टर को ही बीस बीस और पचास पचास स्टेशनों पर सौंपा जाता था। यह कंटेरर प्रागे अपने आदमी रख लेता था और उनको पचास रुपये या सत्तर रुपए माहवार देकर दिन रात उनसे काम लेता था। इसका नतीजा यह होता था कि जो बड़ा मगरमच्छ है वह चालीस और पचास ठेके लेकर खूब कमाई करता था। मैं यह चाहता हूँ कि रेलवे के महकमे को यह पालिसी बनानी चाहिए कि बड़े बड़े कंटेरर्स को ही ठेके न देकर, जो खुद काम करना चाहते हों, उन को ही यह काम सौंपा जाए। इससे एक तो कुछ बेकारी कम

होगी और दूसरे उनको ही काम मिल सकेगा जो अपने हाथ से करना चाहते हों। इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि जो खाने पीने का सामान होता है वह भी छोटे स्टेशनों पर निकम्मा होता है। इस बारे में भी मैं चाहूंगा कि प्रामोद्योग की जो चीजें हैं उनको ही बढ़ावा दिया जाए जिससे एक तो चीजें अच्छी मिल सकगी और दूसरे जो प्रामोद्योगों में लगे हुए हैं उनकी रोजी का साथन कायम रह सकेगा।

अब मैं एमिनिटीज के बारे में कुछ कहना चाहता हूँ। यहां पर रेलवे मुलाजमीन को एमिनिटीज देने के बारे में काफी कुछ कहा गया है। चूंकि मैं इस बारे में ज्यादा वाकफियत नहीं रखता हूँ इस वास्ते मैं इस की बाबत कुछ नहीं कहूंगा। मैं दो तीन दूसरी बातों की तरफ आपका ध्यान दिलाना चाहता हूँ। ऐसा मालम होता है कि जहां ज्यादा आवाज होती है वहां के मुलाजमीन के लिए पहले सहूलियतों का इन्तिजाम कर दिया जाता है और जहां के मुलाजमीन की आवाज कम होती है वहां कोई ध्यान नहीं दिया जाता है। मैं मकान बनाने की ही बात को लेता हूँ। कई रेलवे जंक्शंस पर मकान इत्यादि बनाए गए हैं और रेलवे कालोनीज बनाई गई है। हमने अपने प्राइम मिनिस्टर से कई बार स्लम्स के बारे में सुना है और उन्होंने इनके बारे में कहा है कि इन को जला देना चाहिए। मैं जिन रेलवे कालोनी में गया हूँ उसके बारे में मैं आपको कह सकता हूँ कि वहां पर मेरे लिए कुछ देर भी खड़ा रह सकना मुश्किल हो गया था।

रेलवे उपमंत्री (श्री साहजबाब जी) : वह कौन सी रेलवे कालोनी है जिसका खिन्न माननीय सदस्य कर रहे हैं ?

की वृद्धि का ध्यान : मैं जीब जंकशन रेलवे कालोनी का बिक्रि कर रहा हूँ। यह दिल्ली फिरोजपुर रेलवे लाइन पर है।

इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि आप जो क्वार्टर बनायें वे स्ट्रेड ओवर होने चाहिए। ऐसा नहीं होना चाहिए कि जिस जगह से ओवर की धावाज उठती है, वहाँ तो आप बनाते चले जायें और जहाँ की धावाज कम होती है वहाँ आप बिल्कुल ही न बनायें। यही हालत स्कूलों वगैरह की है। जीब जंकशन के मुलाजमीन कहते हैं कि उन की तो कोई सुनता ही नहीं है। इस वास्ते इस को भी मैं आपके नोटिस में लाना चाहता था।

अब जो छोटी छोटी और पब्लिक की शिकायतें हैं उनकी तरफ मैं आपका ध्यान दिलाना चाहता हूँ। यह शिकायतें ट्रेंस के बारे में हैं। पब्लिक की एक डिमांड तो यह है कि चंडीगढ़ को मेन लाइन पर लाया जाए। चंडीगढ़ पंजाब का कैपिटल है और एक बहुत ही शानदार शहर बस रहा है। यह मांग जो कि पंजाब के लोगों की है और मेरी ही नहीं है, बहुत दिनों से चली आ रही है। इस वास्ते मैं चाहता हूँ कि जल्दी चंडीगढ़ मेन लाइन पर लाया जाना चाहिए और माननीय मंत्री जी को इस ओर विशेष ध्यान देना चाहिए।

रोहतक से दिल्ली तक सवा तीन बजे से रात के नौ बजे तक कोई गाड़ी नहीं चलती है। इसका क्या कारण है यह मेरी समझ में नहीं आता। दिल्ली से बड़े बड़े शहरों के लिए जैसे बम्बई है, कलकत्ता है, नौ बजे और दस बजे गाड़ियां चलती हैं। इसका नतीजा यह होता है कि मुसाफिरो को बहुत तकलीफ होती है। क्या आप यह चाहते हैं कि वे वहाँ पर छः बटे पहले ही जा कर बैठ जायें। मैं चाहता हूँ कि तीन बजे से नौ बजे के दौरान में भी रोहतक दिल्ली के बीच गाड़ी चले।

जहाँ जहाँ पर पक्की सड़कें हैं वहाँ पर रेलों का इतिजाम भी काफी है कम्पैरिटिवली जहाँ पर नहीं है। तो मैं चाहता हूँ कि ऐसी

जगहों की तरफ आपका ज्यादा ध्यान जाना चाहिए। मैं एक मिसाल देना चाहता हूँ। पानीपत से जीब एक रेल लाइन जाती है। इसी तरह कुच्छन से कैबल नरवाना तक जाती है। इन पर केवल दो गाड़ियां चलती हैं और यह तादाद बहुत ही कम है। वहाँ की पब्लिक ने इस बारे में रेलवे महकमे को लिखा है और उनसे प्रार्थना की है कि गाड़ियों की तादाद को बढ़ा कर तीन कर दिया जाए। लेकिन इसका कोई उत्तर ही नहीं मिलता है। तो मेरी रेल मंत्री जी से यह भी शिकायत है कि क्या वजह है कि जब उनको लिखा जाता है तो कोई उत्तर क्यों नहीं दिया जाता है। न सिर्फ रेल मंत्री को ही जो पत्र लिखा जाए उसका जवाब उन्हें देना चाहिए बल्कि जिस अफसर को भी कोई पत्र लिखा जाय उसको उसका जवाब देना चाहिए। ऐसा नहीं होना चाहिए कि छः छः महीने और एक एक साल उसका कोई उत्तर ही जनता को न दिया जाय। इस चीज को देख कर मुझे हैरानी होती है। तो मैं चाहता हूँ कि यह जो पैसेंजर ट्रेंस की तादाद है इसको बढ़ा दिया जाए।

फगवाड़े का रेलवे स्टेशन पुराने टाइप का है और उसका षोड कम है जीब के जंकशन पर कोई शौड नहीं है और वहाँ पर अन्य ऐमिनिटीज सुलभ नहीं हैं। अगर हमारे रेलवे के मंत्री महोदय जरा गहरी दृष्टि से इस ओर ध्यान देंगे तो मुझे पक्का यकीन है कि जहाँ पिछले दस वर्षों में रेलवे विभाग ने काफी एम्प्रूवमेंट्स किये हैं वहाँ और भी अधिक इम्प्रूवमेंट्स वे करने में समर्थ हो सकेंगे और उन इम्प्रूवमेंट्स के होने के बाद हम फ्रलू के साथ कह सकेंगे कि आजादी मिलने के बाद अगर किसी मुहकमे ने देश की आम जनता को सहूलियत और राहत पहुंचाई है और आम जनता यह समझने लगे कि वास्तव में हम एक आजाद मुल्क में रह रहे हैं, तो वह हमारा रेलवे विभाग है। थर्ड क्लास के डिब्बों में पंखे और अन्य आवश्यक सुविधाओं की व्यवस्था हुई देख कर आम जनता देश की काफ़ी महसूस करने लगेगी कि हम आजाद हैं और

[श्री मू० चं० जैन]

वह आजादी और गुलामी के फर्क को समझ जायेंगी।

इन शब्दों के साथ मैं रेलवे मंत्री महोदय को बधाई देते हुए अपना भाषण समाप्त करता हूँ।

**Dr. Atchamamba (Vijayavada):**

The railways are as vital to the country and the Government as the nervous system is to the human body and life. If any portion of the railway system is paralysed, we can take it that it is as bad as the paralysis of the body itself. Considering how import the railways are for a country, we have to be very careful both about the human elements as well as the mechanical or material elements of the railways.

There have been many accidents of late in the country here and there. Naturally, people are agitated about it. We want to know why these accidents are occurring and whether we can prevent them. Certainly, unless it is an exceptional case, we will not say it is an act of God. We should go into the matter and try to do what we can to remedy it. Lately we had the Mehboobnagar accident and people were agitated, because it was the third or fourth accident. A commission was appointed to go into the accident. We find in that report the Government Inspector of Railways telling us:

"During the last 7 years, there have been at least six major accidents on the Indian Railways due to washaway of the bridge approaches or scours of the bridge foundations. All these accidents have caused heavy loss of life. For each of these accidents, undoubtedly, there have been at least a few narrow escapes. The main reason for these accidents appears to be inadequate waterway and consequent over-topping of the bank and resultant erosion and scour."

He further goes on to say how these bridges had been built accord-

ing to the old Dickens's formula, which does not hold good now. There is a new formula called the Inglis formula, which is to be used for the construction of the waterway. I am referring to this because in the Five Year Plan, we have allotted Rs. 11 crores for the rehabilitation of bridges. There may be roughly one lakh bridges in the whole of India. For building each medium-sized bridge, it will take at least Rs. 40 to Rs. 50 lakhs. So, with Rs. 18 crores, we can build at best only about 50 bridges. If the waterways are small, especially in hilly places where the catchment area is large and there is sudden rainfall, naturally the bridges are likely to give way. So, I feel that more money should be allotted for this expenditure. How it is to be found, of course, it is the concern of the hon. Finance Minister and the hon. Railway Minister. I feel this is a very urgent matter and should be given priority over many other subjects in the budget.

In the budget for 1957-58, an allotment of Rs. 2 crores is made for giving medical facilities to the workers. The workers are more than a million and there are also contract workers, who come to a few lakhs. Therefore, Rs. 2 crores is too small an amount, because hospitals have to be maintained and medicines have to be bought. Under the present condition of things, most of the workers cannot afford proper food and so they suffer from any number of deficiency diseases. So, they go very often to the hospitals in order to get injections or other medicines from the hospitals. We have to supply the hospitals with medicines. Otherwise, because of the deficiency diseases, their working capacity is very low and that means the railways lose. If not for the workers' sake, at least for our own sake, to see that the railways do not lose, we will have to provide a greater amount in the budget for giving medical facilities to the workers. Rs. 2 crores is too small an amount; some more crores must be added to it. Perhaps you can take it even from the reserve fund. This is not a loss,

because good and strong workers are a great asset to the railway industry as to any other industry. I may say that the railway industry is one of the biggest industries; it is a national industry. As such, it is the duty of the Government to see that its workers are in perfect health. That is the least we can do for our workers at present, till the standard of living becomes high enough when we will not see any more of these deficiency diseases.

I come from Andhra and I would like to say something about the Waltair station. It is almost the end of the South-eastern Railway. Waltair is a big place; it is a port and it has got many industries. There is the Caltex oil refinery and also there is a wagon-assembling plant. We also find manganese coming there for export. Naturally many foreigners will be coming there. Under these conditions, when I see the station which is no more than a tin shed, I feel really ashamed of myself. It is high time the station is rebuilt or properly built. There are no waiting rooms. Of course we need not say anything about third class waiting rooms, because even the second class waiting rooms are too small and not adequate at all.

There is only one train from Hyderabad to Vizag, which is called the fast passenger train, but it takes 26 to 30 hours. We know that Hyderabad is the capital of Andhra Pradesh and people from Bezwada, Vizag and other places have to come to the capital so very often. It is very inconvenient for the passengers; as they lose precious time due to the trains running late. Of late trains are awfully late; it is a general rule, we can take it that the trains run three or four hours late regularly. I request the hon. Railway Minister to see that at least one fast express train is arranged between Hyderabad and Vizag.

Now with regard to passenger amenities, of course, drinking water is supplied in many stations, but with regard to catering of food, in the de

luxe trains there is catering even in third class. But in other trains there is no catering for the third class; only in the first and second classes the railway authorities cater food. So, the passengers are forced to buy food from the platforms. Of course private people are given permission to come to the platforms and sell food, but what I say is this. Most of these private people do not know how to keep things clean. That means from each station when the people buy food, they are spreading infectious diseases from place to place. This has to be prevented and the Railways must take responsibility for catering food to the third class passengers, if not in the train itself, at least at different stations.

As for the third class waiting rooms, I say they are very inadequate and insanitary. After all it is the third class passengers who give the maximum receipts and it is the bounden duty on our part to see that they are adequately cared for. So, these third class waiting rooms must be commodious and clean with all the sanitary fittings necessary for them.

**Shri Pattabhi Raman** (Kumbakonam): Mr. Speaker, Sir, I feel that quite a lot has been said by way of comparison between the broad and metre gauge railway systems and my hon. friend Shri Feroze Gandhi with his usual eloquence and ability has flooded the House with figures and tables, that I find, Sir, coming as I do from the Southern State of Madras that we are likely to suffer as a result of those figures so ably submitted by Shri Feroze Gandhi.

I wish at the outset to say that so far as Madras is concerned, most of the lines there are metre gauge lines. We had to suffer the fate, as you are aware. It is unnecessary to recapitulate to the House the history of this famous gauge. They were dumped on India by an alien Government when they found they were not useful in their place. They constructed their own standard gauge system quite some years ago. It is

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very easy for one to get into a train in London, get ferried across to Calais and go to Paris and practically the whole of Europe on the standard gauge. That is not what is obtaining in our part of the country.

Quite a lot has been said about the broad gauge system and the inadequacy of equipment *vis-a-vis* that system. I wish to point out that so far as figures are concerned, we have to bear in mind that in contradistinction to the huge land mass of India in the Indo-Gangetic plain, our country narrows down in the Southern peninsular portion. As we go further and further down we have quite a lot of people pressed into an area where there is not much space. It is very much so in the State of Kerala.

It is the metre gauge system which obtains in the many parts in the South of the country. I wish to draw the attention of the House to pages XXXIII, and XL (charts) of the brochure on Indian Railways supplied by the Ministry. You will find that as against 16,000 odd miles in the broad gauge we have 15,305 miles in the metre gauge. I find at page XL of the same brochure that the Mileage with regard to operation is 123.2 so far as broad gauge is concerned and 61.1 so far as metre gauge is concerned. Finally with regard to wagon usage, as against the net ton miles of 541 in the broad gauge it is very nearly 203 in the metre gauge. Therefore there is a lot of usage so far as the metre gauge is concerned.

I have to place before the House figures regarding aging to which reference has been made. At page 26 of the Report by the Railway Board, Volume I the wagon position is given. In the broad gauge the position on 31st March 1956 was 169,008, that is 5,369 more than in the previous year. The position in the metre gauge in the Southern system was 18,184, a reduction of 28 wagons. The next figure to which I wish to draw attention to is on page 47 of the same

report. So far as line construction is concerned as against 581.73 miles constructed on the broad gauge, the additional mileage constructed on the Southern metre gauge was only 96.55. With regard to replacement of rolling stock, we find that the number of coaching vehicles replaced was 449 on the broad gauge and 744 on the metre gauge. As we come down to goods wagons we find that the figures compare favourably so far as metre gauge is concerned. So far as the broad gauge is concerned the number ordered was 20,000 and odd and those placed on the line 10,518. As far as metre gauge is concerned it was 14,846 and 9,632 respectively.

Lastly, at page 66 we have figures about the wagon position and over-aging to which reference has been made. It was stated that 4/5th of the traffic was being carried on the broad gauge and 1/5th on the metre gauge. There was also a reference to the necessity for wagon replacement on the broad gauge. It was actually 18 percent in the broad gauge as against 21.2 percent in the metre gauge. The same is the position with regard to coaching stock and rolling stock. The average number of steam locomotives under or awaiting repairs was 291 in broad gauge is against 192 in metre gauge in 1955-56.

Therefore the picture presented by my able friend—I do not say that he intended it—may result in some sort of injustice being done to the metre gauge. It is true that there are a lot of metre gauge lines in the South. It is not our fault. They have been forced on us. Therefore, there is certainly an immediate necessity for replacement of wagons and coaches on these lines.

I do feel grateful to the hon. the Railway Minister for referring to the various surveys made for the construction of new lines particularly with regard to Trivandrum-Tinneveli-Cape Comorin and Vellore-Kancheepuram-Villupuram routes as also to the elec-

trification of the railway from Tambaram to Villupuram. I have only to say that, if for some reason, the electrification of the line from Tambaram to Villupuram is dropped, the railway authorities will at least take up the other lines which are very necessary in the Southern part of Madras.

I have to state that so far as the amenities are concerned, references have been made to the provisions for improving stations and providing other amenities to passengers. You will find Sir, that there is a reference to the Magh Mela in Allahabad. We have in Kumbakonam, in my constituency, a mela which is as important namely Masi Makham occurring once in twelve years. I am glad that there is a reference to it in the report of the Railway Board where you find it stated, on page 44, that as many as 279 additional trains and 56 specials were run to that part of the country during the mela.

But actually what is happening there? I have no doubt that it will engage the attention of the Railway Ministry in course of time and that they will expedite the station work. A good deal of amenities have been provided and the stations works have been started but they have not been completed. In the station yard a good deal remains to be done. What is more, there is to be an over-bridge leading to the station for which provision has been made. I happen to represent and know that area, and I hope that the work of the over-bridge in Kumbakonam town will be attended to with all speed and that it will receive the early attention of the hon. Minister.

Finally, with regard to co-ordination between the road and the rail system to which frequent reference has been made I would like to say something. Such co-ordination is of course essential and it will be found that it is very necessary in the delta areas particularly with regard to the portions fed by the Cauvery and the Coleroon rivers. There the road system is very poor. Everyone knows about the paucity of well laid

roads in that part of the country. The roads I repeat are very poor, and it is very necessary to lay proper roads there on account of it being a deltaic area. Of course there is a net-work of railway lines. But that is not enough. There is a provision for a big trunk road along the coast from Madras to Rameswaram right down to the southern end. It will be possible to have it only when there is the necessary co-ordination between the road and rail authorities, and I hope that this will not be held up. Somewhere near Negapatam it may be necessary to construct a bridge. It will be an important trunk road along the eastern coast by the side of the sea from Madras right down to Rameswaram.

Lastly, I wish to say something regarding the tax on railway fares. I am glad that the season-ticket holders have been exempted. This will particularly benefit the student population that travels for example from Tambaram to Madras daily. But it so happens in the South that many villagers have to go to the courts in towns which may be thirty miles away. They may not have to make periodical visits to the courts—and I hope they won't have to visit the courts often—it will depend upon the necessities of litigation. For them it will be a great concession if the tax starts after a certain mileage. Similarly, there are many traders who have to come to the markets from the villages with their produce. They will not be season-ticket holders. So, unless they are given this concession they will suffer. I hope the hon. the Railway Minister will be able to persuade the hon. the Finance Minister to give up the tax on railway fares for short distances.

**Shri Yajnik (Ahmedabad):** As I listened to the speech of the Railway Minister I was rather surprised and almost pained at the casual manner in which he dealt with the big railway accidents that gave us a great shock during the last few months of last year. As I come to Delhi one of the first items to catch my eye in the

[Shri Yajnik.]

newspapers was that Government had been pleased to reverse the decision of the High Court Judge whom they had appointed and ordered to review the case of the accident at Mahboobnagar.

Now, Sir, without going into the details of this question it would be useful to remember that there had been an accident in this Hyderabad area in 1954. On the 1st of August 1956 a tank nearby had been breached and an immense quantity of water overflowed the bridge, and the breach broke down the approaches and embankments around the bridge. Luckily an accident was averted by the presence of mind or by the dutifulness of the patrolman. With this background in mind we have to see what happened on the fateful night of 1st September. Water was rising, rain was falling, visibility was very poor. Under these circumstances, I think in any part of the world, with all kinds of warnings coming from all sides, the biggest person in the local railway administration, the biggest of engineers, the permanent way inspector and so on should have been right there on the spot in order to see what was happening around the fateful approaches to the bridge. But the whole matter was left to the sense of duty of a single man on patrol duty, and he was asked to cover two bridges one mile removed from each other. Just see what an immense task was left on the shoulders of one single man.

Now, Sir, when the High Court Judge appointed to enquire into the matter comes to the decision that apart from the work of the patrolman, the Chief Engineer and the Deputy Chief Engineer of this area should also be held responsible for looking to the safety of the bridge, that does not go well with the Government. This report was submitted in January. Government takes four months to see what should be done about it. Now we are told that a High Court Judge does not know all about the technique of the business. Certainly you know that a High Court

Judge is not a technical man or an engineer or a railway man or a mathematician. You know all that, and yet you appoint a High Court Judge, not because he knows all about railway technique. But a High Court Judge has to deal with different kinds of things, trades, business and industries, and he is in a position to judicially judge the merits and demerits of different cases and to bring trained legal intelligence to bear on the subject. Well, Sir, the engineers or the experts who have been appointed as the assessors to help him have differed. And the Government pounces upon this High Court Judge and exonerates entirely the Chief and the Deputy Chief Engineer. People appreciated when Shri Lal Bahadur Shastri, the hon. Minister in charge resigned in order to ensure the correct working of parliamentary democracy. But one wonders at this date if he did so in order to act as a shield for all the high-ups in the Railway Administration. I need not pass any judgment on it, nor are Members of this House competent to pass a judgment on the subject; but when we are told that the only thing that can be said about it is that the patrolman was rather late in coming back from the other station to which he had gone and that if at all anything happened it was due to his mistake, then I have a bad taste in my mouth. I feel there is something wrong somewhere. And when the Railway Board or the Railway Ministry takes four months to come to a decision, I feel that the Railway Administration which is responsible for this accident sits in judgment over the judgment of a High Court Judge and easily exonerates its high-ups in office. That looks like too much of bureaucratic administration. I feel, apart from rights or wrongs, from the human standpoint, this does not go well with the general public. I would request the Railway administration to remember the words of the great poet,

"Would to God

The sight ye give us  
To see ourselves as others see us."

Take the average man's view on the subject. Everybody feels, the common man feels that the Railway Ministry has exonerated the mighty high-ups from any responsibility in this matter and has put the blame on one common man. What was his position? Rain was falling; visibility was poor; he could not see the water; he had no light; he had no torch; he himself could have slipped and fallen down; he could not see how much of water was there. He had no quarters near by. He had to look after two bridges. I should think two men should have been put on that bridge. Instead, one man is asked to look after two bridges. Looking at all that, I feel that there is something wrong. Not so much on the technical side; I am not in a position to pass judgment on a technical matter. I say the railway administration is far removed from the common worker and the common man. The railway administration, I feel, at the top is bureaucratic, far removed from the common views of the workers, passengers, the trader and the man and woman whom they are working with and serving. I am reminded of the attitude of the old bureaucracy which was called by all kinds of names. I do not want to pass any judgment on any people. But, I feel that the distance between the railway high-ups and the common worker at the bottom, even in the railway service, can be drastically or comparatively reduced. Let the wage of the common man be raised. Let the pomp of the red-braided charprassi, saloon cars, big privileges and patronages of the high and mighty in the land be reduced. After all, we are working for what is called a socialist State. We are all aiming at the realisation of a socialist State. Let the differences be reduced, so that the air of omniscience and extraordinary confidence in their own judgment and in their wisdom, which the railway administration possesses may be partly reduced, so that it may come more closely in contact with the common man, the common passenger, and be in a position to understand

their woes and grievances. So far as the workers are concerned, I say, let them come nearer so that the worker gets a better deal. If there is anything today, I would say, raise the salary, emoluments and prospects of the lowest ranks of the railway administration. While we may not drastically reduce the salaries at the top, let some extra allowance, let some of the extra expenses that we may incur in all kinds of ancillary things, be drastically reduced.

As a life-long third class passenger, I am very much concerned with their woes and their troubles. First is the heavy overcrowding. This overcrowding is very heavy in these summer days. These are hot months. You cannot easily sit near each other. This is not winter. This overcrowding is atrocious. This is greater on account of marriage ceremonies, etc. There are tourist parties, marriage parties, pilgrim parties; then there are the N.C.C. or some police officers or students who are going in big parties. So many compartments are reserved for them, leaving very few for the service of the common passengers.

I want to make two or three practical suggestions. I do not want to add very much to the expenses of the railways. The first practical proposition that occurs to me is this. We have two bunks usually in the third class broad gauge compartments. There can be two bunks anyhow in the metre gauge railways. Many of the metre gauge railways may have this. I know some metre gauge railways that carry us in Saurashtra and North Gujerat are not fitted with the upper berth. If you can have three berths in the broad gauge railways—three movable; you can put them up and put them down—if you can have three bunks in the military passenger cars, I do not see any reason why you should not have three in them. You can put up and put them down according to the necessities of the case. I think the holding capacity of the compartments would

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be trebled. Now, it is actually double in the broad gauge lines. Today it is very difficult for the passengers in the metre gauge trains. If one bunk is added on in the metre gauge trains where there is none, and if three are put in the broad gauge trains, it would immensely add to the capacity of the railways to hold people. There will be more accommodation. Whatever other passengers may say, the upper bunks are not used merely for putting luggage. They are also used for sleeping. As an old third class traveller, I would plead with the Railway Ministry to see if they cannot, without adding very much to the expenditure, add one or two bunks—three bunks in the broad gauge and two in the metre gauge—so that with the same trains, we may be able to accommodate more people who are otherwise jostling, fighting and shouting at each other. There is nobody to help them in the railway stations because all the railway staff is very busy attending to the comforts of first class passengers and big railway bosses who are travelling.

There is another practical suggestion. While the train is moving, whether he is a first class passenger or second class or third class passenger, if any thing in the train goes wrong, if any light goes out or a tap goes out of order, you have to wait till you go to Baroda to get it set right. Why should we not have somebody to serve us when we are travelling? There are so many people who ask for tickets. The ticket collector comes any number of times. There are four or five travelling in every train. Let there be one single man who ministers to the needs of the people. If a fan goes wrong, if a tap goes wrong, if there is some trouble in the railway let there be some one to attend to these things. When I had been to China, I saw one man going up and down with a hammer and tongs as it is said, with a tool box. He was in the train. He would go round the whole train, put the fans right, set the lights right, etc. There

is particular difficulty with the lights. If they go wrong, you have to go to Baroda before they can be set right. Let there be some one going in the train. If there is no water in the tap, he will set it right. He will be there to attend to these complaints of the poor passengers. The other servants are there; but they do not serve us. They generally ask for tickets and money. Let there be some one who give us some return for the money that we give. That would go a long way in soothing our mind and giving a fair deal to the third class passengers.

So far as overcrowding is concerned, there is another thing to be said. Let there be more trains, especially on the metre gauge side, particularly in North India, between Ahmedabad and Delhi, in Saurashtra and some side lines in Gujerat. The metre gauge trains are especially overcrowded and hopelessly irregular. The hon. Member Shri Feroze Gandhi said yesterday that punctuality and regularity in the metre gauge have gone much lower than in the broad gauge. We have, of course, old metre gauge equipment that we have inherited from the princes of old. Apart from the side lines, let there be an extra train, a Janata Express between Delhi and Ahmedabad. I would also plead for Janata III class express trains between all the big cities of India. I think we are making some good progress in this matter, but I would plead for a Janata Express. Especially in the hot weather I would plead with the Railway Minister to give us extra trains if not on every day, at least on some days, as also during the holiday months when the trains are excessively crowded to ease the situation in these terrible days of crowding.

14 hrs.

Then there is this narrow gauge railway which I feel is nobody's business. Nobody looks at it. Unfortunately, we have a good percentage of narrow gauge railway in Gujerat,

Saurashtra and Kutch, generally in the hilly lands. They are side lines generally going up to the eastern forests. They are a real disgrace to our railway administration. Nothing is being done about them. Old wagons and old engines are the order of the day, and when we travel by these trains we think we are in a blind alley. Either they should be converted into metre gauge or linked up with some other stations. Something must be done. But I see an absolute want of suggestions about this matter at all. I do not see any plans about the narrow gauge railways which are apparently doomed to a lingering death in the course of the next few years. I request the Minister to give us some hope about the resurgence of these narrow gauge railways. Something must be done. Convert them into metre gauge or improve their condition. See what you can do about them, but let us not have a lingering death of these railways.

Lastly, I would plead with all the earnestness at my command, in association with Members on all sides of this House, for two things—firstly for taking away the extra imposts that are sought to be put on the common man. The third class passenger is really the biggest pay master of the railway system. If you have to charge him more, then charge him, but let the first 30 miles of his journey be exempted from the surcharge. In the same way, so far as surcharge on freights is concerned, let the first 30 miles be exempted. Of course, if there are people travelling longer distances on business or pleasure, they are going to travel anyhow, and if the Government deems it necessary to take extra money from them, it is a matter that can be considered on its own merits. If I go round my area and ask the people how things are going, they say: "Our ticket costs more, our parcel costs more", and they do not see any big relief that they have got. As I said, you have to convince the common man. You have to take the common man and the common worker with

you. Even the railway administration will not go very far unless it is able to enthuse its workers and officers and staff. All workers should be enthused to make a big success of the Second Plan. And the common man who is the pay master, who is being taxed, should also feel that he has got a fair deal. How are you going to achieve it if for the smallest journey he has to make he is immediately charged an extra surcharge without his being conscious of the great benefits sought to be given to him by the railway system? Therefore, I plead that this extra charge may not be imposed, that is to say, the first 30 miles of passenger and parcel traffic should be exempted from the new surcharge.

I hope and trust Government will take a human and humane view of the conduct of their workers also. I hear from my labour friends that they are very much put out by the treatment that is being meted out by the railway administration to the unions. The unions are of the workers. The workers are the real props of the railway system. Their hands and their feet are going to work miracles and make a success of the Second Plan. Why should you look askance at them if they hold an ideology different from yours, or why should you be put out if they join a union which is not to your liking? Maybe some of us also hold views which the friends on the opposite side may not like, but we should not make a grievance of it, and I would plead for the greatest liberality in the treatment of the workers, a million strong, who are employed on the railways.

Our friend Shri Tyagi told us a very fine thing about giving encouragement to the members of the staff. Maybe there are engineers, maybe there are inspectors, maybe there are some workers who are men of genius who can hit upon some marvellous methods of doing the same thing in a more economical manner, and they might be able to save crores of rupees for the Government. In these cases let them

[Shri Yajnik.]

be given encouragement. If you cannot give them big emoluments or prizes, let their names be mentioned. Let them be rewarded with praise. That would also go a long way in bridging this sharp cleavage that today appears to be dividing the big bosses of the railway administration from the common workers and members of the staff. So, I say let them be encouraged, and let all the workers be enthused into making a success of this plan. It is only with the aid and co-operation, genuine and hearty, of all the workers on the railways and the masses who, as I said, are the real pay masters of the railway system, that we can make a success of the Second Plan.

14-08 hrs.

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

Shri P. G. Deb (Angul): Of vital importance as railways are to industry, trade and commerce, the future of the country depends entirely on the development of the railways. I really fail to understand that while the Railway Ministry is trying their utmost to bring about improvements in their railway operations, they are forgetting to give first priority to those States which are under-developed and are lagging behind time. I wonder Sir, if it is for want of pressure or persuasion in a big House like that of our Lok Sabha which consists of more than three-fourths of the Members belonging to the ruling party. I would urge on the railway administration with all emphasis that they should not feel very happy about keeping large funds in reserve when they know it fully well that there are many problems still to be urgently solved.

There is a great deal of wisdom in the phrase "let railways breed railways". What I mean to say is that if the year to year accumulated profits or large slices of the Railway Reserve Fund are used for extension of railway communications in the backward States, the disparity in the economic development between the regions

would soon be reduced. In that case, the Second Five Year Plan would be successful, and the country would greatly benefit at large.

I now come to the Budget speech of the Railway Minister. The speech was very interesting. But let me be frank in saying that the Budget shows lack of sensitiveness to the demands of the people. I think I would be right if I say that the Railway Administration today is a national institution and therefore, is directly responsible not only to its workers, but also to its passengers, and above all, toward the economic development of this country.

But it is failing in duty to provide direct remedies to the millions of people who use the railways. Far from their demands being met, just the contrary has happened. The freights for goods and the fares for passengers have both been increased. Undoubtedly, that is something very unfair.

Further, the railways have not been able to solve the problem of the overcrowding of third class compartments, let alone the question of giving them other amenities.

To add to it, the needs of the workers who number about one million is far from being satisfied. With the result, we hear of so many strikes among the railway employees. The discontentment among the railway staff is a barrier to efficiency and breeds corruption.

The medical facilities provided to the railway employees are most inadequate, and the educational facilities afforded to their children are indeed very poor.

The claims paid by the railways on account of loss and damage of goods amount to a very high figure, being about Rs. 2½ crores. All this can very safely be attributed to the carelessness of the railway-police, and the corruption among the goods clerks. If this amount could be saved, it would go a long way in meeting some of the demands of the railways.

Lastly, I would like to draw the kind attention of the Minister to the situation in Orissa. As you know, Sir, Orissa is one of those States which come under the category of undeveloped States, and as such, it requires immediate attention of the Railway Ministry. The transport facilities there are so inadequate that there is a visible bottle-neck which hampers trade and commerce, and consequently, the people there are deprived of their legitimate prosperity. I hope this practical aspect of the problem will receive sympathetic consideration at the hands of the Railway Ministry.

Orissa on the other hand, has numerous historical centres, and certain attractive sea-resorts like Puri and Gopalpur. But I am surprised why concession tickets are not given for these places, in order to encourage tourists and visitors; whereas concessional tickets are being issued for hill stations.

I sincerely believe that the hon. the Railway Minister will give favourable consideration to all the proposals submitted by me. As a Member of a very minority Opposition, I can only appeal to his sense of justice and fairplay, and can do no more.

**Shri J. R. Mehta (Jodhpur):** Even if we should take the Railway Minister at his word, this Budget is what might aptly be called a standstill budget or a budget of stagnation of our railway system.

There are no extra lines proposed, except those required to meet the transport needs of the steel expansion schemes and the needs of coal mining and the cement industry. No fresh surveys even. There is also no relief from overcrowding. Indeed, we are asked to be prepared for an aggravation of the situation, so far as overcrowding is concerned. There is no provision whatsoever for meeting the inevitable, and may I say, unprecedented increase in general goods traffic, which is bound to be generated as a result of our drive for increased production in all directions, and which would be the necessary corollary of

all our big schemes of industrialisation and development.

We are doubling the freights on goods by levying a supplementary charge on goods and parcels traffic, while we refuse, at the same time, to guarantee that we shall carry all the traffic and carry it with due expedition. We are proposing to levy a tax on passenger fares, though, at the same time, we tell them that they should not expect any mitigation of the hardships on the score of overcrowding, but should, on the other hand, be prepared for greater and yet greater overcrowding. I trust everybody in this House will agree that this is a most dismal, the most disconcerting and the most gloomy picture that this Railway Budget has presented before us.

What is the reason for this inability on the part of the railways to meet the demands of the increased traffic in passengers and in goods, and also in the matter of opening of new lines, so necessary and vital for the development of the backward and neglected parts of the country? Surely, there is no lack of capacity or desire on the part of the railways or our railwaymen to undertake extra burdens and responsibilities. I trust that by and large there is a wide, genuine and well-deserved appreciation in this House and outside, of their performance in recent years. Indeed, the railways were perhaps the only department which not only fulfilled the targets set out in the First Five Year Plan but exceeded them. What then is the reason?

As we all know, the Planning Commission refuses to make the necessary resources available. Indeed, even the conservative targets of passenger and goods traffic, provision for which was at one time accepted by the Planning Commission itself, have now been cut down drastically. For instance, the railways were at one stage able to look forward to construction of 3,000 miles of new line. But much of it has gone to the wind. I need not take the time of the House by an enumeration

[Shri J. R. Metha.]

of the figures of our original targets under the various heads of railway development, to which the Planning Commission had originally agreed, and the extent to which they have been cut down. They have been clearly brought out in the Railway Minister's speech and have been also referred to by many hon. Members here.

Now, in so far as the Planning Commission should have failed to find adequate funds for the railways, I accuse them of a lack of planning—a serious lack. This is a most deplorable state of affairs. Even the dullest intelligence in the country must realise that the entire success of our Five Year Plan is sure to be jeopardised if our railways are unable to rise to the occasion. The fun of the whole thing is that our planners themselves admit this and yet, strangely enough, try to excuse themselves on the ground of difficulty of foreign exchange and the claims of other sectors of our development programme.

I would invite the attention of the House to some interesting correspondence on the subject which passed last year between the Estimates Committee and the Planning Commission. I am sure hon. Members will find it interesting if they read it. In this correspondence, the Chairman of the Estimates Committee strongly pleaded for adequate funds being given to the railways in the interest of the Plan. But the Planning Commission, when they eventually found itself more or less cornered, tried to close the matter by saying that they will make periodical appraisals of the requirements of the railways in the light of the pace of development in other sectors.

Now, I am not at all accustomed to use harsh words, but with due deference to our great planners, I am constrained to say that this attitude is simply exasperating. It is altogether unrealistic and is not much different from the attitude of a man who starts digging a well after a fire has broken out or a man who starts collecting

materials for a dinner after the guests have arrived. They seem to forget the obvious fact that new railway lines cannot be brought into being overnight and they need a lot of preparation before they can start functioning.

Our hon. Railway Minister, to all appearances, looks a tough, stout man. I know that he is trying his level best to bring the Planning Commission round. We expect him to put up a stout fight there. Let us assure him that this House will be behind him in that fight. Beg, borrow or steal—that should be our attitude so far as the question of finding funds is concerned.

**Mr. Deputy-Speaker:** Stoutness is not necessary in those three persons.

**Shri J. R. Mehta:** Which three?

**Mr. Deputy-Speaker:** Beg, borrow or steal.

**Shri J. R. Mehta:** For stealing, probably it may be.

**An Hon. Member:** Beg, borrow or tax.

**Shri J. R. Mehta:** We cannot let the ship of our railways founder on the rock of lack of finance, keeping in view all the time that if the railways go down, the whole Plan fails.

With all respect to our planners, I regard the decision not to construct any new lines as nothing short of criminal. You have just to look at it from the point of view of those people in those areas which are backward and neglected in this respect. There are many parts in my own State of Rajasthan which fall in this category. There are parts of Assam and Orissa which also are in no better position. There are many dark spots outside the beneficent reach of the railways. What right have we to condemn those areas and the people who inhabit those areas who are as good citizens of India as we are and who pay the same taxes as we do, to perpetual isolation, which means denial to them of an elementary facility so vital to all schemes of development and ad-

vancement? We proclaim from the house-tops that consistently with our ideal of a Welfare State and a socialist pattern of society, we are determined to do away with regional disparities and to make special efforts to bring the backward and neglected areas in line with the more advanced areas.

**Mr. Deputy-Speaker:** I solicit a longer, sustained look up.

**Shri J. R. Mehta:** You are very far from me, Sir.

The Planning Commission has stressed this principle. The States Reorganisation Commission laid further emphasis on it. Do we not believe all these pious professions when we say categorically 'no more of new lines'? 'First things first' is a slogan which is very current these days. The Planning Commission itself has stressed it.

**Mr. Deputy-Speaker:** I only intend to convey that the hon. Member is consulting his notes too frequently.

**Shri J. R. Mehta:** I have followed it. Thank you.

Why not apply this principle to the railway, both internally and externally, that is to say, while deciding the relative urgency of the various items of our railway programme and while deciding the claims of our railways *vis-a-vis* other departments of the State? I will not take the time of the House by enumerating all the items in our railway programme which can be held back in order to allow the expansion of the railways. Many hon. Members have referred to many such items in their speeches. Electrification can wait; *de luxe* and air-conditioned trains can surely wait; I think some other amenities also can wait. I admit all these amenities are good in themselves and the intention of those who provide them is really laudable. But just consider how much time does a passenger normally spend on the platform as compared with the time he spends in the train; just consider

also whether all these amenities can counterbalance the hardships due to overcrowding. I trust the hon. Minister and the hon. House will agree that we must have some sense of proportion in all these matters, and that our present structure will have to be reviewed.

While talking of new lines or expansion of existing lines, I may be excused if I cannot resist the temptation of citing such an area nearer home. I am referring to the area which constituted the ex-State of Jaisalmer and which covers about 18,000 square miles. This area is at present out of the reach of our railways. As hon. Members are probably aware, the Rajasthan canal will soon irrigate vast tracts in this arid land. I do not exactly remember how many acres it will irrigate; it may be about 25 or 30 lakh acres. There are prospects of getting petroleum there. Above all, it is a strategic area, the importance of which cannot be ignored. So I would suggest that the provision of a railway line for this part of the country should be made as a matter of urgency. When the canal comes into service and vast areas are brought under cultivation, we shall have any amount of surplus grain there. If you do not want to allow that grain to rot there, it is very necessary that you plan for the development of the means of transport well in advance.

One more point. I would crave the indulgence of the House to refer to the question of the ex-State Railway officers which has been more or less a hardy annual with us all these years. I had hoped and those of us who are concerned had hoped that it would not be necessary to bring this question up again.

My hon. friend Shri H. C. Mathur had tabled a question on this subject this morning. But, unfortunately, I was not here in the House at the time and I do not know how far it achieved its object. Probably, the subject deserves more attention than

[Shri J. R. Mehta.]

what could be given in the form of a question and answer. At any rate, I feel that the problem deserves more attention than it has received so far.

The problem arose as far back as 1950 when we took over the State Railways and it is a pity that it should still be lingering, at least in certain parts. After a number of committees had gone into the question and made recommendations differing from each other making confusion worse confounded, Shri Lal Bahadur Shastri was good enough to intervene and he announced certain principles in the last Budget speech in February, 1956, which were supposed to set right the matter.

Now, I am not going into the details and merits of this decision. But suffice it to say that while we were not fully satisfied with the situation we realised the difficulties inherent in reconciling conflicting claims. We recognised that Shri Lal Bahadur Shastri had made a genuine effort to deal with the case sympathetically and we acquiesced in the position on the assurance that all hard cases will be adequately and liberally dealt with. Now, I regret to say that this decision has not been implemented in the case of many officers so far. This implementation involves, among other things, the giving of declared dates, fixation of seniorities etc. and giving to officers, who could not be straightaway absorbed in Class I for technical reasons, the benefit of a special quota of 16-213 per cent of the vacancies reserved for them. I know of a case..

**Mr. Deputy-Speaker:** Now, the hon. Member should conclude with his regret.

**Shri J. R. Mehta:** Within a minute, Sir; with thanks and not with regret.

I know of cases where as a result of this delay in the implementation of decisions promotions are being

held back and salaries are not regularised and juniors are being promoted over the heads of those who would be their seniors if only the cases of these latter were regularised. There are instances in which even the stipulated increments have been held back for 5 years or so. I would ask the Railway Minister and the Railway Board themselves to visualise the hardships which all this involves to the officers concerned. I would request them to give this matter their personal attention and to come to the rescue of these officers who have been hard hit and see that this chapter is closed within the shortest time possible.

I am sorry that I have given an impression that I have been looking too much at my notes. I conclude by saying that I wish well of the Railways and railwaymen and I do hope and trust that they will play a more and more beneficent and glorious role in the service of the people of this country.

**Shri B. B. Singh:** I thank you very much for giving me an opportunity to speak. I come from the new State which is rich in jungles and minerals viz., Madhya Pradesh but nothing has been done so far though reports have been made several times that railway Transport must improve. But what do you find here? Instead of the transport more and more taxes are being added to the poor of this State. I do not want to say that you should not have taxation. You must find money to improve the country; you have to implement the Second Five Year Plan. But before we go in for new taxes, one has to see whether there is any scope for economy. Let us all put our minds together, the Railway Minister and the Railway Board, and see if there is any scope for economy in the Expenditure.

Just a couple of years ago only, we had a surcharge on freight. Again this tax has come up along with

**Passenger tax.** On whom will this tax fall? It is not the Railway Minister that is going to travel by the train. He will travel by air. It is not the businessman who is going to travel by the train. They will also fly. Even the officers go by air. But, who is travelling nowadays by the train? It is only the poor classes and they have to put up with great difficulties. You are going to ask them to pay.

**An Hon. Member:** The poor M.P. travels by the train.

**Shri B. B. Singh:** Yes. Similar is the case of freight charges. It has been admitted that there are difficulties of wagons. How is this going to help the problem immediately? Unless these things have been worked out in detail, nothing could be said.

I would only quote from the hon. Minister's speech. In March last, he said that the report of the Freight Structure Enquiry Committee in its final and complete form was received only recently. That was in the month of March. Now, within 2 months, they have come to the conclusion that the necessity had been felt to raise the freight rates. Further it was said that they were considering the report and it had not been seen what the recommendations were. After having said that they contradicted themselves and have come up for money because they must have taxes and now they want to fix that up here. Similar is the case of the passenger tax. There again, the Railway Board or the Railway Ministry had not said a word about it. But, suddenly it comes into the Finance Department for an increase of fare. I don't quite know the conventions of the House. It is a pity that when we are debating such an important subject, there is no representative from the Finance Ministry in the treasury bench so that they may be able to follow the whole thing properly. The time is coming when the fat and thin people will also be taxed because they would be

occupying more or less space. After all, we are coming to that.

This reminds me of a great financial expert Martin who was there during the reign of Henry the VII, who said if there was a fat man, tax him more because he must have more money.

**Mr. Deputy-Speaker:** That is why the carriers have not taxed but the financiers have taxed.

**Shri B. B. Singh:** I have no objection if the money is wanted for right purpose after viewing all the points and seeing that there are no grounds for economy in Expenditure.

I have been going through the Audit Report of 1956. The Auditor-General, no less a man than one who was himself the Financial Commissioner of Railways has put down that there is so much of wastage on wagons etc. I again do not want to repeat all the details as given yesterday by other hon. Members of this House. It will only be futile for me to cover that ground over again.

I will just give one example. In the South Eastern Railway, there was a loco workshop at a place called Don-gargarh for about 60 years. Everyone felt the necessity of that workshop and no one objected to it. But, all of a sudden it has been decided to change the location of that loco workshop to a place 10 miles ahead. Reasons from Local Officer are lacking. This is one kind of waste. If a Committee is appointed to go through the whole question, I am sure a large amount of economy could be effected.

Then I come to the position of wagons. If you go to a station master and give him goods to be sent to a certain destination it would take 2½ months to reach the destination in spite of all the payments and by which time I suppose half the thing is lost or looted. You have got the security police, watch and ward and all that. But they do not do anything. Except go rounds once or

(Shri B. B. Singh)

twice & then sit behind the wagons smoking bidis. They do not care to come out and see things. What happens is that several wagons are looted. I know that several wagons have been looted at Bilaspur Station. These things are happening everywhere and still we are asked to pay more money.

I therefore request the Finance Ministry to put a surcharge on the Air Services rather than on the Passenger. That will give us a good amount of income from businessmen, Tourists, and others who use this service. That would be better instead of asking the poor people to pay ten per cent more. They do not travel great distances from Calcutta to Bombay and so on. They only go from one station to the next station, say a distance of 50 or 60 miles or occasionally when they go on a pilgrimage. I think this is too much. Why should a poor man be asked to pay more? At one time you say that you want to arrange special trips to centres of pilgrimage, and immediately you also say that the passengers must pay the surcharge. This will hit the poor class and nobody else. I would, therefore, request the hon. Minister and the Railway Board to go through this whole thing again, carefully, effect economies and see if there is any scope of economy and then come to us for the increase etc. I personally feel that there is a very good ground for reconsideration of the whole thing in the light of what I and others have said just now.

There is another point. In India we have got two systems of railways; one is called broad gauge and the other is known as metre gauge. Essentially, I should say the metre gauge is more in India than broad gauge. It was only the foreign rule that brought broad gauge to India for the purpose of joining the major ports of Calcutta, Madras and Bombay. They did it only for their own convenience. If you take the heart of India you will find that it is all metre gauge. If you take the strate-

gic places, areas surrounding Pakistan or North-West Frontier, or even areas in the south, you will find only metre gauge lines there. Therefore, it is not the total value of traffic carrying on B.G. or M.G. which is important. What is important is whether the unsatisfied demand for Rail transports is more on M.G. or B.G. According to the statistical figures the unsatisfied demand on the B.G. is less than M.G. Thus, the Problem is acute on M.G. For instance, if you want to go from Delhi to the south by metre gauge there is no direct link. The Railway Board has taken up the Khandwa-Hingoli line. I had the pleasure of visiting Khandwa only a couple of months ago and I am very sorry to say that the work is progressing very very slowly. At this rate I do not think that the Khandwa-Hingoli line will be finished before 1969, although the report says that it will be completed by 1959. If that link is done, you will see that the whole metre gauge system in India is joined, and one can travel from Ernakulam or Rameswaram in the south right up to Gorakhpur, Delhi, Shillong or Jodhpur. That will also relieve the traffic jam on the main line. Today there is only one line between Delhi and Madras. There is a lot of goods traffic and also passenger traffic. If this link is given the highest priority and finalised in as little time as possible, it will help matters to a very great extent. When I was representing the Madhya Pradesh Government a couple of years ago, I know for certain, that the then Railway Minister, Shri Lal Bahadur Shastri had said that this Hingoli-Khandwa line must be given top priority, because it is important not only from the point of view of traffic but also from the strategic point of view. I do not think that proper priority has been given to this work. The work there is going very slow and I do not think it will be completed by 1959, it will take some more years. As I have already stated, if this link is done the whole metre gauge system will be connected. Therefore, I quite agree with

my friend Shri Pattabhi Raman that the whole force should be on the metre gauge. All the narrow gauge lines that are there must be converted into metre gauge lines, instead of wasting money on the broad gauge lines. Broad gauge is only in this country and one or two other countries. It is only from the point of view of commercial trade that the British brought into India the broad gauge system. In other countries there is only metre gauge. One can travel all over Europe, from one corner to the other, by one system of railways. Here, even if you want to travel from Ajmer to Delhi, you have to change for B.G. to M. G. As I said, from the point of goods traffic, from the point of view of passenger traffic and also from the strategic point of view the metre gauge system is more important than the broad gauge system.

My next point is about the staff. I want to point out one case that happened only two days ago. I happened to travel from Nagpur to Delhi some two days back. A very senior T. T. I. came and asked me: "Are you going to Delhi?" I said: "Yes". Then I started talking to him as I wanted to know more about their conditions being a new Member in this House. I wanted to know their difficulties. It seems some other person overheard our conversation. His name was reported and that T.T.I. has now been dismissed. Is this justice? I do not want to mention the name of that person here.

**Shri Jagjivan Ram:** Was he dismissed for talking to you in your compartment?

**Shri B. B. Singh:** It was not in my compartment but while I was taking a cup of tea in the restaurant car. The talk really started from a discussion between the Inspectors themselves. They were discussing about their pay, selection of officers etc. As a man interested in knowing things I put some questions to this T.T.I. I have now got this letter saying that he has been dismissed by his senior officer. It is true that he told

all these things to a Member of Parliament. Why—because no one give him a hearing. But he has been in service for the last nearly 30 years. What is he getting now? He gets only Rs. 200. Even a railway cooly gets not less than Rs. 70 to Rs. 90 these days. How do you expect this man to keep quiet? This is only one case I am citing, I can mention some twenty cases like that. I very often travel and I can quote any number of instances.

Similarly, youngsters who do not even know the ABC of Railways and who were employed recently have superseded persons who have put in 10 to 20 years. If they appeal their appeals are not heard. Is this justice? How do you expect corruption to stop? We recently celebrated the Railway Week and all that. But, as soon as the celebrations were over the week is just the same. Impunctuality—rudeness—carefree habits came in the Railway motto being किम्मत मेरे साथ है,

बोलने वाले बोला करे। The Shouting may go on for ever कहीं सुनने वाला नहीं है।

So, that is the amount of service that is offered. That is what I have got to submit in this short space of time.

I personally feel that a minimum pay should be fixed, say at Rs. 100. If you want more taxation for this purpose, it does not matter; you might tax the people, and tell the railway servants that you are taxing the people more so that adequate pay can be given to them, the lower staff. But a start of Rs. 100 is necessary these days.

About housing, the railway servants have to work all day and take their food at places distant from their places of work. They are not allowed to use the restaurant car, as against the railway officers. When railway officers travel they have got a pass, and so they just sign and get the food they want. The living conditions of the subordinate officers must be improved. That has not been attended to.

[Shri B. B. Singh]

Previously, there were compact families serving in one and the same place. For instance, the Anglo-Indians the minority community, were there. Now, members of the family are employed in all railways and at distant places. They are not employed in schools and hospitals. They have got no one to attend to their needs. That is another problem that has got to be attended to. Most of the members of the family are not getting another job. This is actually what Shri Feroze Gandhi said yesterday. For the minority classes, this is a very important item of work that has got to be attended to by the Railway Board. The experience of the people must be counted and they must be provided with jobs in the railways.

Then, I come to another point.

**Mr. Deputy-Speaker:** The hon. Member should come to a conclusion.

**Shri B. B. Singh:** I have not come to the main point.

**Mr. Deputy-Speaker:** I am sorry that the most important point shall have to be left out at least for today.

**Shri B. B. Singh:** I shall end soon. About two years ago, there was a debate on the report of the States Reorganisation Commission. The report had a fit paragraph about Madhya Pradesh. The report said that transport in Madhya Pradesh should be improved. Now, the States have been reorganised. The capitals have been determined. People have started coming and going. But the transport system is bad. People from the east and north have to go *via* their old capital, Nagpur. The recommendation of the Commission was that there should be a through train joining the eastern and western and southern parts of the State of Madhya Pradesh. We have made several representations, and have spoken to so many people about it. This is not going to cost the railway anything. I do not know whether it is a question of sentiment. Even from the point of the railway itself, our suggestion was

that there should be one direct train from Calcutta to Ahmedabad, connecting Raigarh, Bilaspur, Katni, Saugor, Bina, Bhopal, Ujjain and Ratlam. This suggestion was according to the Railway Board itself. But I do not know why this was shelved. This line is not going to cost anything. There is already one train from Bilaspur to Katni and from Saugor to Bina and Bhopal. If they run a through train from Calcutta to Bhopal connecting Ujjain, Ratlam, etc., it will solve most of the difficulties in transport. That has not been done.

There is another point which I want to make. Passengers coming from the far away places like Bastar have got to stay at Nagpur, for, that is the only station wherefrom one can go to Jabbalpur where the High Court is situated. For Bhopal, they have to wait for 24 hours. I am leaving aside, for the moment, the upper class travellers. I am talking only of the poorer passengers. They have got to wait for long. Our suggestion was that if they attach a bogey in the train from Nagpur to Bhopal or from Raipur to Bhopal, it will solve the difficulty. But that has not been done. Now I come to.....

**Mr. Deputy-Speaker:** The hon. Member should now finish.

श्री बी. बी. सिंह: बहुत थोड़ी सी बात है हुज़ूर, मैं बहुत थोड़ा वक्त लूंगा।

उपाध्यक्ष महोदय: यह किसका कुसूर है कि वो जगदा इम्पोर्ट चीज है उसे आप नें पीछे रक्खा है? That cannot be allowed. I ask him to stop.

**Shri U. L. Patil (Dhulia):** The Planning Commission have published a report and the synopsis thereof has appeared in the newspapers. Similarly, the Sample Survey has been made regarding the Community Development Blocks and the National Extension Service Blocks, and a report thereof has also been published. From these two reports or surveys it

appears, and it has been well observed therein, that if our Plan is to be successfully implemented, co-ordination that is required between the Government and the workers and the common man is very essential. But that problem is not solved. We find that whatever targets have been fixed in the first Five Year Plan have not been attained so far because of the fact that the common man has never become plan-minded in India.

Similar is the case with the railways. You will find that the workers in the railways on whom the administration would depend and on whom we can rely regarding the development plans, have never become plan-minded yet. The reasons might be numerous. One of the main reasons is that the worker has not been sufficiently paid. In the light of the rising prices and as against the cost of living which is going high, the pay that he gets is insufficient and inadequate. Especially, the Class III and IV staff and the artisans in the railway administration are not getting sufficient pay. There is a clamour that their pay-scales should be revised. We find that there was one day allotted for discussing a non-official resolution regarding the appointment of a Pay Commission. Unfortunately, that resolution could not come up before the House that day and it is now fixed for 31st. From all corners of the railway administration and from all classes of the Central Government employees, there is a demand that there should be a Pay Commission appointed which should go into the question of pay-scales.

So far as the Class III and IV workers and the artisans are concerned, they are getting certainly inadequate salaries, with the result that they do not put in their mind to the work that is allotted to them. The ultimate result has been, as has been observed by my hon. friend Shri Feroze Gandhi, efficiency has suffered much. The main cause of the inefficiency is the lack of amenities that

are to be extended to the workers and the insufficient pay that is given to them. My submission, therefore, would be that a Pay Commission should be appointed firstly in order to go into the question of pay and secondly into the question of dearness allowance which must be merged substantially in the pay itself.

The next thing that the Pay Commission will be required to do is with regard to the various ranks between the railway workers. The question of their promotion has also to be gone into, and the anomalies that now exist between rank and rank should be abolished.

Along with the question of pay, we find that members of the staff like S.Ms. and A. S. Ms. are the real sufferers. A new deal has been given to them, but it appears that the scale fixed according to the new deal is not also sufficient. The pay that has been given to the S.Ms. and the A.S.Ms. who are more than 23,000 in number in the railways, is not sufficient. An S.M. or an A.S.M. requires at least Rs. 150 as pay to start with. That should be his initial pay. But they are given Rs. 80. Further, in order to attain the rank of an A.S.M. one has to proceed from the lower ranks like those of clerks, signallers, etc. While drawing his pay as clerk or a signaller, it may be a low pay, but by the time when he attains the position of an A.S.M., he would have already got more than Rs. 80 sometimes. The result is that even when he is promoted as an A.S.M. he does not get anything more, under the new deal. These S.Ms. and A.S.Ms. have submitted their grievances to the Railway Minister. Oftentimes, it was said that they should approach the Government through proper channel, namely, through the labour unions or through organisations that are already working for them and representing them. So far as this question is concerned, yesterday also some of the Members who spoke on this particular point said that one union would not serve the purpose. There are various organisa-

[Shri U. L. Patil]

tions and the fact that a railwayman is coming from a particular organisation should not be a bar. My submission, therefore, shall be that this particular grievance may be looked into.

15 hrs.

Regarding the raising of fares, I would submit that the Railway Minister should persuade the Finance Minister to drop the tax on third class passengers travelling up to 30 miles or between 30 and 500 miles, because we find that everybody is planning. The Central Government is planning; the State Governments are planning; the local boards are planning; the village panchayats are planning and last but not least the housewives also have plans. Therefore there are a number of demands on the common man and he is not in a position to meet all these demands. He has already reached the saturation point, so far as his paying capacity is concerned. Therefore, I would submit, the increase in fares, so far as third class passengers are concerned, should be dropped altogether, whatever the distance may be.

Regarding corruption, if it is to be eradicated, the funds that the railways need shall necessarily have to be placed at their disposal. Corruption is prevalent to such an extent that there is a clamour that it should be stopped. My submission is that along with corruption, there are cases of misappropriation also. In railway yards, we find that there is loss of goods. The statement itself will show that more than a crore of rupees have been paid as compensation either for goods stolen or lost. That also should be taken into consideration and checked.

Lastly, I would submit that as suggested by Mr. Dange, the Konkan railway viz. Diva-Dasgaon Rly. should be taken into consideration. Along with that, there is one more line which must be surveyed in the second Five Year Plan. It is the Manmad-

Dhulia-Nardana line. It needs to be surveyed.

**Shri Sambandam:** Mr. Deputy-Speaker, I am thankful to you Sir for giving me an opportunity to speak on the railway budget. It is very heartening for us, new Members, of this House to see many of the veterans of the first Lok Sabha. And I hope that we the new Members will have the privilege of their guidance and advice from time to time as needed.

I congratulate the Railway Minister for having taken so much efforts to prepare his speech in such a way as to cover almost all the problems. I do not want to say anything in general; I only want to put before the House some important facts about my constituency.

**Mr. Deputy-Speaker:** One guidance that I can give to the hon. Member is this. The rules provide that the Members shall stand erect while speaking.

**Shri Sambandam:** Most of the trains in South India are metre gauge trains, but they have not yet been properly attended to. South Indians as a whole are under the impression that Madras has been neglected for a very long time. So, I would like to draw the attention of the hon. Minister to these new lines which have been surveyed and see that they are finished at an early date, so that the people as a whole will be under the impression that they are not at all neglected and that steps are being taken to satisfy their needs.

As regards the Tanjore district, it was once known as the granary of Tamilnad. It feeds the whole of Madras. Yet, whenever the merchants and the agriculturists, want wagons they are not supplied. If they want wagons, they are supplied only after a month or two. In the meanwhile, all the foodgrains are not at all in the spot where they were laid; they are being taken away by somebody. So, I would request the hon. Minister to

take the necessary steps to supply wagons to the merchants and agriculturists to a very large extent.

So far as the branch-lines are concerned, whenever they change the time, it is not done properly. There are two branch-lines one between Mayuram and Tranquebar and another between Mayuram and Tiruthurai-pundi. On these branch lines, the trains come only after the main trains have gone. Two or three weeks ago I presented a memorandum to the hon. Deputy Minister to take into consideration all these things. Now I draw the attention of the Minister to take this matter seriously and do the needful.

In Nannilam, the station is five miles away from the proper city and the people are undergoing a lot of difficulties. So, an out-agency has to be opened at the panchayat area, like the one which has been opened at Tiruchi. The people in Nannilam will utilise that out-agency.

In recruiting employees to the railway department, I request the hon. Minister to take the necessary steps for including the backward community as a whole. Of course, we are giving protection to the Scheduled Castes people. In the same way, the so-called backward community people, who are economically, socially and educationally backward, must also be given protection by allotting a certain percentage of seats for them.

For opening new lines, our Minister will say, "We do not have sufficient money". I would submit to him that instead of converting metre gauge lines into broad gauge lines, he can stop such things for sometime and start more new lines in areas where there are no railways at present.

The labourers Railway union are demanding the second pay commission for a very long time, but the matter has not yet been looked into.

I request the hon. Minister to take up that question also, so that the poorly paid labourers as a whole will be benefited.

**Mr. Deputy-Speaker:** Shri K. V. Padalu.

I have been informed that the hon. Member cannot express himself in English or Hindi. I permit him to speak in his mother tongue, Telugu. He has supplied me a copy of the translation of his speech. That will go on record.

**Shri Basumatari (Goalpara—Reserved—Sch. Tribes):** What about the other regional languages, such as Assamese and Bengali?

**Mr. Deputy-Speaker:** One who cannot express himself either in English or in Hindi, can under Article 120 of the Constitution, be permitted to speak in his mother tongue by the Chair.

**Shri Basumatari:** What about Assamese and Bengali—whether a Member can speak in them?

**Mr. Deputy-Speaker:** Shri Padalu.

*Shri Padalu commenced his speech in Telugu.*

**Shri Tyagi:** May I know if he is being reported? My fear is that he is not being reported.

**Mr. Deputy-Speaker:** I may inform the hon. member, Shri Tyagi that in the records the speech would go in English. A translation has been supplied to us, but the recording machine is in operation and the Telugu speech would be recorded there.

**Shri Tyagi:** That is all right.

*Shri Padalu continued his speech in Telugu.*

**Shri K. V. Padalu (Golugonda—Reserved—Sch. Tribes):** "Mr. Deputy-Speaker, Sir, I thank you for giving me, a scheduled tribes member, this opportunity to speak on the Railway Budget. I offer my grateful thanks to the Government of India

[Shri K. V. Padalu]

for their ceaseless endeavour to uplift the scheduled tribes. I take this opportunity to bring to the notice of the Government a matter concerning their welfare. The agency people of Visakhapatnam and Godavari districts in Andhra Pradesh are being subjected to many difficulties for lack of suitable transport facilities for their crops. To provide them with this transport facility, I request the Government of India to find out the feasibility of laying a new track from Visakhapatnam to Kazipet via Narsipatnam town, Addathegala and Bhadrachalam. I urge the Government to make immediate arrangements for a survey of this line. It is learnt that there are coal mines in the forests situated in the vicinity of Bhadrachalam. These mines are bound to be explored sooner or later and hence the necessity for a new track on the lines I have suggested. Such a facility would also give an impetus to the transport of bamboo and other forest woods. Incidentally, this also contributes to the much-needed revenue of the Government for the Second Plan.

Further, the single line between Visakhapatnam and Samalkot is inadequate for the passenger traffic. Many people have to walk great distances to reach the railway stations and this puts them in extreme hardships. The present to and fro trains between Visakhapatnam and Samalkot are unable to cope with the increasing passenger traffic because of the growing importance of Visakhapatnam as a great industrial city due to the location there of the Shipyard, Caltex Oil Refinery etc. I, therefore, request the Railway Administration to provide for at least a diesel service immediately. I earnestly request the Minister for Railways to provide for a halting station at Bodugalam between Visakhapatnam and Samalkot and a level crossing near Gullipadu Station. I hope that these suggestions would come to the active notice of the Government leading to their speedy execution. Since I am

not conversant in any other language except Telugu and since the Hon'ble Speaker happens to know Telugu, the responsibility of impressing on this House and of explaining and convincing the Hon'ble Prime Minister and the Minister for Railways of the need for the transport facilities for the scheduled tribes people rests on the Hon'ble Speaker, and I hope he would not hesitate to assume this responsibility. Before I conclude I once again offer my grateful thanks for giving me this opportunity.

पंडित ब्रज नारायण "ब्रजेश" (शिवपुरी):

उपाध्यक्ष महोदय, हमारे देश में रेलों का एक बहुत बड़ा व्यापार है और मैं समझता हूँ कि यह सब से बड़ा व्यापार है और उसके द्वारा देश को अधिक सुविधा भी दी जाती है। यात्रा-गमन और यातायात का मारा कारोबार रेलों पर ही निर्भर करता है। मेरा ध्येय विचार है कि इन दिनों में रेलों के उद्योग में सुधार हुआ है उन्नति भी हुई है। प्लेटफार्म सुधारे जा रहे हैं, उन पर छाया की जा रही है तथा इसी तरह के दूसरे कार्य किए जा रहे हैं। परन्तु सब से बड़ी बात जो ध्यान देने योग्य है वह यह है कि रेलें दो ही काम करती हैं, एक तो यात्रियों को ढोने का और दूसरा सामान ढोने का। स्थिति यह है कि जो सामान है उसको तो चोर उठा कर ले जाते हैं और जहाँ तक यात्रियों का सम्बन्ध है वे एक पर एक चढ़ कर सफर करते हैं, एक के सिर पर दूसरा चढ़ जाता है। इस चीज को हम प्रायः देखा करते हैं। थर्ड क्लास के डिब्बों में इतनी भीड़ हो जाती है कि सांस लेना भी दुश्पर हो जाता है और इस समय जबकि खड़े रह कर भी यात्रा करना कठिन हो गया है हमारी सरकार और हमारे रेल मंत्री महोदय हमारे सामने रिपोर्ट पेश करते हैं कि वातानुकूलित ट्रेन्स चलाई जा रही हैं। जब भूख के कारण दम निकला जा रहा है तब खस को टट्टी हम को ठंडी हवा देने के लिए लगाई जा रही है। सब से पहली बात जो की जानी चाहिये थी वह

बहु भी कि यात्रियों को बैठ कर यात्रा करने की सुविधा प्रदान की जाती ताकि एक स्थान से दूसरे स्थान तक वे शान्तिपूर्वक, प्रेमपूर्वक और धान्दपूर्वक एक दूसरे की बगल में बैठ कर बिचार विमर्श करते हुए यात्रा कर सकें। यह तो किया नहीं जा रहा है किन्तु इसके स्थान पर करों का बोझ बढ़ाया जा रहा है। जिस श्रेणी के यात्रियों से सब से अधिक धन मिलता है यानी बड़े क्लास के पैसेंजर्स से, उन्हीं के लिए सुविधाओं का प्रबन्ध नहीं किया गया है किन्तु उन्हीं के ऊपर कर का बोझ बढ़ाया गया है। मैं कहता हूँ कि आप कर बढ़ायें, कोई चिन्ता की बात नहीं है। लेकिन पहले देखिये घर और फिर लगाइयें कर! आप तो बिना घर देखे कर लगाते जा रहे हैं। जनता के पास घर में खाने को दाने नहीं हैं और कर पर कर आप बढ़ाते जा रहे हैं। जब ऐसी बात है तो आप ही बतलाइये कि ये कर बसूल किस से किए जायेंगे। यह पैसा देगा कौन? आज लोगों के पास खाने के लिए अनाज नहीं है, पहिने के लिए कपड़े भी नहीं हैं फिर यदि आवश्यकता पड़ने पर उन्हें कहीं यात्रा करनी पड़ती है तो उस पर भी और अधिक किराया उनको देने के लिए बाध्य किया जा रहा है। हमारा देश निर्धन देश है। इसकी निर्धनता को दूर करने के लिए हमारे नेतागण हमारे प्रधान मंत्री चिन्तित हैं। बाहर विदेशों में घूमते हैं, इसलिये कि कोई हमको पैसा दे दे और हमारा देश सम्पन्न, शक्तिशाली और आत्मनिर्भर बन जाए इससे मैं यह अनुभव करता हूँ कि जो हम को नहीं भो करना चाहिए उसको करने के लिए भी हम बाध्य हो जाते हैं। हम बंधे हुए हैं पैसे से। 'अर्थस्य पुरुषो दासः' मनुष्य अर्थ का दास है और मेरे देश की दशा इतनी हीन इसलिए हो गई है कि मेरे देश के पास पैसा नहीं है। यह अर्थ शास्त्रियों का सूत्र है कि :-

राजा शब्दोत्र कोषस्य न शरीरे नृपस्य च ।  
कोष हीनो नृपो यस्माद् शत्रुभिः परिपीड्यते ॥

शरीर राजा नहीं होता है, कोष ही राजा होता है। जिस राजा के पास कोष नहीं

होता है उस को शत्रु प्रपीडित करता है। वह दूसरों के द्वारा दबाया जाता है और कमी कमी गुलाम भी बना लिया जाता है। हमारा देश गरीब है और इस पर भी यहाँ के लोगों पर कर भार डाला जा रहा है। इधर मैं देख रहा हूँ कि नीचे के जो कर्मचारी हैं उन कर्मचारियों का ऊपर के कर्मचारियों पर कोई विश्वास नहीं रह गया है। कर्मचारियों ने यह समझ लिया है कि फिर यह मौका हाथ लगा या न लगा, जितना लूट सको उतना लूट लो, जितना खींच सको, खींच लो। छोटे कर्मचारी ही नहीं बल्कि सब ही लूटते चले जा रहे हैं। छोटे भ्रादमी तथा गरीब भ्रादमी तो इस लिए रुपया चाहते हैं कि उन के यहाँ कोई बीमार होता है, उसके लिए उन्हें भ्रौषधि की आवश्यकता होती है या किसी को कुछ और काम करना होता है और पैसे पास नहीं होते हैं और बड़े कर्मचारी यह सोचते हैं कि आज तो बड़ी जगह पर बैठे हुए हैं, फिर यह मौका मिले या न मिले इसलिये जितना खींच सको खींच लो . . . .

श्र. स्यातः : आन ए प्वाइंट आफ आर्डर सर। मेरा कहना यह है कि माननीय सदस्य ने अभी अपनी तकरीर के दौरान में कहा कि जितने बड़े अफसरान हैं वह सब रुपया खींच रहे हैं। मेरा कहना यह है कि इस फिस्म का स्वीपिंग रिमार्क करना अनचरिटेबुल है और इस हाउस की डिग्निटी के खिलाफ है।

उपाध्यक्ष महोदय: मेम्बर साहब ने कहा कि वह अपना प्वाइंट आफ आर्डर रोज करना चाहते हैं तो वह तो उन्होंने रोज नहीं किया। उन्होंने यह नहीं कहा कि उन माननीय सदस्य का वह रिमार्क अनपार्लियामेंटरी है और उस पर उन्हें एंतराज है। उन्होंने कहा कि इस तरह का रिमार्क जरा सख्त है और इस तरह नहीं कहना चाहिए था। मैं भी समझता हूँ कि यहाँ पर जितने अच्छे अल्फाज में कहा जाय बेहतर है और वह ज्यादा प्रपील कर सकते हैं। सख्त

### [उपाध्यक्ष महोदय]

मन्त्रों के कहने से कोई फायदा नहीं होता। वैसे मैं वक्ता महोदय को रोकना नहीं चाहता।

पंडित बबू नारायण "बबूबा" : मैं तो जो भावना आज अधिकाधिक लोगों में पाई जाती है उस को इस सदन के समझ रखने का प्रयत्न कर रहा हूँ वैसे अपवाद हर बात में होते हैं।

हां ! तो मैं कह रहा था कि हमारे रेलवे विभाग में ४ ब्लासेज बना दिये गये हैं, फस्ट ब्लास, सेकंड ब्लास, थर्ड ब्लास और फोर्थ ब्लास। थर्ड ब्लास का आदमी जब सेकंड कोटि में आता है और सेकंड में आने के बाद जब उसको फस्ट ब्लास में जाने का अवसर मिलता है तो उसको वह तरक्की और तनख्वाह नहीं मिलती है जो उसी के ब्लास में सीधे यूनिजन सर्विस कमीशन द्वारा भेजे गये आदमी को मिलती है। नीचे की श्रेणी से ऊपर आने वालों को वह ग्रैंड भी नहीं मिलता जो कि यूनिजन पब्लिक सर्विस कमीशन द्वारा भेजे गये लोगों को मिलता है और उनकी तनख्वाहों में असमानता रहती है। हालांकि दोनों व्यक्ति एक श्रेणी में हैं और एक ही सा काम करते हैं और दोनों के काम करने का समय भी एक ही होता है लेकिन निचली श्रेणी से तरक्की पाये व्यक्ति को वह तनख्वाह और स्टेप नहीं मिलता है जो कि यूनिजन पब्लिक सर्विस कमीशन द्वारा नियुक्त किये गये व्यक्ति को मिलता है। इसका परिणाम यह होता है कि उन के मन में एक असन्तोष, ईर्ष्या और द्वेष की भावना उदित होती है और जिस लगन और मिलनसारी के साथ उनको काम करना चाहिए, नहीं कर पाते हैं। काम ठीक तरह से होने के लिए यह आवश्यक है कि अफसर और उनके नीचे काम करने वालों में पूर्ण सहयोग हो और वे लगन से काम करे। इस के लिए हमें ऊपर के तबक़े में और नीचे के तबक़े में प्रेम और मैत्री का भाव उत्पन्न करना होगा। और यह तभी हो सकेगा जब यह विषमता हम दूर कर देंगे।

पालियामेंट की तरफ से जो एक एस्टिमेट कमेटी बनाई गई थी, उस एस्टिमेट कमेटी ने अपनी चौबीसवीं रिपोर्ट में इस बात का जिक्र किया है कि यहां लोगों को सर्विसेज में भर्ती करने के लिए जो ढंग निकाला गया है, उस तरीके से छोटे वर्ग के व्यक्तियों को उच्चमें प्रवेश करने का अवसर ही नहीं मिलता है और उसका परिणाम यह होता है कि बूने हुये वर्ग के जो खास खास लोग होते हैं, उनके आदमी सर्विसेज के अन्दर घुस जाते हैं और निम्न वर्ग के लोगों को वहां पर आने का अवसर ही नहीं मिलता है। योग्य आदमी उनसे वंचित रह जाते हैं और उसके कारण उनमें असन्तोष पैदा हो जाता है एक द्वेष की बात पैदा हो जाती है और वह काम जो शान्त और सुव्यवस्थित रूप में चलना चाहिए था चल नहीं पाता है और रेलवे विभाग में जिस प्रकार ठीक ढंग से काम चलना चाहिए उस तरह नहीं चल रहा है।

काम के ठीक ढंग से न चलने का एक नमूना तो यह है कि रेलवेज में सुविधाओं आदि की व्यवस्था करने के हेतु १५ करोड़ रुपया दिया गया था जब कि उसमें से केवल १३.२६ करोड़ रुपया ही खर्च किया जा सका। एक तरफ तो हमारे पास खर्च करने के लिए पैसा नहीं है और दूसरी तरफ यदि बजट बना कर पैसा दिया भी जाता है तो हमारे पास आदमी इस प्रकार के है कि वे पूरा खर्च ही नहीं कर पाते हैं इस तरह हम देखने हैं कि हमारा रेलवे विभाग १.७१ करोड़ रुपया खर्च करने में असमर्थ रहा है और जो सुविधा देनी चाहिए थी वह नहीं दी जा सकी है।

मेरा निवेदन है कि छोटे ब्लास में और बड़े ब्लास में जो विषमता उत्पन्न हो गई है उसे दूर किया जाय। छोटे ब्लासेज के आदमियों की तनख्वाहें बढ़ाई जानी चाहियें और उनको सर्विसेज देने में और प्रोमोशन देने में भेदभाव को समाप्त कर देना चाहिए।

इसके अतिरिक्त यह जो बातानुकूलित रेलगाड़ियाँ चलाई जा रही हैं, मैं चाहूंगा कि उनके स्थान पर थर्ड क्लास के डिब्बे रेलगाड़ियों में और बढ़ाये जायें ताकि हमारी गरीब जनता को सङ्ख्यित हो और वे बिना लीडनाइ के घास के साथ सफ़र कर सकें। थर्ड क्लास के यात्रियों को अधिक से अधिक सुविधा दी जानी चाहिए ताकि उनको पता चम सके कि हमारे देश में प्रजातन्त्र भा गया है और हमारी सरकार ने सोशलिस्टिक पेटर्न आफ सोसाइटी का जो उद्घोष किया है वह कर्म रूप में परिणत किया जाने लगा है। आज वह केवल एक मंच पर से बोलने की चीज ही नहीं रह गई है बल्कि वह चरितार्थ करने की चीज हो गई है। इस प्रकार का विश्वास हमारी जनता में पैदा होना चाहिए और जब सरकार में और जनता में ऐसा विश्वास पैदा हो जायगा तभी हमारा सारा कार्य शान्तिपूर्वक और सुव्यवस्थित ढंग से चलेगा और तभी दुश्मन हमारी तरफ़ हीन दृष्टि से नहीं देख सकेंगे। अगर जनता को राज्य के प्रति विश्वास नहीं होगा और राज्य जनता से पैसे खींचने में लगा रहेगा तो परिणाम यह होगा कि दोनों में नोनकोअपरेशन पैदा हो जायगा।

आज जनता पर जो नये नये करों का भार डाला जा रहा है उससे सबसे बड़ा डर हमें यह है कि कहीं जनता में असन्तोष पैदा होकर राज्य और जनता के बीच में कोई इस प्रकार की चीज पैदा न हो जाय। मैं कहता हूँ कि कहीं इससे शासन और जिस पार्टी द्वारा शासन की जिम्मेदारी ली गई है वह पार्टी भी जनता में अनपापुलर न हो जाय और अप्रिय न हो जाय। अपने राष्ट्र की सुरक्षा और उसको सुदृढ़ बनाने के लिए भी यह करों द्वारा जो जनता में असन्तोष पैदा किया जा रहा है, ठीक न होगा और यह कभी भी कल्याणकारी कार्य सिद्ध नहीं होगा। मेरा कहना यह है कि अगर देश और राष्ट्र को पैसे की जरूरत है तो उसके लिए दूसरे उपाय करने चाहियें और

इसके लिए आम जनता पर जो कि पहले से ही अधिक कठिनाइयों के कारण परेशान है उस पर और भार डालने के त्जाय तो बड़े बड़े लोगों से जिन्होंने अपने पास काफ़ी नकदी जमा कर रखी है, उनसे पैसा खींचने की कोशिश करनी चाहिये।

रेल भाड़ों के सम्बन्ध में मुझे आपकी सेवा में यह निवेदन करना है कि दिल्ली से कलकत्ते की जो यात्रा करते हैं उनसे तो भाड़ा कम लिया जाता है लेकिन जो कम क्लासले के यात्री होते हैं और ३० मील का सफ़र करते हैं, उनको ज्यादा किराया देना पड़ता है। क्या यही हमारा समाजवाद है, कि जो आदमी ज्यादा सफ़र करता है और जिसके कि पास ज्यादा पैसे हैं, उससे तो कम किराया वसूल किया जाय और गरीब आदमी से जो थोड़ी दूर का सफ़र करता है उससे अधिक किराया लिया जाय? ऐसा करने से तो आपका वह समाजवाद का नारा बिल्कुल निरर्थक और अव्यावहारिक हो जाता है। एक प्रजातन्त्रीय राज्य में तो जनता का अधिक से अधिक ध्यान रखा जाना चाहिए और चूंकि जनता का राज्य है और यहां की जनता गरीब है इसलिए यह गरीबों का राज्य हुआ और उस हालत में यदि जनता की सरकार गरीबों की ही जब काटने लगे तो यह कैसे कोई विश्वास कर सकेगा कि यह जनता का राज्य है। इसलिए मेरी यह विनम्र प्रार्थना है कि रेलवे विभाग द्वारा थर्ड क्लास के यात्रियों को अधिक से अधिक सुविधा देने का प्रयत्न किया जाना चाहिए और थर्ड क्लास के अतिरिक्त डिब्बे रेलगाड़ियों में लगाये जाने चाहियें। इसके अतिरिक्त कर्मचारियों के ऊपर देख रेख करने के लिए कि कहीं वह मालगोदामों में या और अन्य जगहों पर बैठ कर दरिद्र जनता को गलत तरीके से सता तो नहीं रहे हैं और उनसे पैसा तो नहीं ऐंठ रहे हैं, इसके लिए विश्वसनीय आदमियों को लगाया जाना चाहिए। मैं चाहता हूँ कि हायर आफिशियलस् में जो कोई चोरी करता हुआ पकड़ा जाय (सब तो चोरी

### [पंडित ब्रज नारायण 'ब्रजेश']

नहीं करते हैं लेकिन मैं चाहता हूँ कि जो चोरी करते हुए पकड़े जायं उनको, उनको सख्त से सख्त सजा दी जानी चाहिए। अगर ४, ६ आदिमियों को कड़ा दंड दे दिया जायगा तो उसका सारे रेलवे विभाग पर बड़ा अच्छा असर पड़ेगा और फिर कोई इस तरह की बेईमानी करने की हिम्मत नहीं करेगा क्योंकि वे समझ जायेंगे कि राज्य सतर्क है और दोषी को वह छोड़ेगा नहीं बल्कि उचित सजा देगा। आज ही यह रहा है कि हांशियार आदमी तो कानून के धिकंसे से बच निकलने में सफल हो जाते हैं लेकिन वे व्यक्ति जो कि कम हाशियार होते हैं वे पकड़े जाते हैं।

मैं मध्यप्रदेश के शिवपुरी निर्वाचन क्षेत्र से आता हूँ। यह मध्य प्रदेश के छोटे छोटे राज्यों के विलीन होने से बना है और राज्यों की हालत क्या थी यह आप जानते ही हैं। वहाँ राजा लोग और छोटे छोटे जागीरदार लोग स्वच्छाचारी शासन चलाते थे और सब काम गड़बड़ था। ग्वालियर में एक छोटी रेलवे चलती थी अब वह ग्वालियर स्टेट रेलवे समाप्त हो गई है। उमरेडिडिबे घिगे पिटे होते हैं और उसमें लगे हुए एंजिन की बावत तो कहना ही क्या ! इंजन जब ऊंचाई पर चलता है और जब आगे बढ़ने में प्रसमर्थ हो जाता है तो फिर पीछे चलता है और पीछे चलने के बाद फिर स्पीड लेता है और स्पीड लेकर फिर आगे बढ़ता है तो मालूम पड़ता है कि गाड़ी क्या चल रही है हालांकि सा सा आ रहा है। इस तरह की हालत यहां रेलवे की हो गई है वही पुराने इंजन है और वही पुराने डिब्बे हैं और वह घिस घिस करते चल रहे हैं। वहाँ रेलगाड़ी में सिर्फ दो क्लास होते हैं थर्ड क्लास और फ्रस्ट क्लास, बीच का सेकंड क्लास जो कि पहले इंटर था वह भी नहीं है और हम देखते हैं कि फ्रस्ट क्लास के डिब्बे बिलकुल खाली जाते हैं, उनमें कोई जाता ही नहीं है और अगर भूले भटके कहीं चला भी गया तो वहाँ भकेले बैठे बैठे उसका दम घुटने लगता है और वह यह महसूस करने

लगता है कि मानों वह कारागार में पड़ा हो। थर्ड क्लास के डिब्बे एक तो बिलकुल पुराने हैं और दूसरे अपर्याप्त हैं उनमें सचासक सीटें रहती हैं और यात्रियों को बड़ी असुविधा का सामना करना पड़ता है। वहाँ की रेलवे में अभी तक कोई सुधार नहीं हुआ है और वह लाइन बिलकुल उपेक्षित सी पड़ी है। उस जंगली इलाके में जहाँ गरीब लोग रहते हैं वहाँ ट्रेनों की और यातायात आवागमन की सुविधा नहीं है और उसका परिणाम यह हो रहा है कि विदेशी लोग वहाँ पैसा आदि बांट कर गरीब और भोली भाली जनता को विधर्मी बना रहे हैं। इस तरह उनमें भ्रष्टाचारी-यता की भावना पैदा करते जा रहे हैं।

इस प्रकार नेशनलिटटी खतरे में पड़ी है। नेशनलिटटी खतरे में इस कारण जा रही है कि उन क्षेत्रों में हमारा कोई सम्बन्ध नहीं है। हम वहाँ जा नहीं सकते हैं, क्योंकि वहाँ पर जाने के लिए साधन नहीं है। यह सबसे बड़ा काम रेलवे द्वारा हो सकता है। इसलिए मेरी प्रार्थना है कि मध्य प्रदेश के जो ऐसे स्थान हैं, जैसे छत्तीसगढ़ का इलाका है, शिवपुर का इलाका है, जहाँ ट्रेन आजकाल नहीं जाती है, और जाली भी है तो उन पर पूरी सुविधाएं नहीं हैं, उन की तरफ विशेष रूप से ध्यान दिया जाये। मैं समझता हूँ कि यह एक बहुत बड़ा व्यापार है और बहुत बड़ा धंधा है जिस के द्वारा लोगों को सुविधा मिल सकती है, सुख मिल सकता है, शांति मिल सकती है और हमारी सरकार को अधिक से अधिक पैसा भी मिल सकता है, तथा हमारा कार्य व्यवस्थित रूप से चल सकता है और देश की उन्नति के पथ का अनुगामी बन सकता है।

उपाध्यक्ष महोदय, मैं आप को धन्यवाद देता हूँ।

Mr. Deputy-Speaker: Shri P. B. Patel. I see two hon. Members standing up. Do both of them have the same name?

**Shri P. R. Patel:** I am P. R. Patel.

**Mr. Deputy-Speaker:** The Speaker announced his name this morning.

**Shri P. R. Patel:** Mr. Deputy-Speaker, I thank you for the opportunity given to me. On this Budget, we can now speak of the grievances of the people of the constituencies we represent.

I read the speech of the hon. Minister. On page 10, he has said:

“As in previous years, sustained efforts will continue in the current year to make railway travel more pleasant and comfortable.....”

It is a question for the third class passengers whether railway travel is pleasant and comfortable. I wish the hon. Minister travels in the third class from Ahmedabad to Abu. Then, he will realise whether the travel is pleasant and comfortable. He will be the first man to say that it is better to travel to hell than to travel in third class from Ahmedabad to Abu.

**Mr. Deputy-Speaker:** How can one go to hell unless he travels?

**Shri P. R. Patel:** By aeroplane. Now we have got aeroplanes.

He has talked of facilities and amenities to railway passengers. What amenities? He has talked of baths, latrines, refreshment rooms, platforms, new stations. Very good. Are these things necessary to third class passengers or sitting accommodation? My submission is, to third class passengers, there is no sitting accommodation. There is not even standing accommodation for them. Several third class passengers, have to either travel on the footboard and on the roof of trains. When anybody asks them, in joke, they say, we have got the Jawahar ticket for the Jawahar class. This is too much. When the railway administration brings disrepute to our hon. Prime Minister, I feel very sorry. The third class passengers give a revenue of about Rs. 94 crores; they give the most. The amenities given to

them is the least. I would suggest that at least more trains be run between Ahmedabad and Abu, and these people be given at least sitting accommodation. If sitting accommodation cannot be given, at least standing accommodation in the trains may be given to them. Even that is not available now. These third class passengers travel in summer as if they are in a black hole of Calcutta. However, our hon. Minister wants to tax them more. Third class passengers are generally poor persons. Should they be taxed? What is their *per capita* income? It is Rs. 250. To squeeze more from these persons is to take away milk,—whether they get it for the children or not is a different question—a cup of milk that is given to their children.

The tax that is proposed does not come in the Railway Budget, it comes in the General Budget. I want to know whether the income by excess fare will go to the railway revenues or general revenues? If it goes to the railway revenues, I fail to understand why it is not put in the Railway Budget. The other Budget was submitted within two days, and why should the hon. Finance Minister take the odium of presenting a Budget where there was an increase in railway fare even for third class?

On third class fare there is an increase of five per cent up to 30 miles. Who will be travelling 30 miles? Mostly the poor, not for pleasure. To tax these people is to tax the poorest. I would submit that if at all this tax is necessary, at least the third class travellers up to 100 miles should not be taxed more.

I would give a funny instance. Today I read a Government pamphlet which states that a tax here and there is merely a cup of tea, even less than that, but a cup of tea here and there takes away the whole meals.

The new taxes that will be imposed will be to the tune of Rs. 93 crores, and then to say it is a cup of tea is merely, a joke. I would ask that at least third class travellers be not taxed.

[Shri P. R. Patel]

The Hon. Minister said more money is required for development. I agree that we require development, but is there not scope for economy? Is money not spent away? So, my suggestion is better see to economy, you will be able to save more, more than is realised by new taxation by increasing the railway fare.

There is a funny case that in Gujarat the price of salt is going up. Salt is lying at Kharagoda to the tune of about 50 lakh maunds, but because of shortage of wagons it is not carried from there and people have to pay more. This is only an instance of how the railway administration helps industrial and other activities. I would submit that such things require proper attention so that the people may not have to pay more.

Another case is regarding Sabarmati station which is a bottleneck. Whatever comes from Bombay comes here, but the goods remain there for months together. I would only suggest that the hon. Minister be good enough to see that the goods that come to Sabarmati are loaded into metre gauge. This may be done as early as possible.

A year back the then Railway Minister Shri Shastri had been to Ahmedabad, and he had a conference with the Passengers' Association. They had a long discussion, and there he promised that a Janta train would be run very shortly from Ahmedabad to Delhi. One year has passed. I want to know when the Janta train will be run, and whether the promise given then by the hon. Railway Minister was his personal promise, or a word on behalf of the Government? When the hon. Minister on tour promises certain things, I think it is the pious duty of the Government to implement them, and it should not be a vain promise. I would submit and humbly request that the Janta train from Ahmedabad to Delhi be run as early as possible.

There has been a double track between Ahmedabad and Kalol, but

when it was sanctioned it was decided that it would be extended to Mehsana. It is necessary that it should be extended to Palanpur, because unless there is a double track, more trains cannot be run, and as Kandla port is there, double track is absolutely necessary from Ahmedabad to Palanpur. I think the survey has been completed. Hence the work of doubling the track from Kalol to Mehsana should be taken up as early as possible.

A survey of a railway track has also been completed from Radhanpur to Patan, or Harij or Becharji. I want to know the result of that survey. It is necessary, that Radhanpur should be joined with North Gujarat, that is either Patan, Herij or Becharaji because thereby the distance between Kandla and Ahmedabad will be made much shorter, and in that case Kandla port would get an impetus.

Shri R. J. Rao (Koraput): The railway administration is the biggest industry in the public sector, and it is but proper to expect good results from it. It is true that good progress has been made in these ten years, but there are some shortcomings which are patent and cannot be ignored. Several hon. Members have spoken in the last two days about the shortcomings, and I in my turn would endorse some of them and add one or two.

Firstly I would refer to one matter which has been mentioned in the White Paper on the Railway Budget 57-58 regarding the claims that the railways have to pay every year for loss of goods or for damage caused to goods in transit. In the year 1952-53, a sum of Rs. 3.18 crores was paid on that account, while in the year 1955-56, it has come down to Rs. 2.56 crores. It gives us no satisfaction to be told that with increase in traffic and with increase in claims for small amounts, the figure has not risen, and that steps are being taken to see that such things do not recur. Rs. 2½ crores a year is not a small amount, and this amount

can well be utilised for the development of railways.

I know personally that when a notice is issued to the railways under section 77 of the Railways Act, the General Manager does not reply to it, and when the notice is sent, he receives the notice but does not reply to it. When the suit is decreed, and the notice is taken of the execution he does not pay the amount; it is only when the attachment warrant is taken that the amount is paid. When the railways know that a certain claim is true, it is up to them to pay the amount so as to avoid costs and unpleasantness. This unsatisfactory state of affairs is wrong, and has to be corrected.

15.47 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair.]

Regarding overcrowding, to which reference has been made by several hon. Members, the hon. Minister himself is conscious of this fact, and he says that there would be a thirty per cent increase in passenger traffic during the Second Plan period. But with the limited funds at his disposal, he is going to meet only fifteen per cent of the increase in passenger traffic, but regarding the other fifteen per cent increase, he does not say how he is going to meet it.

Of the railway revenues, about Rs. 103 crores is accounted for by the receipts from third class passenger fares. That was the figure for the period 1956-57. But what have the railways done to remove the congestion in the third class compartments? The speech of the Railway Minister does not breathe a word about it except the fact that there is paucity of funds.

To relieve congestion, I would suggest that if the railways cannot put additional trains on the line, they should at least try to attach some more third class compartments to the trains and see that the congestion is removed. Further, they may again

impose the restriction of fifty miles for travel in mail and express trains. This restriction was there previously, but subsequently it had been removed.

As in the case of first class passengers, the seating capacity in the third class compartments also should be fixed and instructions should be given to the booking offices not to book third class tickets when it is found that there are already sufficient number of passengers in the train. Unfortunately, no care has been taken of this aspect by any officer or by any section of the railways, with the result that as many persons as possible travel in the third class compartments, and tickets are being issued to them. This is a very unsatisfactory state of affairs, and I hope the Railway Minister will look into it.

I now come to the increase in supplementary charge on freight and the tax on railway fares. Some hon. Members have questioned the legality and the propriety of the levy of the tax on railway fares by the Finance Minister, their contention being that the Railway Budget is a separate budget, the Railway Minister being in charge of it, the revenues must go to the railways, and, therefore, he is the competent authority to levy the tax. I would say that if any person is to levy a tax on railway fares and freights, it is only the Finance Minister, not the Railway Minister. The Railway Minister is only in charge of the railways. This tax which is levied on railway fares and freights goes to the State revenues and not to the railway coffers.

Apart from the legality or the propriety of it, what we are more concerned with is the justification for the levy of a tax on railway fares and a surcharge on freight. What are the extra amenities that have been provided for the third class passengers in these areas? Where is the need for this levy? Simply because there is the need to have additional finance, are you going to levy a further tax on fares and a surcharge on freight?

[Shri R. J. Rao]

It appears to me that both the Ministers seem to have had an agreement before the Budget, one saying that he would touch one pocket, and the other saying that he would touch the other pocket. If you ask the Railway Minister, he would say, 'I have touched only one pocket; I have kept the other pocket intact', whereas the Finance Minister might say, 'No, I have taxed, but the whole tax is being given to the States'. The entire amount that is received by way of this tax on fares and freight goes to the States, and not a part of it would go to the railways.

In regard to surcharge on freight, I would say that there is already a surcharge of 6½ per cent levied since 1956. When the Railway Minister was presenting his budget, in March, 1957, he said that the report of the Railway Freight Structure Enquiry Committee was awaited and that on receipt of its report, he would take proper action. But now, in May 1957, he says that the report has been received, but the recommendations have to be studied, and pending the study and implementation of the recommendations, he would levy a further surcharge of 6½ per cent; and stated that by the end of this year, the recommendation would be implemented.

But, I would ask, where was the hurry in these six or seven months for him to levy a surcharge of 6½ per cent more. I see no reason for it except perhaps the reason that there is deficit financing in the railways. Excepting for this, there is no justification for levying any further surcharge.

I shall now refer to certain local problems concerning the Orissa State. The light railway of Paralakimedi was opened by the then Maharaja of Paralakimedi, about the year 1910. But the locomotives and the engines on that railway have not been replaced since then. You will be surprised to know that the total distance is only 56 miles, and yet the schedul-

ed time allowed by the railways for that distance is 7½ hours; but it is seldom that the train reaches the destination in less than 12 hours. The speed of the train is so slow, that it is open to a passenger to get down, to ease himself and then to get into the train and sit comfortably. Several representations have been made to the South-Eastern Railway in this regard, but nothing has happened. Neither have any engines nor coaches been replaced nor have any repairs been carried out to the track.

If you happen to travel in the night on that line, you will find that there are no lights in the compartments, and there is no water in the lavatories. The same third class fare, and the same first class fares are being charged there as in other railways. But what is the justification for the railways not to look to these immediate comforts which they are bound to provide for the passengers? I would appeal to the Railway Minister to look into this matter and see that this light railway is at least converted into metre gauge. After all, the distance is only 56 miles. Moreover, several metre gauge railways in the south are being converted into broad gauge; so, those materials can be used for converting this line into a metre gauge line.

Now, I come to the question of laying additional lines in the district of Koraput. Koraput is a backward district, which is the southernmost district of Orissa, and which lies between the States of Andhra Pradesh and Madhya Pradesh. Several lines in this district were surveyed in the year 1946 by the then Bengal-Nagpur Railway. I understand that a final survey was also made. Thereafter the Bengal-Nagpur Railway Co. was taken over by Government, and after the State has become the owner, nothing has been done.

In 1956, when the Railway Minister presented his budget, he more or less laid down a policy regarding construction of new railway lines. He is

reported to have said in his budget speech that new lines would be taken up in areas which are backward, where there is heavy traffic, where there are projects, where there is industrial development or where minerals are found.

All these conditions do exist there. In the Second Five Year Plan published by the Railway Board, they have stated at page 8 that "construction of new lines to open up parts of the country at present not served has been deferred, but it is proposed that in addition to new lines already surveyed, many new lines would be surveyed during the Second Plan period. The hon. Minister, in his budget speech, states that it will not be prudent to sanction new surveys during 1957-58 unless—there is a proviso—they are connected with an important development project or are required urgently on operational grounds or strategic considerations.

I would say that the condition in the district of Koraput conform to the tests laid down by the then railway Minister (in 1956) and the subsequent criterion laid down by the present Railway Minister. Koraput is a backward district inhabited by tribal people. It is rich in minerals. Private enterprise is working iron ore, manganese, mica, lime and other minerals. But no industry is being established there because of transport difficulties; the nearest railhead being at a distance of 70 to 80 miles.

I would only request the hon. Minister to consider whether the survey made by the Bengal-Nagpur Railway in the year 1946-47 could not again be taken up; let him consider if one of those lines could not again be surveyed or the surveys or estimates already prepared not readjusted in the light of present circumstances. In the recent All India Tribal Conference held at Koraput, inaugurated by the hon. Home Minister, and presided over by the Congress President, Sri Dhebar Bhai, this question was in the forefront. It was felt by all the persons assembled there that lack of

transport was the main reason for the backwardness of the region.

I would again request the Railway Minister to reconsider the policy regarding survey of new lines and construction of new lines in the light of all the circumstances so that the district of Koraput is served by the railways.

**Shri T. B. Vittal Rao (Khammam):** Before I offer some observations on the Railway Budget, I would just like to say something about the serious Mahbubnagar disaster, in connection with which the Vice-President of a trade union was prosecuted for pulling the alarm chain the day previous to the accident because he was afraid that the train would meet with disaster in view of the heavy rains and the bad condition of the bridge. I will only read a few lines from the concluding paragraph of the judgement of the Magistrate. The Magistrate says:

"The learned advocate, Mr. Sivaram Shastri, contends that the Government was contemplating to withdraw the prosecution against the accused and had obtained a month's adjournment for filing withdrawal. But that was not so done. Whatever may be the reasons for not withdrawing the prosecution, the railway, in my opinion, was ill advised in pursuing this case further. The accused was prosecuted for doing a good deed and in reward of his good deed, he has reaped harassment and prosecution. In short the accused had reasonable and sufficient cause for pulling the alarm chain and deserves to be acquitted in the interests of justice, and is hereby acquitted".

As the hon. Speaker has admitted a motion on this, I will not deal further with the Mahbubnagar disaster.

Our railways being the biggest transport system in the country, with 35,000 route mileage, it has undoubtedly to bear a greater strain and move

[Shri T. B. Vittal Rao]

more goods as a result of the implementation of the Second Plan. In our country, other means of transport are very meagre.

The road transport system accounts for only .26 mile per square mile; coastal shipping is also very meagre because during the last year it moved only 3 million tons as against 116 million tons moved by the railways, and the total mileage of navigable inland waterways is about 5,760 including backwaters, canals and so forth.

Therefore, when the overall scheme under the Second Plan was formulated, we knew what was required of the railway system. It is no use the Railway Minister now coming and telling us that the funds allocated are very meagre and they cannot carry the goods or passengers expected of them during the Second Plan. We knew this position full well. Within the limitations, we knew there would be shortage of steel and cement. But within the limitations, if we examine the performance of the Ministry, we find that operational efficiency, instead of showing an upward trend, has gone down.

16 hrs.

I will cite an example. Figures have already been quoted by Shri Feroze Gandhi to show that operational efficiency has gone down to the extent indicated. Take, for instance, the Dornakal-Bezwada line. This line runs on the Grand Trunk route. This line serves the Singareni collieries. But goods trains travelling from Dornakal to Bezwada, a distance of 77 miles, take somewhere between 23 and 27 hours. This makes an average speed of 3.5 miles per hour; a loaded bullock cart would go faster. At some stations, the goods trains are detained for three hours, because preference has to be given to the Grand Trunk Express, the Janta Express and the air-conditioned de luxe trains. This is the position. When detentions take place, what happens is that the turnaround of wagons is curtailed. This affects so many other things.

The same is the case with passenger trains. It is enough if I quote one instance. In our division, generally the passenger trains are very late. Punctuality performance has gone down. There was a small committee appointed to go into this question in our division two years ago. I do not know what the recommendations of that committee were and how far they have been implemented. But even to this day, the punctuality performance of the Secunderabad Division of the Central Railway is very deplorable. This is the position always. Figures are given that they have been able to move so many ton miles, so much of goods and so on. But practically seen, here in this very House it has been said several times, not infrequently, that mills are being closed down for want of coal supply, whereas coal is lying at the pithead in accumulated quantity.

Even today, what is the position in the manganese mines? What is manganese? It holds second place in India's mineral production and occupies the first place in the list of exports from India. The position today is that all the mines are threatened with closure because they are not able to move manganese valued at Rs. 2 crores accumulated at the pitheads. have to export nearly 8 lakh tons of manganese to other countries so that we may earn foreign exchange. But today the position is that these mines are threatened with closure because of the failure of the transport system.

Then again, for opening a small station they take considerable time. Some stations are opened not as passenger amenities; according to their own statement, crossing stations are opened for operational efficiency. I will give the example of one station between Karepalli and Tadakolpudi on the Dornakal-Bhadrachalam line. For three years, this has been going on. In 1956-57, a sum of Rs. 10,000 or Rs. 20,000 was provided, but no work was done. In 1957-58, a provision of Rs. 1½ lakhs was made. In 1958-59,

there is some provision. Three years to open a station—that is the position in between two stations which are 14 miles apart. This track has to cater for a heavy volume of traffic because coal has to be moved. But for opening the station, they take three years. If this is the rate of progress regarding operational efficiency, I do not know when we will attain the objective laid down in the Estimates Committee's recommendation that no man should walk more than 25 miles to reach the nearest railway station.

I think it will be another Five Year Plan.

**Shri Ranga (Tenali):** Even then you are lucky.

**Shri T. B. Vittal Rao:** Now, I come to the increase in freights. A committee has been appointed to go into this question. The committee has reported. The Minister says that they have recommended an upward revision. But, let us examine the whole report. The freight increase last year was only an indication to the committee to go ahead with the increase in freight. Without examining the question again, the freight rates are being increased. This means that they have no respect or regard for the committee's recommendations.

Then, I come to the question of tax on railway fares. There was a convention that was adopted by the Railways by a resolution of this House. In flagrant violation of that resolution, they now come with a tax on railway fares. This convention was formulated by a committee of this House and it was placed before this House and it was adopted by means of a resolution. Within one year we have increased the depreciation fund by Rs. 10 crores and we are now having fresh taxation through the Finance Ministry. That means we have no respect for a resolution passed by this House and it has no meaning for the Railway Ministry.

I come to the development works. We were told that during the Second

Five Year Plan more than 800 miles cannot be opened. What has happened in the first year of the Second Five Year Plan? Only 87 miles of traffic has been opened. That is to say, that out of an average of 160 miles to be opened up in a year we have been able to open only 87 miles, a little over 55 per cent. If this is the rate at which we are going, I do not know whether we would be able to achieve this target of 800 miles. Previously, we were told in the First Five Year Plan that in the first two years there will not be much tempo and it will gather momentum in the third, fourth and fifth years. I do not know if that is going to be the case even in the Second Five Year Plan.

Coming to the engineering survey, engineering survey of the line from Salem to Bangalore was sanctioned. It took six months after the sanction to start field work. This is after all a 124 mile link. For this they take 18 months and yet the report is not there. On an average we are going 7 miles a month; that means, every day a quarter of a mile or 440 yards is surveyed. If this is the progress I do not know what standards have been laid down by the Engineers.

I come to the traffic survey. There is a link, the Ramagundam-Nizamabad rail link. To submit a report on the traffic survey it took nearly two years. I cannot understand this delay for a traffic survey. For an engineering survey, you can say that the terrain is difficult. Even then 440 yards a day is a very small figure. Even after two years the report of this traffic survey is not in the hands of the Railway Board and I do not know when they will examine. The other day I asked a specific question whether this progress is being deliberately slowed down because it is not going to be taken up in the Second Five Year Plan and it was said that it was not so. Then what is the reason for this slow progress except that it reflects little credit on the efficiency of the Railways.

[Shri T. B. Vittal Rao]

I will now take up the question of passenger amenities. What is the progress? Today, everybody is crying that there is little relief from overcrowding. You have introduced a DeLuxe train—air-conditioned train. What is the capacity of this train? It is 225 passengers per train, whereas the Janta can carry 750. If we ask for any additional train in any part of the route, we are told that the line capacity is not there. But, the air-conditioned train could have free passage and for that the capacity of the track does not arise. First priority should be given to relieving overcrowding than to air-conditioned trains.

Now, I come to some of the staff matters. The staff have been long waiting for the new deal that was promised in the year 1956. The Railway Minister assured that whenever it is announced, we need not worry and it will be given retrospective effect and will be implemented from 1st April 1956. We were specifically told that the whole thing is being delayed because the Minister wanted to have consultations with the National Federation of Indian Railwaymen. After all, the Federation was called but no consultation took place as far as I know; only an announcement was made. This long awaited new deal for bettering the conditions of class III employees was announced at last; and what has happened? The Minister announced that it is going to benefit 175,000 people. You will find that out of this 175,000 already 1,00,000 who are in service will not be benefited at all, because you have not given service weightage. The result is that senior employees will not be benefited. You say that Station Masters will get Rs. 100 but most of them are getting more than Rs. 100/- and it will be of little benefit to them; it will benefit only the new entrants.

Then, there used to be a paragraph on relations with labour. This time it has been omitted. Probably, the

relations are not as good as they have been previously and the Minister has, therefore, thought it fit to omit it.

I come to victimisation on railways. I have got a case where one Mr. Subramaniam, General Secretary, South Eastern Railway Employees Union has been charge-sheeted because he had the audacity to write an article in the paper about the injustices. Here is a General Secretary of a Union. No doubt, he is an employee of the Railways. But, if as Secretary of the Union he cannot issue a statement, I think, there will be no rights for a railway employee at all.

I come to the most important question—how political rights are being trampled upon. In Chittranjan, it is a protected area. Even during the General Elections no political leader was allowed to go in and address the workers. They cannot have any political rights or civic rights. This is the position. For instance, in the Conduct Rules it is laid down that an employee can stand for election to Municipalities but nobody is given permission.

Lastly, I would like to say a few words about the Second Pay Commission.

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

Shri T. B. Vittal Rao: The Minister said that it is left to the Finance Ministry. The Railway Ministry as the employer of 11 lakhs of labourers has to take the initiative to have the Second Pay Commission appointed because the other Government servants are only 8 lakhs.

Shri B. C. Kamble (Kopergaon): A feature of the Indian Railways that has struck me most is the tremendous disparity in the railway mileage between the north and the south. This is very apparent and glaring. If any hon. Member will take the map of the Indian Railways he will find that in the north, and more parti-

cularly in Uttar Pradesh there is a good net-work of railways whereas in the south we find only very stray lines of railways. I have tried to calculate the mileage in the north and the mileage in the south. On a broad calculation what I find is that out of a total mileage of 34,000 nearly 20,000 to 24,000 miles are in the north and merely about 10,000 miles are in the south.

**Shri C. D. Pande (Naini Tal):** What is the proportion of the area and also of the population?

**Shri B. C. Kamble:** The proportion comes to 5:2. It may be that during the British days this was the proportion, but looking to the new works which are proposed to be undertaken under the Second Five Year Plan there appears to be a continuation of the policy. Major or small works to the tune of nearly Rs. 60 crores are proposed in the Second Five Year Plan. There also, we find at pages 35 to 50 of the White Paper, the same policy has been pursued. There have been desperate demands in this House and complaints are made with regard to the needs of different region. Therefore, I would like to submit that this kind of discrimination in developing one area at the cost of the other must come to an end.

In this connection I beg to submit two proposals. One proposal was made by an hon. Member that State-wise committees be established, and that the Railway Board should be recast. If that is not possible, then two sub-committees, one for the north and one for the south, should be established. That is so far as the disparity in the railway mileage between the north and south is concerned.

Then, looking to the failure or otherwise of the First Five Year Plan on the Railways what we find is that the Plan has not been successful. Let us broadly see the results. The result is that the working expenses per train mile has been increased by 2. It was Rs. 11 in the first year of the First Five Year Plan and now it has increased to Rs. 13. Similarly, with regard

to net earnings, the net earnings at the commencement of the First Five Year Plan was 2.80 and that has fallen to 2.76, that is a reduction of 0.4. There are new lines only to the extent of 880 miles which have been opened. This is the result of spending Rs. 400 crores. If Rs. 400 crores had been properly utilised I am quite sure that the railway map of this country would have been radically changed. But there is no human approach. There is only money, but there is no mind, no soul. That is why we are having this kind of results.

I would also like to refer to the question of recruitment of people belonging to Scheduled Castes and Scheduled Tribes, and also Anglo-Indians. My hon. friend Shri Sivaraj has already referred to it. What we find is that so far as Allahabad Railway Services Commission is concerned, it appears to be so orthodox that out of 2047 seats reserved for the Scheduled Castes that Commission has been pleased only to recruit 331. There must be found certain ways and means to just meet the requirements so far as recruitment is concerned. This is a constitutional provision and if the constitutional provision is being stifled in this fashion, then this hon. House should see and adopt certain means to safeguard that provision.

Here also I would like to make certain proposals. My first proposal is that the hon. Minister in charge of Railways, who also happens to be a representative of the Scheduled Caste and Scheduled Tribes, should appoint a committee of the Members of this House who belong to the Scheduled Caste and Scheduled Tribes and they should make certain suggestions in the matter of implementing the quota of reservation. The second suggestion that I would like to make is that at least one member of each Railway Services Commission should be from the Scheduled Caste and Scheduled Tribes. My third proposal is that such of the organisations of the Scheduled Caste and Scheduled Tribes railway workers as are there must be recognised.

[Shri B. C. Kamble]

There is one difficulty with regard to the filling up of this quota. What happens is this. There are general unions, no doubt, but the general unions say: "We do not recognise sectarian things". Even though there is a constitutional provision, yet, I am sorry to say, those who organise labour say that so far as Scheduled Caste and Scheduled Tribes are concerned they are not prepared to recognise them. How are we to get out of this impasse? Therefore, if there are any organisations of the Scheduled Caste and Scheduled Tribes workers those organisations should be recognised by the Government, and thereby to a certain extent the deficiency can be made good.

I would like to turn to another aspect of the Railways and that is with regard to the import of materials. There are two categories of imports of materials; one is those who imported directly and the other is those imported through agents in India. The quantum of direct imports during the year 1955-56 is to the tune of Rs. 15,18,00,000, and that imported through agents in India is to the tune of Rs. 17,45,00,000; that is to say, imports are more through the agents in India. Can it not be stopped, and either the Railway Board, or the different Railways, or even the Government directly do these imports? That is a suggestion I want to make.

Then I come to the question of supply of khadi to the railway employees. For khadi cloth of the length of nearly 12,31,871 yards the price paid is Rs. 27,00,000, and on calculation the price per yard comes to Rs. 2.50. Even though it may be the policy of the Government or the Party in power to promote khadi, yet the question is whether this is going to be a costly thing for the Railways or whether the Railways can do better business in the open market so far as provision of cloth is concerned. I would suggest that this kind of things must be brought to a stop.

Finally I want to refer to the pay scales of the lower grade staff. From the figures we find that the lower grade staff in class III and class IV are really under-paid and class I and class II people are over-paid. If we are to follow the pattern of a socialistic society, then this disparity must be brought to an end. There are certain categories—I do not want to read all the figures—where things are very bad. As certain hon. Member have said, and I would like join them in their demand, a second Pay Commission should be appointed and see whether we can relieve the miseries of the workers in class III and class IV.

Finally, I would like to make my proposals. The first will be: drop the electrification of railways. We concur with what Shri Dange has said in this regard. Similarly, we would like to say that such projects where there have been a concentration of railways should be dropped. I would refer particularly to Uttar Pradesh. Then, I should like to point out that there should be tightening up of the economy and this can be done by due vigilance.

Next, I plead that so far as the surcharge on third class travel up to 30 miles is concerned, it should be completely dropped.

**Mr. Chairman:** I propose to call the hon. Minister at quarter to five. There are still a large number of speakers; so, I would suggest that the speakers whom I shall call upon now will try to be as short as possible and if possible finish their speeches within the limit of ten minutes each so that I will be able to call one more speaker before I call on the hon. Minister.

श्री टांडिवा (सीकर) : रेलवे बजट पर जो तीन दिन से बहस चल रही है, उसमें मुझे भी जो भाषने बोलने का अवसर प्रदान किया है, उसके लिए मैं आपको धन्यवाद देता हूँ। विरोधी पक्ष की ओर से जो बातें कही गई हैं, वे सुनने में तो अच्छी प्रतीत

होती हैं, लेकिन वे सब हूँ ठीक नहीं हैं। जहाँ तक मीने देखा है, इन पिछले दस वर्षों में भारतीय रेलों ने बहुत भारी तरक्की की है। हो सकता है कहीं पर कोई कमी रह गई हो जिस को दूर करना हमारा कर्तव्य है। सी प्रतिघात परफॉर्मन्स तो न आई है और न घाही सकता है। लेकिन जहाँ तक भी सुधार हो सकता है, वहाँ तक हमें करना चाहिए। जो उन्नति इन पिछले दस बरसों में भारतीय रेलों ने की है, उसमें किन्हीं प्रदेशों का तो ज्यादा हिस्सा रहा है और कि ही का कम। जिन प्रान्तों में रेलों की सुविधायें कम प्रदान की गईं हैं उनमें राजस्थान तथा उत्तर बंगाल या असम के भाग सब से पहले आते हैं। ये दोनों प्रान्त एक प्रकार से सीमा प्रान्त बन गए हैं क्योंकि इनकी सीमा पर पाकिस्तान स्थित है और ये इसी तरह से हैं जिस तरह से कि नार्थ वेस्ट फ्रंटियर हुआ करता था। दुर्भाग्यवश इन दोनों भागों को उस उन्नति में हिस्सा बहुत ही कम मिला है जो कि समस्त भारतवर्ष में हुई है। यहाँ आज भी ऐसी ऐसी जगहें हैं जहाँ पर कि सर्कड़ों मील तक रेलों का नाम निशान नहीं मिलता। राजस्थान में पिलानी एक जगह है जोकि शिक्षा का एक बड़ा केन्द्र है, वहाँ पर रेल नहीं है। शेखावटी में आज रेल सुविधायें नहीं हैं। आज वहाँ पर लोगों को पचास पचास मील तक बैलगाड़ियों या ऊंटों में ही यात्रा करनी पड़ती है। कुछ स्थानों पर बस सर्विस चालू हो गई है लेकिन बसें भी बहुत कम चलती हैं क्योंकि वहाँ पर सड़कें नहीं हैं। राजस्थान का दुर्भाग्य है कि जैसलमेर की ओर भी कोई ध्यान नहीं दिया गया है। यह डिस्ट्रिक्ट पाकिस्तान की सीमा पर स्थित है और वहाँ पर डाकू लोग आदमियों तक को उठा कर ले जाते हैं। वहाँ पर न रेल की लाइन है और न ही मोटरों आदि चलती हैं और लोगों को बड़ी मुश्किल का सामना करना पड़ता है।

इसी तरह से असम और नार्थ बंगाल है। वहाँ पर आज से दस बरस पहले जो सुविधायें उपलब्ध थीं वे भी आज नहीं हैं। असम तथा नार्थ बंगाल के जो आई यहाँ हैं वे इस बात को

जानते होंगे। वहाँ पर अगर किसी को जाना होता है, अगर किसी को गोहाटी जाना होता है या तीनमुखिया जाना होता है, या सामान आदि भेजना होता है तो वह प्लेन से आता जाता है या सामान आदि भेज सकता है। इससे जो खर्चा होता है वह बहुत पड़ता है। इस तरह से करोड़ों रुपया प्लेन्स से माल भेजने इत्यादि पर खर्च हो जाते हैं। इस बारे में मैं प्रार्थना करता हूँ कि कुछ न कुछ अवयव किया जाना चाहिए। आज जो असम तक है उसकी आप उन्नति होगी बल्कि रेलों की जो आमदनी है वह भी करें तो न केवल लोगों को ही इससे सुविधा काफ़ी बढ़ जाएगी।

आज सदन में यह आवाज उठाई जाती है कि कर्मचारियों की जो तनखाहें हैं उनकी बढ़ाया जाए, परन्तु जो भाड़ा है, उसकी दरों में कोई वृद्धि न की जाए। तो मैं उनसे पूछना चाहता हूँ कि ज्यादा तनखाह देने के लिए पैसा कहाँ से आएगा। माननीय मंत्री जी के पास कोई अलादीन का चरग तो है नहीं कि बिना आमदनी को बढ़ाए खर्च को बढ़ाते चलें जायें। आज हमें पंच वर्षीय योजना के लिए रुपए की जरूरत है। अगर खर्च को पूरा करने के लिए थोड़ा सा भाड़ा भी बढ़ा दिया जाए, तो इसमें कोई आपत्ति की बात नहीं होनी चाहिए। आमदनी को बढ़ाने के साथ साथ थर्ड क्लास पैमेंजमेंट को जो एमिनटिस दी जा रही है, उनमें भी वृद्धि होनी चाहिए। आजकल थर्ड क्लास में सफर करने वालों को बैठने तक की जगह नहीं मिलती है। कलकत्ते में दिल्ली तक फस्ट क्लास के डिब्बे में चार आदमियों के बैठने की जगह होती है और उससे ३०० रुपया बतौर किराये के वसूल होते हैं जबकि एक डिब्बे में जोकि थर्ड क्लास का होता है और जिस में बीस आदमी बैठ सकते हैं, आपको ६०० रुपये की आमदनी होती है। इस वास्ते में चाहता हूँ कि थर्ड क्लास के मुसाफिरों की जो तकलीफ होती है उस पर भी आपको गौर करना चाहिए और उस को दूर करने की कोशिश करनी चाहिए।

श्री गोंडवा (भीर) : मैं सब से पहले आपको धन्यवाद देता हूँ कि जो आपने मुझे बोलने का अवसर प्रदान किया है। मैं अपने आपको बहुत सौभाग्यशाली समझता हूँ जो मैं भारतीय संविधान के अनुसार हुए चुनाव में चुन कर यहाँ आ गया हूँ। यह जो लोक सभा है यह आम चुनावों के होने के फलस्वरूप ही अस्तित्व में आई है। सब को मत देने की अधिकार का फल है कि मुझ जैसा काश्तकार जोकि पिछले २५ वर्ष खेती के धंधे में लगा हुआ था, आज यहाँ आ पाया है और अपने इलाके का प्रतिनिधित्व कर सका है। मैं भारत सरकार को तथा आपको धन्यवाद देता हूँ कि आज मुझ जैसा काश्तकार भारत की सर्वोच्च संस्था, लोक सभा, में आकर भाषण देने की इजाजत पा रहा है।

आज मैं यहाँ देव रहा हूँ कि इस सदन में अंग्रेजी पर ज्यादा जोर दिया जाता है। मुझे अंग्रेजी में कोई नफ़्तान नहीं है। हमारे देश को जितनी भी जानें हैं, उन सब को हमें तरक्की देना है और जिस प्रकार हमें राजाओं तथा महाराजाओं से प्रेमपूर्वक रहना है उन्हीं तरह मैं हमें किसी जमान के प्रति दुर्भावना नहीं रखती है। मैं अंग्रेजी ज्यादा नहीं समझता हूँ। लेकिन मैं एक बात कहना चाहता हूँ हिन्दुस्तान के लिए आजादी हासिल करने में हम सब भारतीयों का हाथ रहा है। उस वक्त हमारे जो कम्युनिस्ट भाई थे, मैं चाहूँगा कि आप मुझे क्षमा करें यदि मैं यह कहूँ, वे समझने तो अपने आप को भारतीय लेकिन देवद्वे रशिया की ओर से। यहाँ वे चाहते हैं अंग्रेजी जबान को और देखते हैं रूस की तरफ।

श्रीमती ए० एसि मूसाफिर : मैं बहुत कम हिन्द जानती है, फिर न करें।

श्री गोंडवा : भारत सरकार की दूसरी ताकद जो आज मैं देख रहा हूँ वह यह है कि आप आज इस कुर्सी पर विराजमान हैं। भारत सरकार ने आज १८ करोड़ लोगों को जिन में

महिलायें भी हैं मत देने का अधिकार दिया है। इस अधिकार को प्रदान करने में जिसकास से बड़ा हाथ है श्रीर जिसने यह सब कुछ किया है, वह है प्यारे जवाहरलाल जी।

इस बजट में जो चीजे रखी गई है श्रीर जो सुधार की योजनायें बनाई गई है श्रीर जो सुधार किये गये हैं, मैं उनका स्वागत करता हूँ। इन सब चीजों के लिए मंत्री महोदय की धन्यवाद देने के साथ साथ मैं यह भी कहना चाहता हूँ कि मराठवाड़ा जोकि हैदराबाद में शामिल था और जहाँ पर निजाम हैदराबाद का राज्य था, वह इतना बैकवर्ड है कि मैं कुछ कह नहीं सकता हूँ।

मैं उम मराठवाड़ा की वाबत आपको बताना चाहता हूँ कि वहाँ पर गरीब तबका और मेहनत मजदूरी करण वाले काश्तकार लोग रहते हैं और उनकी हालत बहुत खराब है और मैं थिंकुन अंजित पड़े हैं। रात दिन मजदूरी करण बड़ी मुश्किल में कहीं अपनी जीविका कमा पाते हैं। उनकी यातायात और अन्य सुविधायें गुलाम न होने में बहुत कठिनाइयों का सामना करना पड़ता है। पहले जब हम हैदराबाद के निजाम के मातत थे तो निजाम सरकार ने हम लोगों की अवस्था में सुधार करने के लिए कुछ विज्ञेय काम नहीं किया। उसके बाद भारत सरकार द्वारा पुनिम ऐक्शन हुआ और हैदराबाद में मिलेरी रूल कायम हुआ और अब ज कर वहाँ पर उत्तरदायी सरकार स्थापित हुई है और हम अब निजाम की गुलामी से मुक्त हो गये हैं और आजाद हो गये हैं और मैं आज इस हाउस में विनती करना चाहता हूँ कि मराठवाड़ा क्षेत्र के लोगों को सुख सुविधा पहुंचाने की ओर तत्काल ध्यान दिया जाना चाहिए। हम लोग जैसा चाहते थे हैदराबाद का भावावार विभाजन हो गया है और हमारी जो मांगनीं कि हमें पड़ोसी राज्य में मिला दिया जाय वह भी पूरा हो गयी है।

**सभापति महोदय :** अगर आपको लेबे बजट पर कुछ कहना ही तो कहिये वरना आप बैठ जाइयें। यह आपका भाषण बिल्कुल दूसरे विषय का ही रहा है।

**श्री ढोंडिया :** जी मैं रेलवे के सम्बन्ध में अभी कहूंगा। पुलिस एक्शन के बाद वहां पर डीदल शासन रहा और हम लोग फस्ट फाइव डयर प्लान में लेबेज में सुधार करने के बारे में अपने सुझाव नहीं भेज सके। दूसरी पंचवर्षीय योजना शुरू होने पर मराठवाड़ा के लोगों की हैदराबाद असम्बली में मेजरिटी नहीं थी, अल्पमत था, तो भी हमने कुछ चीजे हैदराबाद असम्बली में रखीं . . .

**सभापति महोदय :** अब आपका समय खत्म हो गया है। आप कृपया अपना स्थान प्रहण करें।

**श्री ढोंडिया :** रेलवे के बारे में मुझे यह निवेदन करना है कि मराठवाड़ा में एक रेलवे लाइन अहमदनगर में परानी वैज्यनाथ तक बनाई जाय।

बस सभापति महोदय, मैं आपका बहुत आभारी हूँ कि आपने मुझे इस अवसर पर अपने विचार प्रकट करने का मौका दिया। आशा है कि जनरल बजट के अवसर पर मुझे आप फिर सदन के समक्ष कुछ निवेदन करने का अवसर देगी।

मुझे इस बात का पूर्ण सन्तोख है कि मैंने उस क्षेत्र की बाबत और उन लोगों की बाबत जो गरीब हैं, आपको और सदन को जानकारी कराई।

**श्री अ० ना० सिंह :** मैं आपका अनुगृहीत हूँ कि आपने मुझे सदन के समक्ष अपने विचार प्रकट करने का अवसर प्रदान किया।

मुझे उस एरिया के विषय में कुछ बातें अपने रेलवे मंत्री महोदय और सदन के समक्ष रखनी हैं जो एरिया सब तरह से खराब है। एन० ई० रेलवे उत्तर प्रदेश

के पूर्वी हिस्से, बिहार के उत्तरी हिस्से और भासाम में जाती है। ये हिस्से ऐसे हैं जहां बाढ़ से लोग बिल्कुल तबाह रहते हैं। हर तरह से वहां लोग तकलीफ में हैं। यह एन० ई० रेलवे भी वहां के लोगों की तकलीफों की प्रतीक बन गई है। उस रेलवे में किसी तरह की सुविधा नहीं है; एन० ई० रेलवे में जो कर्मचारी काम करते हैं उनकी हालत का मुकाबला अगर दूसरी रेलवेज में काम करने वाले मुलाजिमों से किया जाय तो पता चलेगा कि उनकी तनखाहे भी अपेक्षाकृत कम हैं और सुविधाये भी उनको कम मिली हुई हैं। बड़े बड़े अफसरान जो एन० ई० रेलवे में काम कर रहे हैं उनका मुकाबला अगर दूसरी रेलवेज में काम करने वाले बड़े बड़े अफसरान से किया जाय तो पता चलेगा कि वे एंट पार हैं लेकिन जो उस रेलवे में छोटे कर्मचारी काम कर रहे हैं उनके साथ यह बात लागू नहीं है। उनको वह सुख और सुविधाये प्राप्त नहीं है जो उन जैसे छोटे कर्मचारियों को दूसरी रेलवेज में सुलभ है।

16.42 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

उनकी बहाली और तरक्की की भी वह पोजीशन नहीं है जो दूसरी रेलवेज में है जिसे सुनकर आपको आश्चर्य होगा। चूंकि समय कम है इसलिये मैं इस अवसर पर केवल एक ही उदाहरण इस सम्बन्ध में आपके सामने रखूंगा।

ए० पी० ग्रीज की पोस्ट्स के लिये चार बार सेलेक्शन बोर्ड बना और चार बार खारिज किया गया। वह तब तक खारिज किया जाता रहा जब तक कि बहाल करने वाले लोगों के मन के मुआफिक लोग नहीं आ गये। उनको जो इस्टैब्लिशड फार्मूला  $4X+4$  का है उसको फ्रीलो नहीं किया गया। इसी तरीके से और भी जितने सेलेक्शन होते हैं उनमें भी यही हालत होती है। उनके यहां कोई नियम नहीं है और

## [श्री म० ना० सिंह]

कोई क्रायदे नहीं है कि किस तरह से सेलेक्शन होगा। हम ने देखा कि एक बार सेलेक्शन बोर्ड बैठता है और उसके ठीक एक हफ्ते बाद उसको यह कह कर त्वारिज कर दिया जाता है कि उसके दायरे को कुछ और बढ़ाना है और उसमें लोगों को बढ़ाते चले जाते हैं और सेलेक्शन बोर्ड को त्वारिज करते चले जाते हैं।

अभी हमने देखा कि असिस्टेंट क्लेम इन्वेस्टमेंट की भर्ती के बास्ते पार साल जून में इम्तिहान हुआ था। इम्तिहान का रेजल्ट पहले जबानी ही आउट हो गया। जिनको पहली बार इम्तिहान में फ्रंट बनना था उसी को दूसरी बार फेल कहा गया। आज एक वर्ष होने को आया लेकिन अभी तक उस इम्तिहान का नतीजा नहीं निकला है। हमारे एन० ई० के बारे में तो कहा जाता है कि यहाँ नौकरियाँ भी न मिलेंगी। नौकरियाँ हम रेलवे में विक रही हैं। इस तरह की गड़बड़ी, अंधेरेगादी और अनइयू प्रोमोशन के कारण हमारी एन० ई० रेलवे इतनी बदनाम हो गई है कि लोगों में यह आम ख्याल पाया जाता है कि वहाँ पर नौकरियाँ बिकनी हैं। वहाँ पर इम्तिहान रिटर्न और अनरिटेन दोनों होता है। अनरिटेन इम्तिहान में अनइयू फ्रंवर करने की काफी गुंजाइश रहती है और उसके कारण काफी करप्शन होता है। हम देखते हैं कि छोटे छोटे मुलाजिमों के साथ वहाँ किसी तरह का इंसफ नहीं होता है। मेरा निवेदन है कि जिस तरीके से होम मिनिस्ट्री ने गवर्नमेंट डिपार्टमेंट्स के अन्दर सेलेक्शन प्रमोशन और एम्प्लोयमेंट आदि के नियम बनाये दिये हैं और उनके अनुसार काम होता भी है उसी तरीके से रेलवेज में भी नियमानुसार यह सब काम किया जाना चाहिये। आज जो वहाँ पर हालत हो रही है वह बिल्कुल अवांछनीय है।

यह अनिश्चितता की हालत खत्म की जानी चाहिये।

हम देखते हैं कि टाइमटेबुल सम्बन्धी और अन्य जो शिकायतें पब्लिक से रेलवे विभाग को प्राप्त होती हैं उन पर कोई सुनवाई नहीं होती है। उदाहरण के लिये मैं आपकी बतलाऊँ कि ३८१ अप और ३८२ डाउन जो शाहगंज से बलिया तक जाती है उसका मऊ में इंजन बदलता है। मऊ से बलिया तक केवल ४० मील का फासला है। हम बराबर पिछले दो साल में कहते आ रहे हैं कि इसको छपरा तक एक्सप्रेस कर दिया जाय तो लोगों को काफी सहुलियत हो जायेगी। क्योंकि कोर्ट जाने वालों के लिये कोई गाड़ी नहीं है। उसका जवाब हमें यह मिला था कि बिहार का इतना कम हिस्सा उसमें पड़ता है कि उसके लिये हम कोई इंतजाम नहीं कर सकते हैं। हमारे पास इंजन नहीं हैं। जब रेल के कर्मचारियों से मैंने बात की तो उन लोगों ने कहा कि केवल चालिस मील चलने के बाद ही तो एंजिन सारे दिन पड़े रहने हैं, उन्हे भी सारे दिन पड़े रहते हैं। कोई वजह नहीं है कि चालिस मील ही चलने के बाद यह सारे दिन पड़े रहे, उनको एक्सप्रेस न किया जाये। फिर जब हम जनरल मैनजर के पास दूसरी बार गये तो उसका एक्सप्लेन हुआ। हमारी यह हालत है। एक छोटी सी चीज के लिये इतने दिन तक हम को उन के दरवाजे खटखटाने होते हैं। हर बार कहा जाता है कि न इंजन है और न उन्हे है। सुविधाओं के बारे में जब हम मांग करते हैं तो कहा जाता है कि हमारे पास कोई चीज नहीं है हम क्या करें।

आप और आगे बलिये तो देखेंगे कि कुछ बड़े बड़े जंक्शन स्टेशनों पर जहाँ काफी पैसेन्जर हैं, बहुत सी गाड़ियाँ आती हैं फिर भी वहाँ पर कोई पैसेन्जर गाड़ि नहीं है।

न प्लेटफार्म का नम्बर ही मालूम होता है कि किस पर कौन गाड़ी आयेगी। आप छपरा कचेहरी स्टेशन के पश्चिम वाले कौंसिंग की देखें वहाँ पर इतनी भीड़ होती है कि एक एक घंटे तक शॉटिंग की गाड़ियां खड़ी रह जाती हैं। घोवरब्रिज बनाने को कहा जाता है तो घोवरब्रिज न बना कर दूसरी जगह पर उस का क्रासिंग ले जाते हैं और आवश्यक पब्लिक में असुविधा पैदा करते हैं।

इसी तरह से थर्ड क्लास के डब्बों में तो बैठना तक मुश्किल हो जाता है सफाई कभी होनी नहीं। खटमल भरे रहते हैं। उपाध्यक्ष महोदय, आप ने मुझे समय समाप्त होने की चेतावनी दे दी है, इसलिये हालांकि मुझे बहुत सी बात कहनी थीं, मैं इतना ही कहूंगा कि आप सहृदयता से उन लोगों की हालत का और देखिये और उनको भी आदमी समझिये तो उन की स्थिति में बहुत कुछ सुधार हो जायेगा। मैं आपको भयवाद देता हूँ कि कम से कम एन० ई० रेलवे की तरफ आप का ध्यान तो गया। मैं न देखा कि लोगों में पहले एन० ई० रेलवे नैशनल वेंस्टेज रेलवे कहलाती थी, इस के बाद वह ए० टी० रेलवे हुई जिस का मतलब था प्रोलड एंड टायर्ड रेलवे। अब आप ने इस का नाम एन० ई० रेलवे रक्खा है। कम से कम अब भी तो आपको हम का सुधार करना चाहिये। आज हम रेल की सभी गाड़ियां रफ्तार कम होने से बड़ी देर से पहुँचती है। उन गाड़ियों में किसी तरह की सुख सुविधा भी नहीं है। मंत्री जी जो बिहार से आये हैं, वह भी उस इलाके को देख चुके हैं। इसलिये मुझे विश्वास है कि वे इस ओर अवश्य ध्यान देंगे, और ध्यान देने में वह एक बीज और कर दें कि उस रेलवे को दूसरी रेलवेज के एंट पार कर दें। जो हमारे यहां के मुलाजिम हैं उनको भी आप दूसरे रेलवेज के मुलाजिमों की

तरह देखें। मैं बड़े बड़े मुलाजिमों की बात नहीं कहता, छोटे छोटे, मुलाजिमों की बात करता हूँ। बड़ों को तो काफ़ी सुख सुविधा मिल जाती है। छोटे मुलाजिमों के लिये क्वार्टर्स भी नहीं हैं। हेडक्वार्टर्स पर तो बड़े बड़े आदमियों के लिये क्वार्टर्स बनाये जा रहे हैं, लेकिन छोटे लोग उधर उधर मारे मारे घूमते हैं। मैं इन लोगों की तरफ आप का ध्यान आकषित करना चाहता हूँ। इन मुलाजिमों की तरफ आप सहृदयता की दृष्टि से देखिये, वहाँ के रहने वालों की तरफ सहृदयता का व्यवहार कीजिये। इस पिछड़ी हुई रेलवे के लोगों की तरफ ध्यान दीजिये। पिछड़े लोगों के ऊपर ज्यादा गियायत की जाती है, एन० ई० रेलवे भी एक पिछड़ा हुआ रेलवे है।

**Mr. Deputy-Speaker:** The hon. Minister was to begin at 4-45. There is one difficulty for me and I seek the indulgence of the House in that respect. I had promised to call the hon. Member, Shri Rajendra Singh of the P.S.P. I had noted down that he was to be called at four o'clock. But there was some mistake. The Chairman was here, and she did not know that this time was to be given to him; she thought perhaps he had already been called. So, if the House will not mind a few minutes more, I shall call Shri Rajendra Singh.

**Several Hon. Members:** Yes.

**Mr. Deputy-Speaker:** But the hon. Member should try to finish within ten minutes.

**श्री राजेश्वर सिंह (छपरा):** माननीय उपाध्यक्ष महोदय, मैं सल्ल ग्रफसोस और बेहद तकलीफ के साथ रेलवे बजट पर सदन के समक्ष कुछ अर्ज करने के लिए प्रस्तुत हुआ हूँ। रेलवे मंत्री ने रेलवे में जो साधन और सुविधाओं की व्यवस्था हुई है उस का विषय विवेचन किया है। मैं उन के ऊपर

[श्री राजेन्द्र सिंह]

नहीं जाना चाहता। इसलिए कि मेरे पूर्व बहुत से वक्ताओं ने उस पर काफी रोशनी डाली है। यह सब से गम्भीर बात है कि हमारे रेलवे मंत्री इस बात को भूल गए हैं कि हिन्दुस्तान में जो रेलवे का उद्योग है उस में दस लाख से ज्यादा इंसान काम करते हैं और करोड़ों ऐसे लोग हैं जिन की जिदगी प्रत्यक्ष या अप्रत्यक्ष रूप में रेलवे पर अवलम्बित है। आज हम यह भी नहीं भूलना चाहिए कि हिन्दुस्तान एक लोक तांत्रिक देश है और हम सभी एक लोक तांत्रिक विधान के मातहत हैं। और हम ने यह संकल्प किया है कि हिन्दुस्तान में हम समाजवाद की प्राण-प्रतिष्ठा करेंगे। मैं रेलवे मिनिस्टर से जानना चाहूंगा कि जो लोकतंत्र और समाजवाद की पहली सीढ़ी है, अर्थात् देश के अन्दर स्वतंत्र संस्थानों का स्थापित करना, उनकी वृद्धि के लिए चेष्टा करना, उसमें वह कहा तक सफल हुए हैं। जब यहाँ पर विदेशी हुकूमत थी उस समय रेलवे आन्दोलन के रूप में एक बहुत बड़ा मजदूर आन्दोलन चला था। मैं रेलवे मंत्री से कहना चाहता हूँ कि मजदूर आन्दोलन सिर्फ एक आर्थिक आन्दोलन नहीं है। मजदूर आन्दोलन एक सांस्कृतिक आन्दोलन भी है, जिसमें मनुष्य की सांस्कृतिक सम्बद्धियाँ मन्त्रिहित रहती हैं। पिछले दस वर्षों में मैंने देखा है, यह मेरा निजी अनुभव है, कि सरकार की ओर से सोचा जाता है कि यदि हिन्दुस्तान में रेलवे आन्दोलन का नेतृत्व कांग्रेस के हाथ में है तब तो वह अच्छी बात है, लेकिन अगर किसी दूसरे के हाथ में रेलवे मजदूर आन्दोलन चला जाए तो वह सोचते कि हिन्दुस्तान में यह गैरमनासिब बात है। मैं रेलवे मंत्री से कहना चाहता हूँ कि पीड़ितों और शोषितों के नायक के रूप में आप का आविर्भाव हुआ है। मैं शाहनवाज साहब को भी जानता हूँ। चन्द दिनों की बात है कि इसी रेडफोर्ड में उनके ऊपर एक न्यायालय बैठा था, यह तजवीज करने के लिए कि उन्होंने हिन्दुस्तान के साथ देशभक्ति का

सबूत दिया है या नही की है, और वही शाहनवाज साहब आज यहाँ उपमंत्री बने बैठे हैं। इसी तरह से मैं कहना चाहता हूँ इस सदन से कि किया गुप्ता जैसे देशभक्त को, जिस ने अपनी सारी कसरी जिन्दगी देश के नाम पर कुर्बान कर दी, उन के जैसे कर्मठ और कर्तव्यपरायण भादमी को, आज रेलवे की नौकरी से निकाल दिया जाता है इस लिए कि वे कांग्रेस के मजदूर आन्दोलन में सहयोग नहीं देते और उसका विरोध करते हैं। मैं रेलवे मंत्री से पूछना चाहता हूँ कि क्या लोकतंत्र और समाजवाद का यही सबक है कि जो हमारा विरोधी हो, भले ही उस के विरुद्ध और कोई बात न हो, उस का हम दमन करें? मैं बतलाना चाहता हूँ कि कुछ ही दिन पहले इसी सदन में हमारे वजीर आजम ने नमीहत देते हुए कहा था कि हम को बक्ती फायदे के लिए कोई काम नहीं करना चाहिए, हम अपने आदर्श के प्रकाश स्तम्भ की नहीं भूलना चाहिए, नजरअन्दाज नहीं करना चाहिए। लेकिन आज रेलवे के अन्दर छोटे छोटे मुलाजिमों को, जिन का कसूर यही होना है कि वह कांग्रेस के रेलवे संगठन में सहयोग नहीं देते या मुखालिफत करते हैं, नौकरी से बर्खास्त कर दिया जाता है। हम और आप यहाँ पर लोकतंत्रीय पद्धति की माफ़त आए हुए हैं। मगर यह कहाँ तक लोकतंत्र की बात हो सकती है कि किया गुप्ता जैसे देशभक्त को जब बर्खास्त किया जाता है तो जनरल मैनेजर यह लिखता है कि मुझ को जो शक्ति मिली है, उस शक्ति के आधार पर मैं आपको नौकरी से बर्खास्त करता हूँ। ऐसा तो कोई अधिनायक ही कर सकता है। एन० ई० रेलवे के जनरल मैनेजर की जो देशभक्ति है, या रेलवे बोर्ड में जितने भादमी काम करते हैं उनकी जो देशभक्ति है, उनकी जो ईमानदारी है, जितना उनको देश से प्रेम है, इसकी जानकारी मुझ को भी है और माननीय जगजीवन बाबू को भी है। देशभक्ति का माप पथ लम्बा बेतन कदापि नहीं

हो सक्ता। उनके हाथ में इतनी बड़ी शक्ति दे दी गयी है कि वे सारे कानून को, सारे विधान को, सारी लोकतंत्र की मर्यादाओं को और समाजवाद की महिमा को पददलित करके उन देशभक्तों को बरबाद करते हैं जिनके विचारों और कार्रवाईयों से वे सहमत नहीं होते।

इसी दिल्ली में शायद मुहम्मद तुगलक पैदा हुआ था। उसके दिमाग में यह फितूर था कि वह चीजों को इधर से उधर करने में संतोष प्राप्त करता था। अभी महेन्द्र बाबू ने आप के सामने एन० ई० रेलवे का जिक्र किया है। जब इस रेलवे का निर्माण हुआ तो इसे तीन चार रीजन में बांटा गया। रीजन अच्छा काम करता था या बुरा काम करता था यह तो मुझे मालूम नहीं मगर रीजन काम करते थे और उनको बनाने में काफी पैसा खर्च किया गया था। मगर अभी जब कि यह मिलसिला चल ही रहा था कि वहां पर डिवीजन बनाने की बात कही जा रही है। हमारे मंत्री भी सोनपुर के स्टेशन पर बार बार गये हैं। सोनपुर में हिन्दुस्तान का ही नहीं बल्कि सारी दुनिया का सब से बड़ा प्लेटफार्म है। यहां सब से ज्यादा यात्री आते हैं। सोनपुर में हजारों बीघे जमीन में रेलवे के मकान बने हुए हैं। मगर आज सोनपुर से डिस्ट्रिक्ट को हटाकर मुजफ्फरपुर भेजा जा रहा है। पहले ६४० मीलोँ के दूरी सोनपुर के अधिकार में था और यहां से इतने इलाके के कामों का संचालन होता था। मगर न जाने रेलवे अधिकारियों के दिमाग में क्या फितूर आया कि सोनपुर को तोड़ कर वह मुजफ्फरपुर जा रहे हैं जहां जगह की बहुत ही कमी है, वहां खाने पीने की चीजों के दाम भी ज्यादा हैं और वहां हर तरह की तकलीफ और अभाव है। ऐसा करने में पैसा भी बहुत खर्च होगा। एक और तो कहा जाता है कि इस देश में योजनाबद्ध विकास

हो रहा है और विकास के लिए पैसा चाहिए, हम मसफार में हैं और हम गोता नहीं लगाना चाहते, हम पार जाना चाहते हैं, मगर दूसरी तरफ इस तरह से अपव्यय किया जा रहा है। यह मैं निजी अनुभव के आधार पर कह रहा हूं। मैं रेलवे मंत्री जी को निजी बात यह बताना चाहता हूं कि मेरे यहां रेलवे के लाखों मन कोयले की चोरी होती है, छिपकर नहीं बल्कि खुले आम सीनाजोरी के साथ। लोग रेलवे का माल नाव से, जहाज से, रेल से उतार लेते हैं और उसे लेकर बाजार में बिक्री करते हैं। मैंने रेलवे मैनेजर को भी कहा। उन्होंने कहा कि हम क्या करें चोरी तो एक आम बात है।

एक और आप कहते हैं कि रेलवे की दक्षता बढ़ रही है, काम करने की क्षमता बढ़ रही है और दूसरी और हम देखते हैं कि भ्रष्टाचार का अन्वार खड़ा होता जा रहा है।

आप कहते हैं कि हम देश के अन्दर रेलों का विकास चाहते हैं, हम देश में रेल की पटरियों को वृद्धि चाहते हैं हम चाहते हैं कि देश में रेल का यातायात के साधनों का विस्तार करें। पर दूसरी और जो लाइट रेलवेज चल रही है, जैसे कि दार्जिलिंग का जाने वाली लाइट रेलवे है, उनको बन्द करना चाहते हैं। ये गाड़ियां पहाड़ों पर जाती हुई व्यापक सुन्दरता पैदा करती हैं। जो कि दुनिया के सामने एक मिसाल है मैंने सुना है कि आप इसे बन्द करने जा रहे हैं और ऐसा करने के लिए आपकी दलील यह है कि इन से मुनाफा नहीं हो रहा है। आज तक मुनाफा हो रहा था पर अब मुनाफा नहीं होता, क्योंकि रेलवे अधिकारी यात्रियों के साथ, व्यापारियों के साथ और दूसरे लोग जो वहां जाते हैं उनके साथ अच्छा व्यवहार नहीं करते। इस रेलवे पर यात्रियों की सारी सुविधायें छीन ली गयी हैं। इसी कारण अब कम हो गयी है।

तीसरी बात मैं यह कहना चाहता हूँ...

उपाध्यक्ष महोदय : मेम्बर साहब भई  
कोई नई बात न कहें । मेम्बर साहब को फिर  
मौका मिल जावेगा ।

17-00 Hrs.

**Shri Jagjivan Ram:** Mr. Deputy-Speaker, I have, for the last three days, heard the speeches of hon. Members with all the attention that they deserve. Railway transport is subject to the normal laws of supply and demand. When any commodity falls short of the demand, the supplier, normally, does not expect bouquets, but brickbats. When I presented the Budget this year for the Railways, to this House, I never expected anything but brickbats.

**An. Hon. Member:** What ?

**Mr. Deputy-Speaker:** Brickbats, not bouquets.

**An Hon. Member:** Both.

**Shri Jagjivan Ram:** But, it is the generosity of the Members who have rather generously applied their minds to the Budget that I have been presented with some flowers as well.

**Mr. Deputy-Speaker:** Much less than your expectations?

**Shri Jagjivan Ram:** That happens often.

If I were to divide the debate, I will broadly put them as (a) financial, (b) operational, (c) staff, (d) new demands, (e) passenger amenities, except for other minor demands from various regions. I will, first of all, start briefly with the functioning of the Railways. There is the Railway Ministry which functions through the Railway Board. The Railway Board directs and co-ordinates the several Zonal Railways. The Zonal Railways are functioning through General Managers and quite a large number of officers subordinate to them. The much-maligned institution is the Rail-

way Board. I am glad that Members here have been considerate enough not to attack the Members of the Railway Board as such, but the Institution. The Railway Board has been functioning in the Railways for the past so many years. There have been certain method of functioning from time to time. The illustrious Minister in Charge of Railways, I mean Shri Gopalaswami Ayyangar, effected certain changes. Then, Shri Lal Bahadur Shastri, after some experience of the functioning of the Railway Board, also tried, in his own way, to effect certain changes. I have a very limited experience of the Railways as yet. It is only for the last five months that I have been in charge of this Ministry, but I may say that on the Railway Board we have a fine band of officers, fired with patriotic zeal, second to none in discharging their responsibilities, and always keen and enthusiastic to meet the challenge of the times; and it will not be dignified to decry them, it will not be dignified to condemn them. When we take any group of people, there are all sorts in them, some good, some indifferent, but you will have to consider the totality of the results that they produce. And I can say with all the confidence and emphasis at my command that the Railway Board has very magnificently discharged the obligations placed upon it.

**An Hon. Member:** No, no.

**Shri Jagjivan Ram:** Have a little patience, my dear friend, and I am sure if you have an open mind, you will be convinced.

There have been allegations and figures and statistics have been produced to prove that the operational efficiency of the railways has deteriorated. I will not try to tire the House with statistics and figures and technical terms. I will as a lay man, as I am, speaker in the language of the lay man and show whether the efficiency of the railways as compared with pre-war times, war-time and post-war-

time has increased or decreased, whether the railways have been able to transport goods in larger quantities as compared with pre-war times, war-time and post-war time or not, and on that basis you can judge the efficiency of the railways and the responsibility which they have discharged.

First, I will take up the question of goods traffic. About passenger traffic, as I have said in my Budget speech—and I want simply to repeat it—I do not propose to hold out any hope for any appreciable improvement in relieving overcrowding. However much I would like to lessen or reduce overcrowding, I know that faced as we are with shortage of funds and materials, it will not be possible, during the course of the Second Five Year Plan, to reduce overcrowding in any appreciable measure.

Members ridicule the idea that we are trying to even overcrowding in the various sections of the country. That they thought was something like distribution of poverty, but it is a sensible thing which we are thinking of doing. In certain sections there is much overcrowding, much more defined in comparison with other sections in the country. We are going to devote much of our attention to those sections first where there is more overcrowding in comparison with other sections, so that there may be some relief in those sections. That is the idea of equalising the overcrowding, and even if we can achieve that with the resources, financial and material, I will say that will be an achievement. But if I can persuade the Planning Commission, and if the resources of the country can afford it, the railways can increase the capacity and relieve overcrowding. As I have said in my Budget speech, I attach greater importance to the transport of goods than passenger traffic because on that hinges the success of the Second Five Year Plan.

I was going to show whether the operational efficiency of the railways has increased, decreased or sustained itself, I will give certain facts. In Appendix VII of the pamphlet "The progress of the First Five Year Plan on Indian Railways", the wagon holding *vis-a-vis* tons originating are given. In the statement are given the total increase in the number of wagons during the Five Year Plan and the total quantities of tons originating at the end of the First Plan over the first year of the Plan.

The point was made that on the metre gauge as compared to the broad gauge the increase in the wagon holdings in relation to the index in originating tonnage of traffic was proportionately higher, and that was considered as bad planning. The originating tonnage by itself is not a correct measure of the work performed. And here I may explain that the originating tonnage means the tonnage that originates on broad gauge or metre gauge. But the goods are transported from one gauge to another gauge, and if that is not taken into consideration, we will not be able to have a correct picture of the performance of any particular railway.

The originating tonnage by itself is not a correct measure of the work performed on our railways. Break-of-gauge traffic forms a sizable portion of the traffic to be moved over the respective gauges. There are in all about 52 points of contact between metre and broad gauge dealing with approximately 3,400 wagon loads of transit traffic per day. The appropriate comparison would therefore be between the increase in the wagon holdings and the actual transportation done in the different gauges in ton-miles. I am quoting some figures below for each gauge separately and for each year of the First Five Year Plan, giving the originating tons and

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ton-miles, as also the index number in respect of each of the items:

Year	Originating Tons (In Millions)	Index	Ton miles (In Millions)	Index
<b>BROAD GAUGE</b>				
1951-52	75.2	100	24,971	100
1952-53	74.5	99.1	24,514	98.2
1953-54	75.0	99.7	24,972	100
1954-55	82.6	109.8	27,337	109.5
1955-56	87.2	115.6	30,847	123.5

I expressly call the attention of the House to the indices.

The figure for the metre gauge are as follows :

Year	Tons originating (In Millions)	Index	Ton-miles (In Millions)	Index
1951-52	19.5	100	3862	100
1952-53	20.6	105.6	4268	110.5
1953-54	20.9	107.2	4396	113.8
1954-55	20.0	107.2	4594	119.0
1955-56	24.4	125.1	5405	140.0

It will be seen that whereas on the broad gauge, the tonnage of traffic increased by 15.6 per cent and the ton-miles by 23.5 per cent during the Five Year Plan period, in the case of metre gauge, the tonnage originating increased by 25.1 per cent, and the ton-miles by 40 per cent. This ton-mile is the real thing to judge the performance on the railways of a particular gauge. In other words, the increase in traffic on the metre gauge was more than the increase in traffic on the broad gauge, and this has called for a proportionately larger wagon-holding. It is only by such increase in the metre gauge wagon-holdings that it has been possible to substantially get over the chronic transportation shortage in the Saurashtra area, in Assam, in North and in North Bengal.

Having given these figures, and having substantially demonstrated that the performance of the metre gauge was quite commensurate with the wagon-holdings, I want to assure the House that I propose to go further into this matter and see whether we can increase the performance on that gauge further. I am sure that with a little enthusiasm which we may create among the railwaymen, it

will not be impossible to achieve better results, and I am sure that we shall be able to improve the performance on that section of the railways to some extent.

What I want to prove is that the railways have not fared as badly as was sought to be proved in this House.

Another thing that was said was about the general deterioration in performance. Here again, I would like to submit that the speed of any vehicle depends on so many factors, whether it is a tonga, a motor, or a bullock-cart or a train.

**Shri T. B. Vittal Rao:** Even the rickshaw also.

**Shri Jagjivan Ram:** Or even the rickshaw. The speed of any vehicle depends upon so many factors.

**Shri C. R. Narasimhan (Krishnagiri):** Even the Dandee march.

**Shri Jagjivan Ram:** Even in the case of paadayatra, the speed depends upon various factors. If you are walking along on the street, and the street is quite clear, your speed will be considerable. If you are walking amidst a crowd, and you want to push through or wade through that crowd,

of course, you will not be able to maintain that speed. These are obvious things. So, the speed of any vehicle depends upon so many factors.

It has been said here that there has been a general deterioration in the performance of the Indian railways during the First Plan period, as disclosed by the statistics relating to the drop in the punctuality of passenger trains, in the net ton-miles per train-hour, and in the average speed of goods train. All these statistical figures are proportional to the speeds of trains, both passenger and goods. The main determinants of the speed of trains are tractive effort and class of locomotives, gross load behind the engine, density of traffic, sectional capacity, stage of equalisation of capacity, and shunting and loading

and unloading time in the case of goods trains. It would be wrong to consider the speed of trains isolated from the density of traffic and other relevant factors mentioned above.

When the utilisation of the capacity of a section exceeds the limit of nearly 80 per cent, the rate of fall in speed with even a slight increase in density of traffic is great, pointing to the need for increase in the section capacity. Particularly, on the broad gauge, there are many sections on which the percentage utilisation capacity is very high, pointing to the urgency of works for increasing the section capacity.

I shall give a few figures which will show the increase in the goods-train-miles per route-mile over certain typical busy sections.

Section	Goods train-miles per route-mile		Percentage Increase
	1952-53	1955-56	
Kazipet-Balharshah . . . . .	4.4	7.8	77
Raichur-Shahabad . . . . .	4.8	7	46
Bina-Bhopal . . . . .	12.6	16.1	28
Nargundi-Kburda Road . . . . .	9.6	13.3	38
Tatanagar-Chakardharpur . . . . .	16.4	26.0	58
Salem-Jalarpet . . . . .	5	6.9	38
Baroda-Anand . . . . .	4.4	11.7	166
Kotah-Gangapur City . . . . .	6.3	9	43

So, when the density of traffic increases, the speed decreases. The question may then be asked 'Why do not increase the capacity of the sections?'. Of course, we try to, but that takes time. And we have also to consider whether, if we transport larger quantities of good traffic at slower speed, that is in the interests of the country or not. We have to consider whether if we were to insist only on speed, or if we slow down and transport larger quantities, that will serve the purpose that the nation has in view.

In the case of goods traffic, we should not forget—though I may assure the House that I am going to examine that aspect as well—a wagon travels only for four hours in twenty-four hours. My hon. friend Shri T. B. Vittal Rao was calculating the speed of the train from the fact that it takes twenty-four hours to reach from particular station to another station. I may tell him that a goods wagon travels only for four hours in twenty-four hours. Well, that is not very good. But I am told that the figure all over the world is not very much

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higher than this. But I shall try to see that we increase this, so that the wagon travels for more than four hours.

**Shri M. C. Jain** (Kaithal): What is the highest in the world?

**Shri Jagjivan Ram**: I am told it is four hours. Nowhere in the world does a goods wagon travel for more than that.

**Shri B. B. Singh**: Is it in the case of Fast goods trains or ordinary goods trains?

**Shri Jagjivan Ram**: I am talking of goods wagons. My hon. friend should know that there are no wagons in passenger trains. Passengers do not travel in wagons.

**Shri B. B. Singh**: Sometimes, wagons are attached. I can show this.

**Shri Jagjivan Ram**: I am talking of goods trains. I am talking of wagons. Of course, the passenger coaches travel more than the wagons. Now, why is it that a wagon travels only for four hours?

My hon. friend **Shri T. B. Vittal Rao** has given some of the causes. Naturally, a goods train has to give priority to a passenger train or to a mail train or to a janta express trains or to the Deccan Queen or whatever else it may be. Then, there is the time taken in loading and unloading also. There, the co-operation from the business community will be of help to us. The co-operation of our staff and the business community will both be helpful to us in greater utilisation of the wagons.

**Shri C. D. Pande** (Naini Tal): And also labour leaders.

**Shri Jagjivan Ram**: I am not mentioning that now because I will have to deal with it separately.

So we have to increase our performance, though our performance has not been such as would not stand comparison with the performance of

any of the progressive countries of the world, where they have mechanisation much more than we have. Still, I am personally not satisfied with the movement of wagons being for four hours in 24. When they will move more, naturally the miles that they travel will be more—I am not going to use the technical term for it, that I leave to my hon. friend, **Shri Feroze Gandhi**.

**Shri Mohammed Tahir** (Kishanganj): What is the position in the mixed trains?

**Shri Jagjivan Ram**: That will be something like the mixed economy. It will be something between coach and wagon.

**An Hon. Member**: A combination of both.

**Shri Jagjivan Ram**: In this matter, the quantum of traffic transported is of prime importance. Between 1951-52 and 1955-56, the increase was 18 per cent in terms of originating tons and 25.7 per cent in terms of tons miles. So the statistical figures, from which adverse inferences were sought to be drawn, must be viewed in the background of this increase in traffic carried. In view of the fact that the demand for transportation increases proportionately more on the denser sections, the railways endeavour to carry additional traffic to the maximum extent possible even at the cost of a slight decline in speed. This was adopted as a matter of deliberate policy. If a train could carry a heavier load, though at a slightly lower speed, it was well worth it.

Figures of speed must also be viewed in the back-ground of the works carried out currently along the track. Such works necessitate speed restrictions and slow down speed. My hon. friend, **Shri T. B. Vittal Rao**, complained on this score also. In this context, I want to explain.

It has been said by certain hon. Members that during the First Five Year Plan, we spent nearly Rs. 425 crores and our performance or increase

in operational efficiency was not commensurate with the money spent. I would like to explain here that on the railways we have normal works of replacement and maintenance. That is not regarded as capital charge. Out of Rs. 425 crores, by the way in which it was presented an impression was sought to be created that the whole of this amount was spent for capital works. No. Out of this amount, only Rs. 194 crores were for capital works and the remainder, which was the major portion, was for the normal work of the railways, which is normally done from the revenue accounts and depreciation. So to draw an inference and then to expect results as if the entire amount of Rs. 425 crores was spent for capital purposes will be erroneous and misleading.

Why is this normal work necessary? During wartime and even before, there was very little work of rehabilitation on the railways. The war, as every hon. Member in this House is aware, was perhaps the greatest strain on the Indian railway system; tracks were not rehabilitated, rolling stock was not replaced and maximum utilisation on a war footing was made of all these things. Even after the war, for the First Five Year Plan the railways had their schemes for rehabilitation, replacement and things like that. Those very schemes were incorporated into, and regarded as part of, the First Five Year Plan. So it will be erroneous to expect results from the railways as if all these Rs. 425 crores were spent for capital works or for increasing capacity.

Even during the First Plan, the railways were not in a position, with the money allotted to them, to complete the works of rehabilitation in all sections. There are many sections where the work of rehabilitation is continuing during the Second Plan.

My hon. friend, Shri Feroze Gandhi, contended that by having an allotment of Rs. 1125 crores, we are going to double in the course of this Plan what

ever capital at charge there was in the railways for the last 100 years. He forgets what the value of Rs. 1000 crores now will be in comparison to the Rs. 1000 crores that were invested in the railways 60, 50, 30 or 20 years ago. I leave that to the House to calculate. But out of this amount of Rs. 1125 crores, nearly Rs. 350 crores are going to be spent on the railways' normal replacement etc. and this should not be regarded as capital at charge. So the capital is not going to be double what it was before. I mention this so that some Members, who may not be aware of this, may not be misled by the argument of doubling of capital at charge.

**Shri Feroze Gandhi:** I did not say that the capital at charge would be double. I said that the amount of Rs. 1125 crores was more than what we had invested.

**Shri Jagjivan Ram:** That is correct. That is what I am explaining.

There were more than 1700 miles of track under engineering speed restrictions at any one time due to arrears of renewals of rails and sleepers, and construction of section capacity works. This is one of the major factors which have militated against better punctuality of passenger trains and speed of goods trains.

Then there were other factors connected with States reorganisation and political aspects; sometimes they were also responsible for limitation of the speed of passenger, and sometimes of goods trains also. When we calculate the figures for a particular area, these factors must also be taken into consideration.

I have given broadly what were the causes for the slower speed of trains. I might now give some figures regarding the average load per wagon. If wagon, naturally we transport more goods with the same number of wagons; if we decrease the load, it means that we are carrying less amount of goods. But we should not

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forget that goods traffic comprises various commodities—heavy commodities, medium commodities and light commodities, commodities like stone ballasts and coal, and commodities like paper and cotton. The weight of the wagon is determined mostly taking things like ballast and coal into consideration. We cannot expect to accommodate that quantity by weight of cotton in a particular wagon in which we carry a particular quantity of coal or ballast. Naturally, the weight of cotton will be much less than coal or stone that can be loaded in a wagon and if in a particular year we carry a larger percentage of heavier goods, the average wagon loading will be higher in comparison to a year in which we carry a larger percentage of lighter commodities and not the heavier ones. So I am trying to explain this, because it was stated that in 1951-52, the average wagon load was 16.4, and in 1955-56 it is 6.1 and, therefore, it has deteriorated. Yes. If you take only these two figures as absolute figures, then, the inference will be drawn that our average wagon load has decreased from 16.4 to 16.1, on the broad-gauge and on the metre-gauge there has been an increase from 7.79 to 8.86. What is the reason? The reason is that in 1951-52, the percentage of net ton mile to the total ton mile on the broad-gauge, of coal was 43.4 per cent, grains and oilseeds, 11.1 per cent and other commodities 45.6 per cent. The corresponding figures for 1955-56 were, coal 35.3 per cent— from 43.4 per cent to 35.3 per cent— grains and oilseeds, from 11.1 to 9.8 and other commodities have increased from 45.6 per cent to 54.9 per cent. Other commodities include all the lighter merchandise which load about 12 tons per wagon. That has been the reason why the average wagon load has decreased from 16.4 to 16.1. But, if I give the intermediate figures, you will see that as compared to the previous years, this is not a bad performance. In 1952-53, it was 15.6, in 1953-54— 15.9, in 1954-55— 15.8 and it is 16.1 in 1955-56. I do not mean to

say that there is no scope for improvement.

**Shri Feroze Gandhi:** You are contradicting yourself.

**Shri Jagjivan Ram:** I am not contradicting myself, my dear friend, you hear me.

**Mr. Deputy-Speaker:** I am all attention, Sir.

**Shri Jagjivan Ram:** Thank you, Sir. I am sorry I was not addressing the Chair.

What I was saying is this that much of our wagon capacity is wasted at the transshipment points. When we tranship the goods from a broad-gauge wagon to a metre-gauge wagon, the capacity of the metre-gauge wagon may be wasted. We may have one wagon of the broad-gauge which may not be quite sufficient for two wagons of the metre-gauge. So, some capacity in the second metre-gauge wagon will be wasted. Similarly, when we transfer from the metre-gauge wagons to broad-gauge wagons, it may be possible that two wagons of the metre-gauge may not give enough load for one in the broad-gauge and that capacity in the broad-gauge wagon will be wasted.

I have taken up this question with the Railway Board. **Shri Feroze Gandhi** gave a suggestion whether we cannot have wagons on the broad-gauge and metre-gauge of the same size. I will pursue that matter further. But, what the Railway Board is trying to do is to have wagons of multiple size so that two wagons of metre-gauge may be enough for one wagon of broad-gauge or 3 wagons of metre-gauge may be enough for 2 wagons of broad-gauge. In that way we may be able to save some capacity and make better and proper utilisation of the wagon capacity. I am going to pursue this matter, how far we can, in the difficult situation that we are placed in, utilise every inch of the wagon capacity, floor area or the

cubical contents—everything fully utilised. This is what I have to say about performance.

These are the points that were raised. But, I want to say something more, not only about wagons but about the fuller and better utilisation of all the stock on the railways, whether it is locomotives, wagons or the coaches. I am satisfied that if we increase the capacity of our workshops, running sheds, and sick lines, I have no doubt that we can utilise our engines, wagons and coaches for larger number of hours than we are doing at present. And, if we do that, I have no doubt that we will be able to create more capacity with the existing track and rolling-stock than what we are doing at present. I am going to devote some time over that and I have no doubt that a certain percentage of increase will be feasible.

The question of congestion on certain sections leads me to the question of electrification. I was rather surprised when my friend, Shri Dange made a suggestion in all seriousness that the scheme of electrification should be abandoned.

**Shri Feroze Gandhi:** No, no.

**Shri Jagjivan Ram:** Not you. You find yourself in uncomfortable company.

**An Hon. Member:** Strange confusion.

**Shri Feroze Gandhi:** I like him.

**Shri Jagjivan Ram:** It was rather surprising, this suggestion emanating from a person like Shri Dange. I am sure he has not applied his mind to that question or he was not properly briefed. Why? Is it that for luxury we want this electrification or because there is so much congestion on particular sections that if that congestion is not removed, not only that section or that particular locality will be affected but the whole country will be affected. I want to emphasise this and I want Shri Dange to appreciate

this thing. The congestion in the Bengal Bihar coalfields is not going to affect only Bengal and Bihar but it is going to affect the industry of the entire country. (Interruption). It is not possible with steam locomotives to increase the capacity to the extent required. The only alternative is electrification and that is why we have decided to have electrification on those sections. I do not want to go into details on that point because some other Members have met the objections that have been raised by Shri Dange. I was surprised that some hon. Member this afternoon repeated the suggestion. I wish members in this House will apply themselves more.

My hon. friend, Shri Feroze Gandhi, while discussing this question of electrification and meeting the objections raised by my friend Shri Dange and others like him raised the question of AC and DC, whether the electrification in the Calcutta area should be AC or DC. I may share a little with this House my feelings in this matter. I have been always for AC because all developments on modern lines are based on AC. So, when I took over and I heard that some decision was likely to be taken about what current we are going to have in that area, I interested myself in that matter. The result is that a firm decision has not been taken in this matter, or at least the decision which was tentatively taken in favour of D.C. is being reviewed and I have no doubt that the weight in favour of A.C. is overwhelming.

I will give you a little bit of history. I think it was Shri Feroze Gandhi who raised the question as to why we wish to electrify the Igatpuri-Bhusaval extension on the A.C. system. He also pointed out that, similarly on the Howrah-Burdwan D.C. is employed and for the Burdwan-Moghal Sarai A.C. is contemplated. Then he stated that Sealdah Division would be done on the D.C. system. That was his objection. He said that the D.C. locomotives ordered from English Electric Com-

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pany should be diverted to the Igat-puri-Bhusaval Section and apparently referring to the Eastern Railway suggested that all traction should be on A.C.

The Central Railway electrification was completed in 1930 employing the 1500 Volts D.C. system. Subsequent to this, apart from a short section near Madras, no further major electrification scheme was undertaken until 1954 when sanction was given for the electrification of the Calcutta Railways. At this juncture, the developments available on the A.C. traction system were very promising. After due deliberation it was, however, decided to adopt the 3000 Volts D.C. system for the Calcutta Electrification Project, as the A.C. 50 cycle system was still considered to be in its infancy and it would not have been prudent to adopt it as a standard. The Board even at this juncture were carefully watching the rapid progress made on the A.C. system especially in France and were aware of the possibility of having to reopen the subject when main line electrification becomes due.

When the electrification of some of the more important main lines became an imperative necessity to handle the traffic that would result from the Second Five Year integrated Plan, further consideration had to be given for the A.C. traction system which held out both technical and economical advantages. The Railway Board accordingly accepted the very kind offer made by the French Government to send their National Railway Engineers to advise on this new system. The French Report which was submitted by the end of August 1956 indicated the benefits that would accrue by the adoption of A.C. system. The Railway Board accordingly initiated detailed investigations and came to the conclusion that the A.C. system should be adopted for all main line electrification provided one or two technical doubts were cleared.

Regarding sections covering Calcutta suburban areas—this is the most important point of what Shri Feroze Gandhi raised—for which the electrification has not yet been started (Sealdah Division and Howrah-Burdwan Chord, Howrah-Kharagpur), the system to be adopted is still under consideration of the Board. For this decision, the advantages of having a unified traction system will not be lost sight of. For achieving this objective, the Board is already considering the utilization of D.C. equipment and rolling-stock ordered for the Calcutta area at some other D.C. electrified sections such as around Bombay and Madras.

I may also tell the House that I propose to send a small delegation to France and other European countries to see the performance of A.C. traction.

**Shri T. B. Vittal Rao:** Foreign exchange position is very tight.

**Shrimati Parvathi Krishnan (Coimbatore):** Make it a small delegation.

**Shri Jagjivan Ram:** This is all that I want to say about electrification.

Now, so many demands have been made for new lines, surveys for new lines and for the implementation or construction of the lines where surveys have been completed. I might say that I am in a very difficult situation. Sometimes when questions are put in this House about construction of some new lines in certain areas and I find that I have to give a reply in the negative, I am not at all happy about the reply because I feel that there are areas in our country which require to be opened up. There are areas where even if we do not do anything; only open them up by having railway lines and it will add to the prosperity of these areas. So, I am myself very anxious about constructing as many miles of new railway line as I can. With this in view, I am trying to get some more allotment for that purpose from the

Planning Commission. If I succeed in my efforts—and that success also depends on what resources the Planning Commission themselves have—I will not hesitate in ordering as many surveys as we can.

I am taking up the construction of some of the lines in areas which are far flung from existing railway lines, provided we get the monetary resources and also the materials required for them become available. That is all what I have to say about the demands for new lines. Many Members have voiced the demands of their respective regions. I have got briefs regarding all of them. I am not going to tire the House by reading those briefs in respect of individual demands. I want only to say this much, that I will get all of them examined and if the resources permit we will try to play our part in constructing those railway lines.

Then, there have been demands about some amenities like provision of drinking water, waiting hall and things like that in particular areas. I will get them examined and do whatever we can.

Something has been said about the lavish use of cement and iron and steel, when there is shortage of those things. Perhaps, hon. Members are aware that I have stopped construction of all prestige buildings. That will save not only cement and steel but that will also spare us the technical personnel of which we are so short. I will give only two instances. Recently something appeared in the Madras Press about the construction of a building in Madras.

**Shri Dasappa (Bangalore):** A multi-storeyed air-conditioned building.

**Shri Jagjivan Ram:** A multi-storeyed air-condition building, as a voice from behind says. I may assure the House that I have stopped construction of that building. Then, the other day I read in the newspapers that the foundation stone has been laid at Gorakhpur by the Chief Minister of

U.P. for the construction of the office of the General Manager. I have already directed the Railway Board to inform the General Manager that that building is not to be constructed on that scale.

**Dr. Krishnaswamy (Chingleput):** What about the foundation stone?

**Shri Jagjivan Ram:** A modest office building will be put up there in order to respect the foundation stone. So, I am myself very anxious that not one ounce of cement should be used for unnecessary purposes.

**Shri Raghunath Singh (Varanasi):** That should be the spirit.

**Shri Jagjivan Ram:** But I would like to have the co-operation of hon. Members also.

**Dr. Krishnaswamy:** If you take it.

**Shri Jagjivan Ram:** Sometimes demands come for a higher platform at such and such a station and so on. That higher platform also costs cement and requires some steel.

**Pandit D. N. Tiwari (Kesaria):** That is essential.

**Shri Jagjivan Ram:** One hon. Member said that nothing has been mentioned about accidents in my speech. There was nothing deliberate about it, because, in March last, I had made certain references to the unfortunate accidents which had taken place on the railways. Some Members have raised the question of the non-acceptance by the Government of the recommendations of the Commission of inquiry on the Mahbubnagar accident. When we did not agree with the recommendations of the Commission of inquiry, it was not with the purpose of shielding any high official or low official. That was not the consideration at all. The one consideration was, whether by accepting the recommendations of the Commission of inquiry—and I am purposely not using the words 'judicial—Tribunal'.

**An Hon. Member:** Why?

**Shri Jagjivan Ram:** It was not a judicial Tribunal. It was a Commission of Inquiry.

**Shri Mahanty (Dhenkanal):** It was headed by a High Court judge.

**Shri Jagjivan Ram:** It was headed by a High Court judge who became the Commission of Inquiry. It was a Commission of Inquiry under the Commission of Inquiry Act, 1952. If the hon. Members will refer to that Act, they will find that it was a Commission of Inquiry and nothing more nor nothing less.

**Shri Nath Pai (Rajpur):** Does it make a difference?

**Shri Jagjivan Ram:** It does make a lot of difference.

**Shri Nath Pai:** It sounds mysterious.

**Shri Jagjivan Ram:** Always, unless you have the intelligence to unravel it. The question was this. It was of a technical nature and I do not propose to go into the details. I will leave all that for the hon. Members who could go through the report of the Commission of inquiry and also know the grounds on which the Government thought it proper not to accept those recommendations.

**Shri Nath Pai:** All that sounds very mystical.

**Shri Bharucha (East Khandesh):** There are not enough copies.

**Shri Jagjivan Ram:** I can assure the Members that as many copies as the Lok Sabha Secretariat requires will be made available.

**Shri Mahanty:** May I ask a question?

**Mr. Deputy-Speaker:** The hon. Minister has not yielded. So, let us wait.

**Shri Jagjivan Ram:** So, it was not a question of shielding some officer here or some officer there.

**Shri Mahanty:** No, no. He should not anticipate me.

**Shri Jagjivan Ram:** I am not anticipating the hon. Member. I am not taking notice of him.

**Mr. Deputy-Speaker:** Order, order. The Chair should not be excluded out of this!

**Shri Mahanty:** He is suffering from myopia.

**Mr. Deputy-Speaker:** When the hon. Minister has not yielded, the hon. Member should be quiet.

**Shri Jagjivan Ram:** If the hon. Member is very anxious, I shall listen.

**Shri Mahanty:** I am much grateful to the Minister. The point is this. Now, the Minister has stated that the enquiry was of a technical nature. May I know what was the point then in appointing a High Court judge as the head of that enquiry?

**Mr. Deputy-Speaker:** Under the Commission of Inquiry Act, any person can be appointed as the Chairman, and if it was a High Court judge, that should not change the nature of the enquiry.

**Shri Jagjivan Ram:** I am going to meet that point. I said that the main recommendation of the Commission of Inquiry was on the technical aspect of the whole thing.

**Shri Mahanty:** Then why a High Court judge?

**Shri Jagjivan Ram:** The hon. Member may consult the Commission of Inquiry Act. Now, if it was only a question of punishing a few officers here or a few officers there, it was a very trivial matter. But the whole question was, if we accept the recommendation of the Commission of Inquiry, many bridges in that part of the country will have to be reconstructed. The technical opinions and as many expert opinions as can be available in this country—not only of

the railways and of others also—were quite contrary to the view held by the judge, and when after examination by the technical people and legal people also, we found that the findings of the judge were not corroborated by the opinions of the technical people who can speak with authority on that subject, we thought that we should not accept the recommendation.

**Shri Frank Anthony** (Nominated-Anglo-Indians): Why not have a competent judge?

**Shri Jagjivan Ram**: That is all I have to say about the Mahbubnagar Inquiry.

**Shri Nath Pai**: The hon. Minister has not said much.

**Shri Jagjivan Ram**: I do not propose to say much, because I leave it to the hon. Members to enlighten themselves by reading the report of the Commission and the opinion of the Government which has been given on those recommendations.

I come to the staff matters. Some Members started by saying that when in February I invited the representatives of the different unions and made certain announcements for Class III employees on the railways, I tried to divide the railway employees and their unions. I will say this was very uncharitable, because I have been one of those persons who always believe in the unity of the working class. When I was in charge of the Communications Ministry, I tried to have one federation of the employees of the Posts and Telegraphs Department, and there, the whole amalgamation of the different unions was done on democratic lines irrespective of the fact whether a particular union was going to be captured by Communists or Socialists or Praja-Socialists or the Congressmen. The parties were none of my considerations, though there are people in this country who want to make the working class a pawn on their political chess-board. I hold that is the worst type of exploitation of the

working class than any other exploitation. Any political consideration has been far from my point of view, when I consider the unity of the employees. When I invited the representatives of the different unions to meet me in Delhi in February, I had never thought that it would be construed and interpreted as dividing the employees. I then emphasised that it was a very encouraging feature that all the representatives, to whatever political persuasion they might belong, welcomed the idea of one federation for the railways. And today, I have been blamed by some Members of the House who have not even the awareness of trade unionism. Why Shri Guruswamy's group has not been recognised? Why the other federation has not been recognised? Such were the questions. I shall advise them to go to Shri Guruswami and put the question to him as to why he tried to hobnob with Shri Vasavada, why he tried to have only one federation and whether he was advised by the present Railway Minister.

Even last week, when Shri Guruswami came to the see, he requested me whether I will persuade Shri Vasavada to implement the unity agreement. I have issued him a railway pass to facilitate his journey to go to Ahmedabad to see Shri Vasavada and try for the establishment of one federation. I have asked the Railway Board to write to Shri Vasavada to help to expedite the implementation of the unity agreement. In the face of all these acts, for Shrimati Sucheta Kripalani or any other Member pleading for Shri Guruswami betrays lack of understanding of facts as they stand.

I have been trying to have one strong federation for the railwaymen. I will try for it. When I find at any stage, that, it is impossible, then, why not two, three, six or even two dozen federations? I will not mind it. But it will be my genuine and earnest effort to persuade the employees on the railways to have only one federation. That will give them strength

[Shri Jagjivan Ram]

and then perhaps they will not indulge in season and out of season only in putting demands to the railways, but they may engage themselves in some constructive activities for bettering their future prospects and for serving the nation in a better way. That is what I have to say about trade unions.

**Shri Rajendra Singh:** What about the dismissal of workers?

**Shri Jagjivan Ram:** My friend gave certain names. The secretary or office-bearer of a union should not be considered to have a premium or licence to be discourteous. The secretary or office-bearer should not be treated or regarded as having any freedom to indulge in discourtesy and ungentlemanly behaviour. I say with all the emphasis that I might command that I am not going to tolerate that type of discourtesy, indecency, indiscipline or misbehaviour. (*Interruptions*).

**Shri Rajendra Singh:** You have been misinformed and misled by your officers. It is not like that.

**Mr. Deputy-Speaker:** Order, order; it is not to be decided in this manner.

**Shri Jagjivan Ram:** I say everybody will agree with me; let there be a genuine trade union. Let there be full scope for the railway employees to work for that union on healthy trade union lines. But that does not mean that he should indulge in ungentlemanly behaviour; that will not be tolerated.

**Shri Rajendra Singh:** Kindly try to talk the truth and do not misguide the House.

**Shri Jagjivan Ram:** I leave it to the House to decide. I have not mentioned any name. I have given the general proposition that this should be observed by the officers, by the trade union officials, by the executive and by everybody. Let us be gentlemen. Administration and employees may differ on many points, but in our be-

haviour we should be gentlemanly and we should respect each other. That is what I have to say. I am prepared to say that wherever anybody feels that he has been unjustly treated, that he has been victimised, I am prepared to reopen all the cases and examine them myself.

The staff relations have been good on the whole. I will not say there will be no friction at all. There will be some friction at all times when we work together, but that friction should not create bitterness. We have been trying to meet all the legitimate demands of the railway employees. There has been a demand and a persistent demand for the setting up of a second pay commission. My friend, Mr. Vittal Rao, went to the extent of suggesting that whatever may be done for other Government employees, a second pay commission should be set up for the railway employees. There has been a demand from all Government employees for the setting up of a second pay commission. Everything has to be considered in the context of the economic condition of the country and not in isolation for the employees of a particular department or particular ministry. The whole thing has to be considered in the proper perspective and in the context of the economy of the country. All the Central Government employees get the same scales of pay. Take the State Governments; what are the conditions there? Whenever we consider this question, we have to consider the whole thing in its entirety. More than that I am not in a position to say, because not only it has become a very persistent demand by the employees, but there has been sympathy from a certain section in this House. I will request hon. Members to consider this question objectively and not from a particular party point of view.

About Class IV staff, it has been said that when I made the February announcement, it covered only Class III employees. Mr. Vittal Rao has taken the pains to prove that it has

benefited a very small number of people, according to him only 35,000. That is not a fact. It has benefited larger numbers and is going to benefit a larger number of people. According to our calculation, it will benefit 1,70,000 people.

**Shri T. B. Vittal Rao:** Immediately?

**Shri Jagjivan Ram:** Immediately or after six months, they will get the first or second increment. It is going to benefit a large number of people; I am short of time, otherwise I would have given it in detail.

When I made the announcement, I was quite conscious that I was not giving anything to Class IV employees. I put greater emphasis on the creation of better avenues of promotion for Class IV employees than increasing their salaries. I have set up a commission for examining and suggesting what avenues of promotion we may create for Class IV employees.

**Shri T. B. Vittal Rao:** Give them service weightage.

**Shri Jagjivan Ram:** I have always felt that in this department man should be placed in such a way that if he enters the department at the lowest rung, he can aspire to rise to the highest position.

**Shri Frank Anthony:** It is not possible on the railways?

**Shri Jagjivan Ram:** That is what I am trying to do; let us hope for it.

Mrs. Sucheta Kripalani expressed her doubts that so many committees had been set up by us and whether this committee was going to serve any useful purpose. I want to assure the House that whatever committees we set up and whatever recommendations were accepted by the Government, are being implemented. My idea is that this committee should submit its report within a period of three to four months and the implementation of the recommendations should start well within a period of one year. When I say this I mean it.

About recruitment, quite a number of friends raised their voice on behalf of the backward section of our community known as the Scheduled Castes and Scheduled Tribes.

**An Hon. Member:** What about Anglo-Indians?

**Shri Jagjivan Ram:** I do not regard them as backward. About Anglo-Indians, it has been said that quotas fixed for them have not been filled by them either by the railway service commission or by the railways themselves. That is correct. Quotas have not been filled. It is surprising that sometimes I find some officer saying that suitable persons are not available even for Class IV employees. I am trying to look into the matter. I was looking into the figures. There has been some improvement in the recent years; during the course of the last two or three years the percentage has increased from 5.5 to 6 per cent, or something like that. But that is not very encouraging. I am going to take some positive action in this matter. And one step that has been taken by two or three Railway Service Commissions is that the vacancies meant for Scheduled Castes and Scheduled Tribes which were not filled by them and which had accumulated have been carried forward and advertised only for candidates from those communities. I think that will give some representation to the Scheduled Castes and Scheduled Tribes.

**Shri Thimmaiah (Kolar-Reserved-Sch. Castes):** What about promotions?

**An Hon. Member:** What about Backward Classes?

**Shri Jagjivan Ram:** As regards Backward Classes I am helpless so long as Parliament does not decide anything about them.

**Shri C. K. Bhattacharyya:** After the Scheduled Castes and the Scheduled Tribes are excluded, is there any class in India which can be called Backward Class; and, if so, what is it?

**Shri Jagjivan Ram:** There are. I will refer my hon. friend to the report of the Backward Classes Commission.

**Shri C. K. Bhattacharyya:** I have gone through the report, and I am not convinced.

**Shri Jagjivan Kam:** I am not here to convince you.

**Shri C. K. Bhattacharyya:** They have found out an artificial Backward Class.

**Mr. Deputy-Speaker:** I should advise the hon. Member to be content with this observation that there could be honest differences of opinion.

**Shri Jagjivan Ram:** But I have not raised the question of Backward Classes here.

Then comes the question of the Anglo-Indians. My friend Mr. Anthony said that there were avoidable causes. I would like to know what those avoidable causes are, so that I can remove those causes and see that Anglo-Indians are recruited according to the percentage fixed for them. I would like to have a note from him, or any day I will welcome a discussion with him on this point, because I am anxious to see that the Anglo-Indians get their due share in the railway services.

I may mention here another thing, and that is about Muslims. Though there is no reservation or any quota fixed for Muslims, I have myself felt that there should be a fair representation of Muslims in the railway services. And recently, on the 3rd of this month, when the Chairmen of the various Railway Service Commissions were here, I enquired as to what was the position of recruitment of Muslims, and I was told by the Chairman of the U.P. Railway Service Commission and also of Madras and Bombay that their recruitment was quite satisfactory. I have called for statistics in this respect for my information. (An Hon. Member: What about

Indian Christians and Sikhs?) That is what I wanted to tell the House about recruitment.

About promotion and other things, Mr. Anthony and others have raised the question that they were not fairly done. I have reasons to believe that there are some causes for certain feelings being created in certain quarters that these promotions by selections are not objectively done. I do not know what to do in the matter. It is not so simple. But I will examine the matter and see that as far as possible those who are selected, and even those who are not selected, will feel a sense of justice in their minds.

Then again, as regards refusal of leave and extension and things like that, whenever there is not a general rule and there are exceptions to be made, there is scope for nepotism and favouritism. That cannot be ruled out. But there again I will see whether we can lay down certain general principles for the extension of service or for re-employment or for refusal of leave preparatory to retirement. That is all I can say on that point.

Mr. Barrow wanted from me a clear enunciation of the educational policy of the Railways so far as the children of the railway employees are concerned. I have made certain proposals in my budget speech. He was afraid perhaps that the word 'austerity' that I have used means sub-normal standard. No, it does not. I do not want to reduce the standard of these schools but I do not want them to spend on a lavish scale. I have seen some of the residential schools run by Christian Missionaries and I was very much impressed by them. When I used the word 'austerity' I meant that the standard should be the same, there should be no lowering of the standard, but it should not be run on a costly line. Everything done by Government has a tendency to become a costly affair. I do not want to make it like that. I would like it

to be run by the Parents' or Guardians' Committee or something like that. It should be on that basis.

As regards primary education I have decided that wherever there are an appreciable number of railway employees and no primary school is available near about, a school will be run by the Railways. The residential schools will be up to the Higher Secondary standard. That is the educational policy.

Then there are some small points also. My friend Mr. Yajnik made certain suggestions. I will get them examined. My first reaction was that his suggestion regarding two berths in the metre gauge third class coaches should be accepted. But I will get it examined by the technical people. There are other suggestions made which I will get examined and try to accommodate them.

Mr. Dange raised the question about our purchases. His grievance was about the whole capitalist society. Well, we cannot help it. (An Hon. Member: That is a bigger question). Howsoever we may dislike that institution we are surrounded by it. And when he referred to corruption, he referred to individual corruption as well as—I do not exactly remember the word he used—perhaps institutional corruption.

**Shri S. A. Dange** (Bombay City-Central): Class corruption.

**Shri Jagjivan Ram**: Class corruption. Well, certain standards of one class are regarded by another class as corruption. The socialist society regards certain standards of the capitalist society as corrupt practices. And the capitalist society, strangely enough, regards certain standards in the other society as corrupt practices. We cannot help it so long as the two systems exist side by side. But I am

not going to defend that, but I say that we are functioning at present in a certain context. We are not functioning in isolation. We are not writing on a clean slate. We are not starting today a new philosophy. We are surrounded by so many philosophies and conflicting philosophies and contradictory philosophies. We have made certain purchases from America, but I may assure my hon. friend Mr. Dange that whatever purchases we have made from America we have not paid any price higher than those quoted by other countries whatever the price may be in America. And if America had to subsidise its manufacturers, let it subsidise them; I have nothing to do with that. The railway accounts will show the lowest price quoted by any country because that is the price we pay. That is the basis of our purchase from America. Some friends pointed out that when we import here on our own account or through local agents, the local agents get commission. There are certain international commercial practices according to which, even if we do not place orders through local agents and place orders directly, the local agent is entitled to a certain percentage of commission. There are certain international commercial practices. The hon. Member who raised this question will perhaps enlighten himself about the international commercial practices. He will find that, whether we place orders directly or indirectly, the commission accrues to the local representative of the concern. We have started, as the House may be aware, the State Trading Corporation. We are more and more taking up the work of export and import by that Corporation. The Corporation, during the one year of its existence, has done quite substantial work. In years to come, most of our purchases will be directed or channelled through that Corporation, and we will save a lot of commission. When we have to make larger purchases, we sometimes send our officers to the manufacturers and make direct purchases.

[Shri Jagjivan Ram]

About enthusing the workers, I want to associate the workers with our working. I want to invite suggestions from them. I want to take them into confidence as to how best we can increase the efficiency of the railways and effect economy wherever possible. I want to say from here that I am going to invite suggestions from every railway employee to whatever category he may belong, as to how best we can increase efficiency in his area, in his category of work, in his category of employment and if there is any wasteful expenditure, to his knowledge, how we can economise on that score. Even at present, sometimes I get suggestions from railway employees, even of the lowest category. Sometimes a fireman writes to me. I always go through it, get it examined and whenever I find that there is something which could be profitably used by railways to their advantage, I never hesitate to utilise that information.

**Shri C. K. Nair:** Can they write to you directly?

**Shri Jagjivan Ram:** Everybody is welcome to write to me suggestions.

**Shri C. K. Nair (Outer Delhi):** If any employee sends it directly to the Minister, will he not be an eye sore to his officers?

**Shri Jagjivan Ram:** Why should he? Leave it to me. I can prescribe a cure for that sore.

**Shri Feroze Gandhi:** Even if the fireman does not get fire...

**Shri Jagjivan Ram:** Suggestions, any employee can write to me. That is my order. I do not think any Member should be apprehensive on that score. I have received suggestions. I am not disclosing a secret when I say that I receive suggestions

and I send them to the Railway Board...

**An Hon. Member:** Don't give the name.

**Shri Jagjivan Ram:** I gave the name.

**Some Hon. Members:** No, no.

**Mr. Deputy-Speaker:** Let that fire be extinguished now.

**Shri Jagjivan Ram:** This leads me on to the question of channels of representation. I welcome suggestions from Members of this hon. House. But, sometimes, it so happens that if some employee feels in any way aggrieved or some decision has not been taken by his superior officers to his liking, he approaches some hon. Member of this House. He writes a letter to me. I examine the case and I send a reply. If that reply is not to the liking of the employee who approached the particular hon. Member, that employee goes to another hon. Member. Again, I send a reply to him. Then, he goes to a third Member. He will go on persisting and persuading Members of Parliament to write to me. I have to send a dozen replies to them. My work is easy. The work of the stenographer increases. The draft is there. He will go on sending replies. I have had occasions to see at least some letters where hon. Members have got typed stereotyped letters. Only the name of the Minister is to be filled in and the name of the employee. The Member does not know what he was writing to the Minister, what he was representing and what the grievance of the employee is. The letter goes to the Minister.

**Shri L. N. Mishra (Saharsa):** It is not only the Members who sign at times on dotted lines; the Ministers too do the same on some occasions.

**Shri Jagjivan Ram:** It is from Members. They have got typed letters. They fill it, My dear Jagjivan Ram or whatever Minister is concerned. In the gap, he will fill the name of the employee. He says, I am sending the representation of such and such. What I say is, the Members should write to me. I do not rule it out. But, they should understand the case, what it is that they are going to write when it is an individual case. When it is a general thing, everything is welcome. There are channels of representation for the employees. That should be encouraged. I am going to evolve some machinery whereby the employees will get quick decisions, whether it is to their liking or dislike. It is criminal on the part of the administration to keep anything pending for six months, nine months or one year. Decisions should be taken quickly.

**Shri T. B. Vittal Rao:** Six years.

**Shri Jagjivan Ram:** I am going to take up that. The difficulty has been due to differences between the railway employees and their unions, difficulty about joint negotiating machinery, and difficulty about one man tribunal. A question was raised here, as regards one man tribunal. I am going to refer the cases to the tribunal as quickly as I hear from the National Federation of Railwaymen. I have referred the cases to them. As soon as I hear from them, I am going to refer all the issues to the one man tribunal. I am myself anxious about it.

About ex-State officers, Shri Mehta said that Shri Lal Bahadur Shastri made certain announcement about them. That has been implemented for officers who are 16 or 32 in number, I forget. The rest are going to be taken up in the course of one or two months. I think, I have, broadly speaking, met all the points.

**Shri C. K. Bhattacharyya:** There is one thing . . .

**Mr. Deputy-Speaker:** That one thing can be covered when we take up the Demands.

**Shri C. K. Bhattacharyya:** Before the hon. Minister concludes his speech, may I request him to make some reference to the passenger fares? That has not been dealt with.

**Mr. Deputy-Speaker:** The hon. Member must have realised that the hon. House is not in a mood to sit longer now.

**Shri Jagjivan Ram:** I have finished I have heard what hon. Members have said about the taxing of passenger fares by the Finance Minister. I shall bring all that to the notice of the Finance Minister. There have been suggestions about exemption of a certain mileage from that tax. I am sure Government will sympathetically consider this suggestion.

I have said that in the Railways, there is a fine band of officers. I will not miss this opportunity of saying that we have nearly a million workers in the Railways, all patriotic people. All realise that by serving the railways, by increasing their efficiency and capacity, they are going to make their humble contribution to the prosperity and development of the country. I thank all the railwaymen, whether they are officers or staff or workers, for the contribution that they have made to the success of the First Five Year Plan. I have no doubt that they will make greater contribution with greater enthusiasm to the success of the Second Five Year Plan.

**Mr. Deputy-Speaker:** Pandit Thakur Das Bhargava.

**Shri Rajendra Singh:** What about divisionalisation scheme in the N. E. Railway? Are you going to stop it and save the Railway from unnecessary expenses?

**Mr. Deputy-Speaker:** I have already called Pandit Thakur Das Bhargava. The hon. Member will take the next opportunity.

First Report of the Business Advisory Committee.

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**BUSINESS ADVISORY COMMITTEE**

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18.35 hrs.

**FIRST REPORT**

**Pandit Thakur Das Bhargava**  
(Hissar): Sir, I beg to present the

*The Lok Sabha then adjourned till Eleven of the Clock on Friday the 24th May, 1957.*