

सरकार अ० सि० सहमल (जंजगीर) :
अध्यक्ष महोदय, आपके रेलवे बजट पर कार्य
प्रारम्भ करने से पहले

अध्यक्ष महोदय : अभी नहीं ।

BUSINESS OF THE HOUSE

The Minister of Parliamentary
Affairs (Shri Satya Narayan Sinha):
With your permission, Sir, I rise to
announce that Government Business
for the week commencing Monday,
the 2nd March will consist of:—

(1) Further discussion of the
Railway Budget;

(2) Discussion and voting of
Demands for Grants (Railways)
for 1959-60;

(3) Discussion and voting of
Supplementary Demands for
Grants (Railways) for 1958-59;

(4) Consideration and passing
of the following Bills:—

(i) Chartered Accountants
(Amendment) Bill, as passed
by Rajya Sabha; and

(ii) Indian Electricity
(Amendment) Bill, as reported
by the Joint Committee.

(5) Discussion on the agree-
ment entered into by the Govern-
ment of India with Messrs. Merck
and Co. of Rahway, New Jersey,
for the manufacture of Streptomycin
and Dihydrostreptomycin at
the Hindustan Antibiotics (Pri-
vate) Ltd., on a motion to be
moved by Shri S. V. Parulekar
and others on 5th March, at 4
P.M.

As Members are already aware,
general discussion of General Budget
is scheduled to commence on the 6th
March.

Shri E. M. Bamerjee (Kanpur):
Sir, Members of this House are

anxious to have a discussion on the
Chinakuri coal mine disaster. A re-
port has been submitted. Even next
week we are not having any time.

Mr. Speaker: The week after next,
we shall see.

Shri Satya Narayan Sinha: We have
consulted the Minister concerned and
he wants some time. Therefore, I do
not think it may be held next week.
We may have it sometime before the
House disperses.

Mr. Speaker: I will allow one such
discussion every week. Therefore, let
it be the week after next. Meanwhile
the hon. Minister may study it

12.09 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—Contd.

सरकार अ० सि० सहमल (जंजगीर)
अध्यक्ष महोदय, रेलवे बजट पर बहुत शुरु
होने से पहले मैं आपके सामने एक प्वाइंट
ऑफ ऑर्डर पेश करना चाहता हूँ ।

रुस्त आफ प्रोसीज्योर एंड कंडक्ट को
आप देखें कि क्या ३५० पर यह लिखा
है :

“When a member rises to speak
his name shall be called by the
Speaker, if more members than
one rise at the same time, the
member whose name is so called
shall be entitled to speak.”

यहाँ पर जो आपको नाम देने की पद्धति
है मैं समझता हूँ कि वह सही नहीं है। राष्ट्रपति
जी के भाषण पर बहुत ऊँ समय भी श्री भाज
दो रोज से मैं यह देख रहा हूँ कि जो नाम आपके
सामने दिये जाते हैं, आप मुझे क्षमा करेंगे
मैं आपके ऊपर कोई एम्पर्सन नहीं डालना
चाहता, उन्हीं लोगों को बुलाया जाता है।
दूसरे मੈम्बरों को नहीं बुलाया जाता। मैं
आपसे प्रार्थना कर्ना कि जो मੈम्बर खड़े हों
उनको आपको बुलाना चाहिये। यही रुस्त के
मतानुसार भी होगा। हम देखते हैं कि हम लोग

दिन भर बैठे रह जाते हैं पर बोलने का मौका नहीं मिलता। मैं इस विषय पर आपकी रुचि चाहता हूँ कि जो आपको नाम दिये जायेंगे उन पर आप भ्रमल करेंगे या जो मँबर बड़े होंगे उनको आप बुलायेंगे।

अध्यक्ष महोदय : ठीक है : Hon. Member is not new to this House. I am adopting both. I call only those hon. Members I choose from among those that stand. Hon. Members ought to stand up. They catch my eye and no hon. Member can insist upon his name being called along with the others. It is open to me to choose. To assist me I have asked the various parties to prepare a list of their spokesmen and give me their names. I may call them or I may not call them. As far as possible I am interested in maintaining a proper level of debate in this House. Whoever belongs to any particular party must tell the party whip. If he goes over to this side, or becomes an Independent, then I will exercise that right independently, but so long as he is a Member of a particular party there is no good complaining to me. We are trying to distribute the opportunity to various Members. I do not want to disturb that practice and take upon myself the responsibility in which case I do not know who is prepared, who is not prepared and who is better prepared. Therefore, merely by appearance I cannot go in this House.

सरदार अ० सि० सहगल : अध्यक्ष महोदय, मैं समझता हूँ कि यह हमारा कर्तव्य है कि जो रूल हम ने बनाये हैं उन पर हम चलें। मैं चाहता हूँ कि जिन रूल को आपने बनाया है और जिनको इस हाउस ने मंजूर किया है उन पर हमें चलना चाहिये।

श्री यादव : (भारतवर्षी) : श्रीमान् यदि हिंदी में फरमा दें तो हम भी समझ लें।

अध्यक्ष महोदय : सब माननीय सदस्य दोनों भाषायें जानते हैं। मैं जानता हूँ कि हर एक सदस्य दोनों भाषायें समझ सकता है। क्या आप परीक्षा करना चाहें हैं कि स्पीकर साहब हिन्दी जानते हैं या नहीं।

There is absolutely no doubt about it. Nobody can insist upon my calling him. A number of hon. Members stand, and I choose, and I also take into consideration any list that is given by the spokesman of a particular group. That will enable me to choose. In exceptional cases, if I find Shri Saigal is interested in a particular topic, though his name is not put in in the list, I can always use my discretion. But the party also will exercise its discretion. I can exercise my discretion, apart from the party whip. But I leave it to the party to decide what ought to be done. I am not bound by the names that are given by the party, though to a large extent I am guided by that list, so as to regulate discussion in this House. If the hon. Member is so interested, irrespective of the party whip or the party directions, I shall try to call him once. There is no point of order.

सरदार अ० सि० सहगल : अध्यक्ष महोदय, मैं यह निवेदन करना चाहता हूँ।

Mr. Speaker: There is no point of order in this. I am entitled to call him and I am entitled not to call him.

Sardar A. S. Saigal: I request you to hear me.

Mr. Speaker: I have heard him.

सरदार अ० सि० सहगल : आपके पास इसका हिसाब होगा कि आपने राष्ट्रपति जी के भाषण पर दूसरों को कितना समय दिया और कांग्रेस वालों को कितना समय दिया। मैं आपको उसको भी देखना चाहिये। हम चाहते हैं कि जिस तरह से आप दूसरों को समय दें

उसी के मुताबिक कांग्रेस के लोगों को भी समय है। यही मेरी आपसे प्रार्थना है।

Shri Braj Raj Singh (Ferozabad)
May I submit a few words on this?

Mr. Speaker: When a point of order is raised, no hon Member need assist me. Let the hon Members know this definitely. When my predecessor was dividing the time allotted for any discussion, he used to give 50-50, that is 50 to the Congress Party and 50 to the Opposition. I reduced the Opposition time from 50 to 40. They have submitted to it. Every hon Member who belongs to a party will try to make his voice heard here and give an account to his constituency in the next elections. Therefore, all the hon Members would like to participate in this discussion. The Opposition has accepted my reducing the percentage to 40. Though I have reduced it from 50 to 40, as far as possible, I am trying to stick to that particular position, but there may be certain occasions when I cannot strictly go by this rule, for, the moment the balance is struck between 60 and 40, some difficulty may arise. But I have mentioned the present arrangement. I have absolutely no partiality. I want both sides to have respect and regard for my carrying on the business of the House. If any hon Member feels that he has not been called, he can just go to Shri Satya Narayan Sinha, the Minister of Parliamentary Affairs and the Chief Whip and get his name put in there, but still if he has not succeeded once, twice, thrice, I shall ask him to get his name put in. Even then, if he has not succeeded, I shall call him.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I am told that in today's list you will find his name there. (*Interruption*)

Mr. Speaker: Order, order. My difficulty arises this way. A day lasts from 12 noon to 5 p.m. for the purposes of debates. I divide the time as 40 and 60—two hours for the Opposition and three hours for Ministerialist Benches. So, when these two hours

are distributed among the 125 Members of the Opposition, each Member gets a minute, roughly. That way, I am trying to apportion the time. They give out the names of those persons who will speak on the subject within the time allotted.

But so far as the Members on this side are concerned, too many Members have come to me, and I am asked to pick and choose. I do so with very great difficulty. I try to do my best but still here and there some Members may be left out, but I shall try to accommodate. Instead of raising such a matter on the floor of the House and spending away ten minutes of our time, the hon Member could have easily asked me, and I am always prepared to accommodate him. In every one of the speeches I am anxious to hear him and as often as possible.

Acharya Kripalani (Sitamarhi)
Perhaps the hon Member can come over to this side!

Mr. Speaker. Acharya Kripalani is inviting the hon Member to come over to this side to have greater opportunity!

श्री बलजीत सिंह (कागडा रक्षित, अनुसूचित जातियाँ) अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि सदस्यों को रेशियों से वक्त देना चाहिए। एक पार्टी जिसके बीस सदस्य हैं उनको तो बहुत वक्त मिल जाता है लेकिन जिस पार्टी के चार सौ या तीन सौ सदस्य हैं उनको उस रेशियों से वक्त नहीं मिलता। इसलिये ऐसा हो रहा है कि अपोजीशन वालों को तो काफी वक्त मिल जाता है पर कांग्रेस वालों को कम वक्त मिलता है। इसलिये मैं चाहता हूँ कि सब पार्टियों को रेशियों से वक्त दिया जाये।

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर) मैं रेलवे मंत्री जी का तथा रेलवे बोर्ड का धन्यवाद करती हूँ कि उन्होंने जम्मू काश्मीर की जनता की एक बड़ी माँग को पूरा करने की तरफ ध्यान दिया

[श्रीमती कुष्णा शेरला]

है। और भासा की जाती है कि जल्दी से जल्दी रेलवे लाइन का काम शुरू कर दिया जायेगा।

अध्यक्ष महोदय, रेलवे बजट में उत्तर रेलवे के लिये इन दो स्थानों पर काम बिछाया गया है, एक है दिल्ली परिहार लाइन का अन्तिम मार्ग निर्धारण सर्वे और दूसरा रावी नदी पार जम्मू काश्मीर रेलवे लाइन बिछाने के लिये मार्ग निर्धारण। मैं रेलवे मंत्री जी से प्रार्थना करूंगा कि काश्मीर की योजना को सफल बनाने का काम तेजी से किया जाये। मैं यह जानती हू कि रेलवे मंत्रालय की बहुत सी कठिनाइयाँ हैं। फिर भी मैं कहूँगी कि एक अच्छे राज्य की जनता के लिये और वहाँ के उद्योगों की तरफकी ओ ध्यान में रखने हुए सर्वे से अधिक भागो इस काम को बढ़ाना चाहिये।

हमारी कुछ और भी कठिनाइयाँ हैं जो मैं माननीय मंत्री जी के सामने रखना अपना कर्तव्य समझती हूँ। जैसे शिविर डिब्बे लगाने की आपकी योजना है। मैं प्रार्थना करूँगी कि पठान कोट में भी इसका कोई प्रबंध होना चाहिये क्योंकि आप जानते हैं कि बमियों में तीन तीन सौ चार-चार सौ बिछावियों की पार्टियाँ काश्मीर के लिये जाती हैं लेकिन उनके ठहरने का कोई प्रबंध नहीं होता। कभी कभी ऐसा होता है कि रास्ता खराब होता है या बसें बक्ता पर नहीं पहुँच सकती, क्योंकि पहाड़ी इलाका है, तो बिछावियों को लौट जाने की भी नौबत आ जाती है। जो बिछावियाँ दूर-दूर से, बम्बई और कलकत्ता जैसी दूर की जगहों से आते हैं, और जब उनको लौटना पड़ता है तो उनके लिये भूसीबत होती है। इसलिये इसका प्रबंध होना चाहिये।

उत्तर रेलवे में एक डिलक्स गाड़ी की भी बकरत है खास कर पठान कोट के लिये क्योंकि

गमियों में बहुत दूर दूर के लोग जम्मू काश्मीर आते हैं। उन दिनों गमियों में बहुत भीड़ रहती है। इसलिये घर डिलक्स गाड़ी चले तो एक तो भीड़ भाड़ कम होगी और दूसरे यात्रियों को काफ़ी सुविधा भी प्राप्त होगी।

काश्मीर मेल में थर्ड क्लास के डब्बों में सोने का कोई प्रबंध नहीं है। आप जानते हैं कि जो लोग काश्मीर जाते हैं उनको लगभग ३०० मील का लम्बा सफर कर के पठान कोट पहुँचना होता है। अगर उनको रात भर सोने को न मिले तो उनको कितनी दिक्कत होती होगी इसका आप अनुमान कर सकते हैं। मुझे उम्मीद है कि इस दिक्कत को दूर करने की तरफ भी आप ध्यान देंगे।

जो आप ने रेलवे कर्मचारियों के लिये दो छुट्टी-घर काश्मीर में बनाने का प्रबंध किया है, उस के लिये भी हम आप के आभारी हैं। इन से काश्मीर की जनता तथा रेलवे कर्मचारियों दोनों को आसानी होगी।

रेलवे बोर्ड की रिपोर्ट का अध्ययन करने से मालूम हुआ कि रेलवे सामान के मामले में हम आत्मनिर्भर होते जा रहे हैं। मैं ने रिपोर्ट में देखा कि सर् १९५७-५८ में, देश में २२५९ इञ्च, एक हजार दो सौ पचपन सवारी गाड़ी के डब्बे, १७,५३२ माल-गाड़ी के डब्बे और बहुत से छेड़ें मोटे पुर्जे और यंत्र बनाये गये। इन उद्योगों को देखने हुए भारत के लिये एक सुनहरा भविष्य दिखाई देता है।

बजट के अध्ययन से मालूम हुआ है कि ९,००० नये मकान बनाने की तरफ भी ध्यान दिया जा रहा है। मैं आप का ध्यान खडगपुर के चौबे दर्रों के रेलवे कर्मचारियों की तरफ दिखाना चाहती हूँ। एक वर्ष मुझे बहा जाने का मौका मिला। उस समय मेरे साथ और भी संघटन सचिव थे। सब ने बहुत

देखा कि उन के घर बहुत बुरी हालत में थे । मैं प्रार्थना करूँगी कि उन के घरों को ठीक करने की तरफ कदम उठाना चाहिये ।

मंत्री महोदय ने अपने भाषण में बिना टिकट सफर करने वालों को रोकने के लिये और बिला वजह गाड़ी की जंजीर खोलने के मामले में जनता का सहयोग मांगा है । ठीक है, ये दोनों चीजें बुरी हैं और इन से कर्मव्यवहारीता दिखाया देनी है । परन्तु वह कर्म दूर की जायें इन के लिये कड़ी निगरानी की जरूरत है और प्रचार की भी जरूरत है । सभी लोगों को समझ में यह बात नहीं आई है कि ये बुरी बातें हैं । रेलवे कर्मचारियों की तरफ से भी कुछ डोल है और अगर उन की कड़ी निगरानी हो, तो कभी भी कोई बिना टिकट सफर नहीं कर सकता है । इस तरफ पूरे तवज्जह दी जानी चाहिये ।

18.18 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

विभागीय खान-पान की व्यवस्था काकी सुन्नर रही है, परन्तु मैं आप का ध्यान इन तरफ दिलाना चाहती हूँ कि रेलवे चैट-फार्मों पर चाय और दूसरी खाने की चीजें बिना छोटे गन्दे बर्तनों में दी जाती हैं, जिस के कारण कितनी ही खून की बीमारिया फीलन का भय रहता है । अगर यह प्रबन्ध किया जाय कि बर्तनों को कितनी देवाइ—पोटाशियम परमैंगेनेट—से जोने की हिदायत दी जाय, तो मेरे विचार में बहुत फायदा होगा । लेकिन आवश्यकता इस बात को है कि इस विषय का पूर्ण रूप से पालन कराया जाय । अक्सर देखा जाता है कि आर्डर तो दिये जाते हैं, लेकिन लोग उस का पालन नहीं करते हैं । मैं कई दफा स्टेशनों पर देखा हूँ कि रेलवे अधिकारियों के कहने पर भी इन विषयों का पालन नहीं किया जाता है । इसलिये इस विषय में सख्त कदम उठाना चाहिये ।

स्टेशनों पर अक्सर मुसाफिरों को कई तरह की दिक्कतें देखा जाती हैं । वे लोग स्टेशन मास्टर के पास जाते हैं, लेकिन स्टेशन मास्टर के हाथ में अब उनमें अधिकार नहीं है, जितने कि पहले थे । इसलिये वह कुछ भी नहीं कर सकता है । वह जाता है और तरपी से किनी को कुछ कहता है, लेकिन कौन सुनने वाला है ? मैं चाहती हूँ कि अगर हो सके, तो स्टेशन मास्टरों को कुछ अधिक अधिकार दिए जायें । पहले स्टेशन मास्टर के पास इनमें अधिकार थे कि जनता को उन के द्वारा काफी सुविधा समय पर मिल जाना थी ।

तीसरे दर्जे की महिलाओं के लिये रेलवे प्रशासन ने जो दूसरे दर्जे के प्रथम क्लास इस्तेमाल करने का अधिकार दिया है, उन से उन न महिला समाज की बहुत बड़ी भलाई है । इन के लिये महिला समाज को माननय मंत्रों का आभारी होना चाहिये ।

रेलवे प्रशासन को खादी खरीदने का आदेश दे कर माननीय मंत्री जी ने एक बहुत बड़ा काम किया है । १९५७-५८ में रेलवे मंत्रालय ने ६२ लाख की खादी खरीदी । इन से खादी को काफी प्रोत्साहन मिला है । मंत्री जी ने कहा था कि जो व्यक्ति एक गज खादी खरीदता है, वह एक गरीब को एक बस्त का खाना देता है । रेलवे मंत्रालय ने यह ६२ लाख की खादी खरीद कर १२५ लाख मजदूरों को रोझा दी है, जोकि खादी का काम कर रहे हैं । रेलवे मंत्रालय से मेरी यह भी प्रार्थना है कि वह खादी का गर्व रूपा उगावा से उगावा खरीदे, जोकि उगावा-तर काश्मीर में बनता है और जिस में लाखों मजदूर लगे हुए हैं । उस कपड़े को कर्मचारियों की बर्तियों के लिये इस्तेमाल करना चाहिये ।

मुझे आशा है कि माननीय मंत्री जी इन बातों और कठिनाइयों पर विचार

[श्रीमती कुब्जा मेहता]

करेंगे, जोकि मैं ने कहा रखी हूँ। उदाहरण महोदय, मैं आप की आभारी हूँ कि आप ने मुझे वक्त दिया।

Shri Ajit Singh Sarhadi (Ludhiana): Mr. Deputy-Speaker, Sir, the railway budget has been subjected to criticism for the last two days. But certainly there are certain achievements of which the Railway Ministry can be well proud. The most significant achievement that catches the eye while perusing the Railway Minister's speech is the steady progress towards self-sufficiency in the matter of steam locomotives, carriage underframes and wagons. It is no mean achievement that out of the total provision of Rs. 80 crores for the rolling stock, we have been able to manufacture Rs. 68 crores worth of rolling stock and the country has to depend upon foreign imports only to the extent of Rs. 12 crores.

It is a fact that in the matter of locomotives, in 1957-58 whereas we have placed an order for 172 locomotives on the Chittaranjan Locomotive Works, we have had to import 100 electric locomotives from Zurich and another 10 from Japan. It is correct that in the matter of electric locomotives, it will take quite a time to attain self-sufficiency and yet it is gratifying to note from the hon. Minister's speech that efforts are being made in that direction also. Not only efforts, but I understand proposals have been invited for the manufacture of mechanical components of electric locomotives and a start has also been made on the assembly of knocked-down locomotives. I have had occasion to visit, along with my other friends, the Chittaranjan works and it was a pleasure to see the progress that has been made there. Of course, we have not been able to attain full self-sufficiency and there are still parts that are to be imported from outside. But I am sure they will progressively lessen. From what we saw at the Chittaranjan works and other places, the picture of the future of India is certainly very

rosy and I must congratulate the railway administration on the progress made in this aspect of manufacture of components of locomotives.

Coming to the rolling stock, the picture is not bad there also. As certain hon. Members who have preceded me have said, there too the country is manufacturing quite a large percentage. In the matter of broad gauge coaches, we find from figures that except for 141 electric multiple-unit coaches and 12 rail cars, the rest of the entire rolling stock is being manufactured in the country. That is also very good indeed.

Turning to the operation aspect, I must say the conditions are not as happy and as good as they should be. Of course, I concede that there has been a decline in the goods traffic from January, 1958 to November, 1958. In spite of the fact that there has been an increase in the industrial production, and there has been a greater movement of goods, yet there has been a decline in goods traffic which needs looking into. The reasons that have been given do not look to be very plausible. Now what is this due to? It appears from the Railway Minister's speech that he attributes it to the road transport. Therefore, he suggests that some regulation is necessary on the road transport. I am afraid this would not be correct. As you are well aware, from the very inception of the Second Plan the Government policy has been that there should be all-round development of all means of transport, including the road transport. Also, the best interests of the country would be served only if there is a healthy competition. The fact that the traffic of goods by the railways has lessened is obviously due not only to inconvenience of users in the matter of booking, in the matter of delivery, freight charges and pilferage but also due to some other factors. The railway administration has not come up to the expectations that we had of railways.

As the hon. House knows, if we look at the road transport we will find that in the Second Plan the target that was fixed in the matter of manufacture of commercial vehicles was 40,000. That was later increased to 45,000 by 1960-61. If we look into the production of commercial vehicles, it was 16,248 in 1957 and 14,157 in 1958. Allowing for the replacement of old vehicles, the figures are more than 40 per cent. less than the targeted figure. This clearly shows that in the matter of road transport also we have not reached the target which we have planned. When we have not reached the target in the matter of road transport, still if there is reduction in railway goods transport, then what are the reasons? It is worthwhile looking into it. It cannot be that the production is very much less, the movement of goods is very much less, and things are not moving. That cannot be the reason. There must be some other reason. So, I am afraid, it would not be correct for the hon. Minister to say that there should be certain curbs in the matter of road transport. I do not think he has that in view. Both of them must be there so that there is healthy competition. I am sure the reference in his speech to the re-adjustment necessary to ensure the maximum utilization of rail transport does not mean, that he means restrictions on road transport.

I concede the broad proposition that there should be maximum utilisation of the capacity of every agency. I also say that the railway capacity should also be utilized to the maximum extent. But we have got to see the convenience of the public also. If the public feels, if the users feel that the road transport is more convenient, is more efficient, has got less of pilferage, there is house to house delivery, then it should not be curbed. There should be co-ordination. But co-ordination does not mean putting restrictions on one side and giving preference to the other side. There should be co-ordination which brings in healthy competition between the two. The reference in the hon. Minister's speech to the re-adjustment

necessary for the purpose of maximum utilisation of the railway transport naturally creates an apprehension in the minds of the road transport users and Road operators as to what it conveys. I am sure the hon. Railway Minister has not in view any restriction or putting curbs on road transport.

The hon. Railway Minister would be well aware that a similar situation arose some years back and then efforts were made to put restrictions on road transport. I am sure he does not intend doing the same thing now and he will allow competition to grow. If there is excess capacity on one side, that should be shifted and adjusted and steps should be taken to see that there is healthy competition.

Then coming to railway administration as a whole I would submit that there are three aspects from which it should be looked into. Firstly, how far does it serve the country and the people as a whole by linking the different parts of the country and providing transport facilities to people in different parts of the country. The second aspect is: how far does it provide facilities and amenities to the users? The last aspect would be the relationship of railways with its employees. These are the three aspects from which the railway administration has to be looked into.

Taking the first aspect, namely, how far has it succeeded in providing new lines to different parts of the country, I am afraid the progress has not been very fast. Rather, it has been slow. I am glad that some lines are being opened in different parts of the country. But I would submit to the hon. Minister that he must fix certain priorities where the necessity is more, more lines should be opened up. I am glad that in his speech he has made a reference that initiative has already been taken about the new lines that are included in the Third Plan. He has mentioned about the rail head across the Ravi into Jammu and Kashmir. That is a good thing. I am

[Shri Ajit Singh Sarhadi]

happy the railway administration has got that in view. It is an old demand. I am sure that early steps would be taken to see that progress is accelerated, so far as work on the line to Jammu and Kashmir is concerned. It is not only a strategic line, but it has also got economic potentialities. It is absolutely necessary to have stronger links with Jammu and Kashmir. This will naturally give more facilities to the people of Jammu and Kashmir for trade with India. So, this link has to be taken up at the earliest possible time.

I recollect the days before the partition when the Rail line from Peshawar to Landikhana was built, a distance of 20 miles. The cost was Rs. 1 crore per mile; in other words, Rs. 20 crores at that time when things were very cheap and ample. My submission is that it is not only a strategic line but it has economic potentialities too. It will help increasing the trade with the rest of the country.

Mr. Deputy-Speaker: The hon. Member must conclude.

Shri Ajit Singh Sarhadi: I will not take more time. But I am the only person from Punjab.

Mr. Deputy-Speaker: Here there is a big list of Members from Punjab.

Shri Ajit Singh Sarhadi: I will conclude soon

I will now invite the hon. Minister's attention to the Jagadari-Ludhiana line via Chandigarh. The hon. Minister knows very well that this line is the most important for the economic development of Punjab. The indebtedness of Punjab is due to investments in Chandigarh of a substantial amount. Now if the industrial development has to be accelerated, Ludhiana, which is the centre of small-scale industries, has to be developed. Therefore, I would strongly suggest that the hon. Minister should look into this aspect and see that the construction work is accelerated. It

may be completed by the Third Plan but, all the same, there is no reason why it should not be taken up early.

Then, I have been telling so many times about certain bottlenecks on the main Grand Trunk Road. Last time I was submitting about Millerganj in Ludhiana. The hon. Minister was pleased to say that the over-bridge at the Railway gate would be expedited. I was grateful to him for that. But, I am afraid, a year has passed and not even a small thing has been done about this.

I shall submit one or two things more. I need not say anything about railway amenities. A sum of Rs. 3 crores is being provided for railway amenities. I am afraid it is much less. When there is an increase in the gross income, the expenditure on amenities ought to be increased proportionately. I am sure the hon. Minister will pay some attention to that aspect.

Coming to the third aspect about relationship of labour, I have one submission to make and it is this. The railway administration is the biggest employer in the country and it is employing more than a million. From the figures we see that the non-technical staff taken are nearly 34,000 per year and technical staff, 3 to 4,000. The four centres of Railway Service Commission are in Allahabad, Madras, Calcutta and Bombay. In the matter of employment too, efforts should be made to see that there should not be much of disparity. There should be equitable distribution in the matter of employment also. My respectful submission is, the people of the northern region do feel handicapped: that of the centres, only one is at Allahabad and three are in the south. I would submit to the hon. Minister that there should be a centre in the north at Jullundur or Ambala and chances should be given to the people for employment. I hope the Railway Minister would give attention to this and will take into consideration the points which I have submitted.

With these words I commend and support the Budget.

Kumari M. Vedakumari (Eluru): I am sorry, Sir, because, yesterday I was called at 4.55, I was waiting and because I was not feeling well, I went away.

Mr Deputy-Speaker: Normally, an hon Member who desires to be called, and is not present when he or she is called, must lose that right.

Kumari M. Vedakumari: I am very sorry.

Mr. Deputy-Speaker: The Speaker has given her this privilege as a special case.

Kumari M. Vedakumari: Thank you, Sir.

First of all I like to point out some things which are purely pertaining to Andhra Pradesh. Whenever I said anything from the regional point of view, usually it was pointed out that our approach is purely from a regional or parochial view. One thing I would like to submit. Because we belong to Andhra Pradesh we know its problems very well and because we are intimately connected with the problems of that particular State, it is our duty, I feel to submit some of the disadvantages we are undergoing.

Andhra Pradesh is one of the biggest States in the southern zone. We are asking for a separate zone not because we belong to Andhra Pradesh, but because we are facing so many troubles. Whenever a merchant wants to export any materials he has to go to the Central Zone or the South Eastern Zone or the Southern Zone. He has to approach so many zones and so many departments for particular facilities to export his materials. In order to solve the problem of this particular State, we have to approach from a regional point of view. There is no other way for us. Without any bias or prejudice, I think the hon Minister will certainly understand out point of view and the difficulties

we are facing as the biggest State in the southern zone. Andhra Pradesh has to deal with three zones, from Hyderabad with the Central zone, from Visakhapatnam with the South-Eastern zone and from Gudur with the Southern zone. I think you know, it is a surplus State in the southern zone. There are a lot of difficulties in exporting rice, etc. Whenever there is dearth of wagons, we submit our difficulties to the hon. Minister. The hon Minister was kind enough to look into some of the points and we are grateful to him. But, even then, troubles will continue for ever, and unless we are given the facilities we will have to face trouble again. The needs and necessities of the area are growing tremendously. Especially, I think the needs of the Andhra Pradesh are growing according to the development of the country. This regional imbalance, I think, impedes the progress of the country as a whole. That is why I submit that regional imbalance should be looked into and facilities given and the troubles of the particular State should be looked into with much care and sympathy.

Coming to my own place, going through the Budget speech and other materials supplied for reading, I saw nothing mentioned about over-bridges. It may be a small matter when seen from the aspect of development or from the broader outlook of the nation. But it is also giving a lot of trouble and harassment to the people, I must say. Because the railways are extending the yards, whenever there is shunting of engines or anything like that, the gates are closed. I must tell you the experience of my town. The town is cut just in the midway. The older part of the town remains on the left-hand side of the railway line and the developed area remains at the right hand side. The hospital, college, court, the collector's office and everything remains on the left-hand side of the area and the thickly populated area is on the right-hand side. The people at Ellore and Tadepallegudam are facing a lot of trouble. That is one

[Kumari M. Vedakumari]

of the rice growing areas in which all mills are concentrated and procurement is also going on. We ask for an overbridge. No foreign exchange is involved. We are asking for it; we are pressing it. The Municipal Committee has submitted an application for consideration. I would like to explain a case. One lady was going in a bullock cart to the hospital. The coming train and out-going train were passing and the gate was closed for 20 minutes. You can imagine the plight of the woman. She cannot be carried in arms to cross the gate. She had to wait there to get admission in the hospital. This incident actually happened. The trouble was so much; nobody could help her. We were asking the gate man to open the door. It was an emergency case. But he refused to open it. Ultimately, you can imagine what happened to that lady. People are really put to so much harassment and trouble. I think the Railways should also see to these small things which are not so important when we see them in the broader outlook of the nation. They should also be taken as important. I think the hon. Minister will look into these two cases. Tadepallegudam is in my constituency. That is surrounded by rice growing villages. All the mills are concentrated in Tadepallegudam. The Central Government is procuring so much rice there. People have to wait for hours together to go there because there is so much traffic on the line. The gateman cannot solve the problem. Unless two overbridges are built, the problem cannot be solved by any one, by me or by the Government.

Coming to the other point, I have requested the hon. Minister to attach a separate bogey to the G.T. from Bezwada to Delhi. Madras is the headquarters of our Division. If we want to catch the G.T. to Delhi, we have to approach or drop a card to the Station Master, Madras to reserve a seat from Madras to Bezwada. We have to apply 10 days prior to our starting. Bezwada is the only station

in the Andhra area where they can get a little accommodation. If it is not possible at Bezwada, there is no chance of getting accommodation anywhere in that region. I think the hon. Minister will certainly appreciate the trouble which the people are undergoing and kindly permit one bogey from Bezwada to be attached to the G.T. to Delhi. At least a third class bogey should be given. I have received so many representations from Bezwada and other places in that particular part of the area. Here the headquarters of the Central Government is in Delhi and on very urgent occasions, they have to go to Delhi for so many interviews and so many U.P.S.C. examinations. But they cannot get accommodation unless they write a card to the station-master ten days in advance, but they receive intimation about the interview sometimes just one day earlier, and they are therefore not able to apply in advance and get the accommodation. I therefore earnestly appeal to the Minister to look into this and attach a bogey from Bezwada to Delhi in G.T. Express.

Lady guides are appointed in Bezwada, and they are given only two sets of uniforms—that also is a white saree with a green border. I must explain to the Minister that only two sarees will not be enough throughout the year, particularly white sarees.

The Minister of Railways (Shri Jagjivan Ram): Border is to be changed or the saree?

Kumari M. Vedakumari: More sarees should be given.

Mr. Deputy-Speaker: If possible, both.

Kumari M. Vedakumari: White sarees cannot withstand all the work they do. So, I appeal to the Minister that at least six pairs of sarees should be given.

While men employees are given family passes, I find that these lady guides are not given. I do not under-

stand, I cannot understand why this is so. When they are employed on an equal basis, amenities should be given on an equal basis. There should not be any discrimination between those given to men and women. They should also be given family passes because they have to maintain their families; the old father, mother, brother, sister, so many people will depend upon them. The dependants are equally important to the women as to the men. So, I appeal to the Minister to give family passes to these lady guides.

Shri Jagjivan Ram: Dependants are allowed

Kumari M. Vedakumari: Andhra State has been famous, popular and well-known for exporting perishable goods like mangoes, chillies, onions etc. The mangoes are very famous. I think everybody has tasted Andhra mangoes. If the hon. Minister is able to supply the wagons, certainly I will give every hon. Member the facility of tasting Andhra mangoes. We are asking for wagons, not steel coaches but wooden wagons. If air-conditioning is possible, we will prefer to get such wagons, if not wooden coaches should be given. I hope the hon. Minister will look into the case which we have forwarded. It is not from the regional basis that I am speaking. Fortunately or unfortunately I belong to that State and that is why I have to submit the points regarding my own State. It is not a small State, it is one of the biggest States in the southern zone. So, I think I have got every privilege to present the difficulties in my own State, and request the Minister to look into them.

श्री बाबूबेयो (बलरामपुर): उपाध्यक्ष महोदय, रेलवे बजट से रेलवे की वित्तीय स्थिति का जो चित्र हमारे सामने आता है उसे उत्साहवर्द्धक नहीं कहा जा सकता है। दो रेलवे जो उस चित्र में से गहरे तौर पर उभर कर आती हैं वे हैं कि आंध्रदली में बनी हो रही है और संचालन व्यय में वृद्धि हो रही है। मुझ खंड है कि रेलवे बजट

की रचना में जितनी पर्याप्त सावधानी और दूरदर्शिता से काम लिया जाना चाहिये वह नहीं लिया जाता है। इसका परिणाम यह है कि जो अनुमान भी लगाये जाते हैं वे सही नहीं उतरते हैं। जहाँ तक आंध्रदली का सवाल है वह अनुमान से कम हो जाती है और जहाँ तक खर्च का सवाल है वह अनुमान से बढ़ जाता है। २४ तारीख को मैंने माननीय मंत्री महोदय से एक प्रश्न पूछा था जिसमें और भी सदस्य शामिल थे कि क्या रेलवे के वर्किंग एक्सपेंसिस जिस अनुपात में रेलों द्वारा माल ढोने से और यात्रियों को लाने ले जाने से आंध्रदली हो रही है उस अनुपात में बढ़ गये हैं, तो रेलवे मंत्री महोदय ने उत्तर में कहा था कि नहीं, वर्किंग एक्सपेंसिस नहीं बढ़े हैं। लेकिन इस सम्बन्ध में मैं उनका ध्यान रेलवे बोर्ड द्वारा ११-१२-५८ को जनरल मैनेजरो के नाम भेजे गये एक आदेश की ओर दिलाना चाहता हूँ जिसमें ८-११-५८ के एक पत्र का हवाला देते हुए कहा गया था—
मैं उस आदेश की शब्दावली आपके सामने उद्धृत कर रहा हूँ—

“The Board considers that it is imperative to arrest immediately any tendency for a rise in the working expenses which are disproportionately high compared to the growth of traffic and railway earnings”

माननीय मंत्री महोदय ने जो उत्तर दिया उसके साथ एक वक्तव्य भी जोड़ दिया जिस में बहुत से आंकड़े हैं। आंकड़ों के जगल में पड़ कर भ्रम पता लगाने की कोशिश की जाए कि स्थिति क्या है, ता उस स्थिति का पता लगाना बहुत भ्रमिण है। अंग्रेजी में एक कहावत है कि तीन तरह के झूठ होते हैं :

Lies, deliberate lies, and statistics.

अब रेलवे मंत्री महोदय ने जो आंकड़े दिये हैं उसके अनुसार और रेलवे बोर्ड ने जो पत्र भेजा है जिसका मैंने उल्लेख किया है, दोनों में

[श्री बाजपेयी]

वित्तवति दिखाई देती है। इसमें तथ्य क्या है इस बात पर विचार किया जाना चाहिये। तो रेलवे की जो आमदनी कम हो रही है उसका दुष्परिणाम यह हुआ है कि रेलवे का जो डिबलेपमेंट फंड है उसमें माइनस बैलेंस है और जनरल रेवेन्यूम से हम कुछ उधार ले रहे हैं। उपाध्यक्ष महोदय, यह बात मेरी समझ में नहीं आ रही है कि रेलवे अपने फायदे में से जनरल रेवेन्यूम के लिए भ्रशदान दे और धनना भ्रशदान दे जो उसकी क्षमता के बाहर है और फिर बाद में उसी जनरल रेवेन्यूम में से और डिबलेपमेंट फंड के लिए खर्च के लिए समझना है कि रेलवे किस अनुपात जनरल रेवेन्यूम में अपना कांट्रीब्यूशन देती है, उसको कुछ कम किया जाना चाहिये। इस सम्बन्ध में जो १९५४ का कनवेंशन है उसकी अवधि एक साल तक बढ़ाने के लिए रेलवे मंत्री जी ने कहा है। मेरा निवेदन है कि समय की अवधि बढ़ाने से समस्या हल नहीं होगी। आवश्यकता इस बात को है कि रेलवे का कांट्रीब्यूशन कम हो। इस वर्ष रेलवे को जो शुद्ध आय हुई है राजस्व से वह ७५ करोड़ ६० लाख है और उसमें से ५४ करोड़ ४१ लाख हमको जनरल रेवेन्यूम में रेलवे का कांट्रीब्यूशन दे देना है। नतीजा यह है कि रेलवे के पाम जो चत रहती है वह २१ करोड़ के लगभग ही रहती है। मुझे इसमें भी सदेह है कि उतनी भी बचत हो पायेगी या नहीं क्योंकि पिछले साल जो अनुमान लगाया गया था उसमें १३ करोड़ १० लाख कम की प्राप्ति हुई है। डिबलेपमेंट फंड में कमी होने का परिणाम यह हुआ है कि जो पैमेंजर एग्जेन्टीस या लेबर वेलफेयर के लिए जो धनराशि दी जाती है उसमें कटौती की गई है। इस सम्बन्ध में मैं आपके सामने आंकड़े रख सकता हूँ लेकिन उनको रखने की मैं कोई आवश्यकता नहीं समझता हूँ। माननीय रेलवे मंत्री इस बात को स्वीकार करेंगे कि विकास निधि में कमी के परिणाम-स्वरूप पैसेंजर एग्जेन्टीस और लेबर वेल-

फेयर की स्कीमों में बोझी सी कटौती कर दी गई है। जब तक जनरल रेवेन्यूम के लिए रेलवे का कांट्रीब्यूशन कम नहीं होता तब तक रेलवे में जो जो सुविधायें प्राप्त होना चाहते हैं उनको प्रदान नहीं कर सकते हैं।

जो आमदनी कम हो रही है, इसके सम्बन्ध में एक कारण बह दिया गया है—मैं तो कहूँगा कि एक हीवा खड़ा किया गया है और यह हीवा है रेल और रोड की लड़ाई का। जैसे खाद्यान्नों के क्षेत्र में ऐसी भासंका प्रकट की जाती है कि गल्ले और गन्ने की लड़ाई भ्राने शान्ति है, ऐसा मालूम होता है कि हमारे देश में रेल और रोड में भी एक लड़ाई भ्राने वाली है। मगर मैं समझता हूँ कि कि उससे अधिक चिंतित होने की आवश्यकता नहीं है क्योंकि जो भी इसके परिणामस्वरूप रेलवे की आमदनी कम हो रही है उसके मैं जहा तक समझ सका हूँ दो कारण हैं। एक तो रेलवे की इनफिजेंसी है और दूसरे माल डोने के जो हुए भाव है उनके परिणामस्वरूप ला प्राफ डिमिनिशिंग रिटर्न अपना काम कर रहा है। अब यह कहा गया है कि हम रेलवे को प्रगति का अवसर देने के लिए, आमदनी बढ़ाने के लिए, रोड ट्रैफिक पर प्रतिबन्ध लगायेंगे। मैं समझता हूँ इस तरह के जितने भी सुझाव हैं वे बिल एमाऊट टू पुटिंग ए प्रीमियम ध्यान इनफिजेंसी। हमारा देश काफी बड़ा है और उसमें रेलवे के परिवहन, रोड के परिवहन, सबके लिए पर्याप्त साधन हैं। मैं चाहता हूँ कि रेलवे मंत्रालय अपना घर ठीक करे जिमसे पता चल सके कि लोग रेल के बजाय रोड से अपना मामान क्यों भेजते हैं। क्या इसका कारण यह है कि मामान घर पर पहुंच जाता है, उगमें चोरी कम होती है या अन्य सुविधायें हैं। जैसे आर्थिक दृष्टि से रेल कम पैसों में सामान ले जाती है उतनी दूर जितनी दूर कि मोटर ले जाती है। लेकिन फिर भी अगर मोटर परिवहन को लोग पैदल-नाइज कर रहे हैं, प्रोत्साहित कर रहे

हैं तो इस का कारण क्या है। मगर इस का हल यह नहीं है कि रोड ट्रांसपोर्ट पर ईन्ट्रिक्स लगा दी जायें। माननीय मंत्री महोदय ने अपने भाषण में यह आशा प्रकट की है कि जैसे-जैसे स्टील के कारखाने काम करने लगेंगे और आर्थिक प्रबन्ध सुधरेगी जैसे जैसे रेल के यातायात में जो भी कमी दिखाई देती है वह पूरी हो जायेगी और रेलें जितना सामान ढो सकती हैं उतना सामान उन को ढोने के लिये मिल जायेगा।

इस सम्बन्ध में मैं यह भी निवेदन करना चाहता हूँ कि माल गाड़ियों की रफ्तार औसतन कुछ कम हो गई है और वह इस तथ्य के बावजूद कि एक्सप्रेस गाड़ियाँ चलाई गई हैं एक्सप्रेस माल गाड़ियाँ चलाई गई हैं। ब्राड गेज में १९५०-५१ में यह औसत १० स या और १९५७-५८ में यह औसत ९ स रह गया। मीटर गेज में जब १९४९-५० में यह औसत ९ स था तो १९५७-५८ में यह ८ स २३ ही रह गया। अगगर। कंट में एक मालगाड़ी टूटला पहुँचने के लिये १० घट या कभी-कभी १६ घटे भी लगते हैं जबकि अगगर कंट से टडला की दूरी केवल १९ मील है। अगगर माल गाड़ियों की रफ्तार यही रही तो फिर हम राड ट्रांसपोर्ट पर कितना भी प्रतिबन्ध लगायें व्यापारी रेल के यातायात के साधन का उपयोग नहीं करेंगे और फिर इस में यह भी खतरा है कि अगगर आप राड ट्रांसपोर्ट पर प्रतिबन्ध लगायेंगे तो मोटर गाड़ियाँ कहीं बेल गाड़ियों की जगह न ले लें। हमारे देश की अर्थ-व्यवस्था में और माल के परिवहन में बेलगाड़ियों का भी बड़ा स्थान है। मैं समझता हूँ ये तीनों व्यवस्थाएँ एक दूसरे की पूरक होनी चाहिये, विरोधी नहीं। साथ ही मैं यह भी चाहूँगा कि एक समन्वित दृष्टिकोण ले कर प्रागे बढ़ा जायें। इस नीति का अपनाया जाना आवश्यक प्रतीत होता है।

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अब मैं रेल की दुर्घटनाओं के सम्बन्ध में कुछ कहना चाहूँगा। माननीय मंत्री महोदय ने अपने भाषण में इस बात को स्वीकार किया है कि दुर्भाग्यवश टक्कर लगाने और पटरी से उतारने की दुर्घटनाएँ कुछ समय से थोड़ी बढ़ गई हैं। जितनी बढ़ गई हैं इस के भी मैं बंधे आकड़े इकट्ठे किये हैं। १ जनवरी १९५८ से ३१ दिसम्बर १९५८ तक हमारे देश में १८ गम्भीर रेल दुर्घटनाएँ हुईं, सीरियस ट्रेन एक्सिडेंट्स जिन में ८० लोग मारे गये और ४२४ आदमी घायल हो गये। रेलबे सम्पत्ति का जो नुकसान हुआ वह ६ लाख ९० हजार का है और जो मुद्राबन्धा दिया गया घायल या मरने वालों को वह रकम होती है ३ लाख ७२ हजार और १९९ रुपये। मैं समझता हूँ यह स्थिति चिन्ताजनक है और मैं माननीय मंत्री महोदय से जानना चाहूँगा कि दुर्घटनाएँ रोकने के लिये सेफ्टी ऑर्गेनाइजेशन और सेफ्टी इन्स्पेक्टर क नियुक्ति के अलावा और कौन से ठोस कदम उठाये गये? अब इस बात को जानने है कि अधिकांश दुर्घटनाएँ इसलिये होती हैं कि नियमों का ठीक तरह में पालन नहीं होता। अब जो नय नियम बनाये गये हैं, यूनिफाइड जनरल रूल्स मैं जानना चाहता हूँ कि क्या कर्मचारियों को इन नियमों का ठीक तरह से प्रशिक्षण दिया गया। मेरे पास इस आशय की शिकायत आई है कि जो कर्मचारियों के अफसर हैं वे कर्मचारियों के पाम जाते हैं और उन से इस आशय का एक फार्म भरा लेते हैं कि हम इन रूल्स को जानते हैं और उन के अनुसार काम कर सकते हैं। मेरा निवेदन है कि अगगर आप न नये रूल्स लागू किये हैं तो उन का ठीक तरह से शिक्षण दिया जायें, इस बात की बहुत आवश्यकता है। अगगर हम पहलू की उपेक्षा की गई और कर्मचारियों से केवल लिखवा लिया गया कि वे नियमों को जानते हैं, यद्यपि वे जानते नहीं हैं लेकिन अफसर के सामने सकोच के कारण कह नहीं सकते हैं, तो इस का परिणाम बड़ा भयावह होगा

[श्री बाजपेयी]

घौर रेल दुर्घटनाओं में कोई कमी आने की सम्भावना दिखाई नहीं देगी ।

इस सम्बन्ध में जोनल जनरल मनेजमेंट को अधिकार दे दिया गया है, भ्रमाधारण अधिकार दे दिया गया है घौर दुर्घटनाओं को रोकने के नाम में रेलवे एस्टैब्लिशमेंट कोड के रूल १४८ के अनुसार रेलवे कर्मचारियों को एक महीने का नोटिस दे कर अपनी नौकरियों से निकाला जा रहा है । रूल १४८ के अन्दर किसी कर्मचारी से मफाई नहीं मांगी जाती, जवाब तलब नहीं किया जाता, उस को अपनी सफाई देने का मौका नहीं दिया जाता, उसको एक महीने का नोटिस दे कर रेलवे प्रशासन उस की नौकरी समाप्त कर सकता है । रेलवे मंत्री ने राज्य सभा में किसी मद्दय से पूछा था कि ऐसे कितने कर्मचारी हैं जो निकाले गये हैं । मैं उन लोगों के नाम उन को दे सकता हूँ । रेलवे ऐक्सिडेंट्स खत्म होना चाहिये, यह सब जानते हैं । रेलवे कर्मचारी भी यह चाहते हैं कि ऐक्सिडेंट्स कम हो और रेलवे मंत्री महोदय ने भी अपने भाषण में इस बात को माना है कि ऐसी भ्रमाधारण परिस्थिति उत्पन्न हो गई है जिस के परिणामस्वरूप कभी-कभी कर्मचारियों से गलती हा जाती है । अगर वस्तुस्थिति यह है कि कभी-कभी गलती हो जाती है तो इस का परिणाम यह नहीं होना चाहिये कि उन्हें नौकरी से निकाल दिया जाये । मेरा निवेदन है कि रूल १४८ का प्रयोग, जिस के अन्दर समरी पावमें दे दी गई है, अभी रोक रखना चाहिये । आवश्यकता तो इस बात की है कि रेलवे एस्टैब्लिशमेंट कोड में से रूल १४८ निकाल ही दिया जाये, लेकिन अगर आप उस को निकालते नहीं हैं तो उस को उपयोग में मत लायें ।

रेलवे मंत्री जी ने कहा है कि हम जो उपाय अपना रहे हैं उन से कर्मचारियों में

शु्रक्षा की भावना प्रतिष्ठित होगी । मेरा यह निवेदन है कि कर्मचारियों में उन की नौकरियों के प्रति असुरक्षा की भावना इस से आती है । आप रेलवे कर्मचारियों में सुरक्षा की भावना पैदा नहीं कर सकते । कर्मचारी अगर गलती करता है तो उस के कारणों का पता लगाया जाय । मैं ऐसे उदाहरण गिना सकता हूँ जिन में कर्मचारियों को इसलिये नहीं निकाला गया है कि उन्होने ऐक्सिडेंट कर दिया बल्कि उन्होने ऐक्सिडेंट को बचा लिया इसलिये निकाला गया ।

एक माननीय सदस्य क्या गलती करने वाले को सजा न दी जाये ?

श्री बाजपेयी जो अपराधी हो, उन्हें सजा दी जाये, लेकिन यहाँ केवल सजा देने का ही काम नहीं है । इस का पता लगाया जाये कि ऐक्सिडेंट क्यों हुआ है उस में हमन एलिमेंट कितना इन्वाल्ड है । मंत्री जी ने कहा कि सिर्फ आदमी का ही कसूर नहीं है । मेरा निवेदन है कि हर एक को अलग-अलग रिस्पॉसिबिलिटी दे कर काम कराया जाये । एक के साइट स्टेशन का स्टेशन मास्टर टिकट भी बाटता है, मिग्नल उठाता है, लोगों के सबालो के जवाब देता है, फार्म भरता है साथ ही आप उस से यह आशा करते हैं कि वह जा कर प्वाइंट भी सेट करे, तो वह ऐसा नहीं कर सकता । नियम अगर इस तरह की व्यवस्था करते हैं तो वे अव्यावहारिक हैं, नुटिपुर्ण हैं, और वे कभी पूरे नहीं हो सकते । एक-एक व्यक्ति पर अलग-अलग उत्तरदायित्व डाला जाय, सयुक्त उत्तरदायित्व से इस में कोई लाभ नहीं होगा ।

इस सम्बन्ध में मैं यह भी निवेदन करना चाहता हूँ कि अगर कोई ऐक्सिडेंट होता है तो रेलवे कर्मचारियों के विरुद्ध जाच होती है । आस्ट्रेलियन रेलवे एक्ट में इस तरह की व्यवस्था है कि जो रेलवे कर्मचारियों की यूनिवर्स है

उन के प्रतिनिधियों को भी बुलाया जाता है। अगर हमें दुर्घटनाओं को रोकना है तो इस के लिये हमें कर्मचारियों का विश्वास प्राप्त करना होगा और इस सम्बन्ध में भी रेलवे मंत्री जी को काफी ध्यान देने की जरूरत है।

यहां रेलवे की श्रम नीति के सम्बन्ध में काफी चर्चा हुई है। इस सम्बन्ध में रेलवे मंत्री जी की जो कठिनाई है उसे मैं समझता हूँ क्योंकि भ्राल इंडिया रेलवेमेन्स फंडेशन आई० एन० टी० यू० सी० में सम्बन्धित है और आई० एन० टी० यू० सी० मत्तारूढ पार्टी की प्रेयसी है। उस के लिये थोड़ा ध्यामोह होना स्वाभाविक है, लेकिन फिर भी मैं ने देखा कि उन्हो ने नेशनल फंडेशन आफ रेलवेमेन का थोड़ी बहुत मान्यता दी है। पर उस के दर्जे को थोड़ा बहुत घटाया है, उस से थोड़ा प्यार कम है। मैं समझता हूँ कि इस घाटे को भी ठीक कर दिया जायेगा। जहा तक रेलवे कर्मचारियों की एकता का सवाल है माननीय मंत्री जी जा ईमानदारी से एकता चाहते हैं वह सराहनीय है लेकिन एकता का रास्ता यह नहीं है कि एक लडखडाते हुए फंडेशन को थोड़ा सा सहारा दे कर बनाये रखे। फंडेशन का उत्तर रेलवे मजदूर यूनियन एक शाखा है। उस उत्तर रेलवे मजदूर यूनियन का रिकनिशन तो चल रहा है मगर रजिस्ट्रेशन खत्म हो गया। रजिस्ट्रेशन नहीं है, इस कारण से कि उन का हिसाब किताब ठीक नहीं है, उन के घर में चोरिया हो रही है, लेकिन रिकनिशन दे रहे हैं, यह निष्पक्ष न्ति नहीं कही जा सकती। स्वतन्त्र चुनाव कराये जाये और उस के द्वारा जिस यूनियन को, जिस फंडेशन को बहुसंख्यक रेलवे कर्मचारियों का विश्वास प्राप्त हो, उसे मान्यता दी जानी चाहिये। मैं समझता हूँ कि समय धा गया है और इस सम्बन्ध में कोई निर्णायक कदम उठाना चाहिये, तभी रेलवे कर्मचारियों का विश्वास उत्पन्न किया जा सकता है। लेकिन

इस सम्बन्ध में मैं एक बात और भी कहूँगा कि रेलवे मन्त्रालय इतना बड़ा कसन है, उस में काम करने वाले कर्मचारियों की संख्या इतनी ज्यादा है कि एक ऐंसे सियेशन या एक फंडेशन रेलवे कर्मचारियों की देखभाल पूर्णतया नहीं कर सकता, उन के हितों का संरक्षण नहीं कर सकता। स्टेशन मास्टरो और असिस्टेन्ट स्टेशन मास्टरो का भी सवाल है। अभी अग्नेयी राज्य के समय की तरक्की देने की जो पद्धति थी वही चल रही है। उस के अनुसार गेलो इंडियन्स को प्रिफरेंस दिया जाता था। अभी तक वही चैनल आफ प्रोमोशन चल रही है। उन्हो ने रेल मंत्री जी का दरवाजा खट-खटाया, मगर न्याय नहीं मिला अब वे सर्वोच्च न्यायालय का दरवाजा खटखटा रहे हैं। यह भारतीय मन्त्रिधान की भावना के प्रतिकूल है मगर एक परम्परा चल रही है।

इस के साथ ही उन की सुरक्षा का भी प्रश्न है। शाहजहापुर और पीलीभीत के बीच में जिन्दपुर स्टेशन के पास एक ट्रेन पर डाकुओं ने हमला किया। वह रेलवे की सम्पत्ति ले गये, यही नहीं जो स्टेशन मास्टर या उसे घायल कर गये। एक व्यक्ति और घायल हुआ। उस के जेवर डाकू लूट कर ले गये। जो लोग जगलो में पडे हुए हैं उन की सुरक्षा के लिये रेलवे ने क्या व्यवस्था की है ?

श्री शाहनवाज खाँ सडको पर भी तो डाके पडते हैं ?

श्री बाजपेयी सडको के डाको की बात नहीं हो रही है, मंत्री जी। आप के स्टेशनों पर जो डाकू हमले करते हैं और उन में जो आप के कर्मचारी घायल होते हैं और आप की सम्पत्ति की रक्षा नहीं कर सकते उन के लिये आप क्या कर रहे हैं ? सडको पर जो डाके पडते हैं उन का उदाहरण दे कर आप जिम्मेवारी से बच नहीं सकते। अगर इस तरह के डाके पडेगें तो आप के लोगों में सुरक्षा की भावना पैदा नहीं हो सकती। अगर रेलवे कर्मचारी एसेन्शाल सर्विसेज के अन्तर्गत आते हैं और उन्हें

[श्री बाजपेयी]

अपने क्वार्टरों में रहना आवश्यक है, तो मैं पूछना चाहता हूँ कि क्या यह सम्भव नहीं है कि आप उन क्वार्टरों का किराया माफ कर दें, या उन से कहे कि वे जहाँ चाहे वहाँ रहे? वे लोग गावों में जा कर रह सकते हैं जहाँ पर उन की सम्पत्ति और बच्चे सुरक्षित रहे। लेकिन यदि आप के नियमों के अन्तर्गत उन को इस बात की आवश्यकता पड़ती है कि वे स्टेशन पर ही रहे तो उन की सुरक्षा का कोई प्रबन्ध होना चाहिये। स्टेट सरकार कहती है कि वह रेलवे का क्षेत्र है और रेलवे क्षेत्र में कोई इन्तिजाम नहीं है उन की सुरक्षा का। मैं निवेदन करना चाहता हूँ कि यह समस्या वास्तविक है आप कोई उत्तर दे कर इस टाक नहीं सकते और उम का कोई हल आप को निकालना चाहिये। इस सम्बन्ध में जो कुछ बेसाइड स्टेशन के स्टेशन मास्टर हैं उन्होंने एक सुझाव दिया कि उन १। बन्दूकों के लाइसेंस दिये जा सकते हैं कुछ रेलवे प्रॉटेक्शन फोम का भी इन्तिजाम किया जा सकता है। मैं मानना हूँ कि यह सवाल बहुत बड़ा है और बेसाइड स्टेशन्स बहुत से हैं, लेकिन इसके सम्बन्ध में कुछ न कुछ तो होना ही चाहिये।

माननीय मंत्री जी ने कहा कि जो डिपार्टमेंटल कैंटरिंग है, सरकारी खाने पीने का इन्तिजाम है वह भय लोकप्रिय हो रहा है। मेरा इस में थोड़ा मतभेद है। सरकारी खाने पीने का इन्तिजाम लोकप्रिय नहीं हो रहा है। इसी लिये वाराणसी में, कटनी और अन्य स्टेशनों पर डिपार्टमेंटल कैंटरिंग खत्म कर दिया गया है। उस में थोड़ा भी हो रहा है। वहाँ पर सन् १९५७-५८ में २१ ६८ लाख ६० का घाटा हुआ। नैट लास सन् १९५६-६० के लिये जो बजेटेड एस्टिमेट्स हैं उन के अनुसार १८ ३८ लाख का घाटा होगा। कुल मिला कर अनुमान है कि डिपार्टमेंटल कैंटरिंग में अभी तक रेलवेज को ३५ करोड़ रुपये का घाटा हुआ है।

उपाध्यक्ष महोदय ३५ करोड़ का या ३५ लाख का?

श्री बाजपेयी लाखों में तो थोड़ा एक ही साल का है। मेरे पास समय नहीं है। अगर आप समय दे तो मैं सारे आंकड़े मदन के सामने उपस्थित करना चाहूँगा।

उपाध्यक्ष महोदय मैं बिना जाने ही मन्न कर लूँगा।

श्री बाजपेयी मेरा निवेदन है कि इस तरह का प्रयोग करने का कोई लाभ नहीं है और आप कष्टता नियंत्रण कड़ा रखें और यह डिपार्टमेंटल कैंटरिंग खत्म कर दें। इस से माध्यागत यात्रियों को सुविधा नहीं मिली है। कुछ चुन हुए लोगों को छोड़ कर जिन के कि अच्छे कमेंट प्रयत्नपूर्वक रिमार्कस् बुक में लिखवा लिये जाते हैं कि उन्हें भोजन अच्छा मिला लेकिन जहाँ तक ग्राम यात्री लोगों का मवाल है उन को कोई लाभ नहीं हाना।

एक बात मैं और कहना चाहूँगा कि रेलवे मंत्री महादय ने अपने बजट भाषण में इस बात का मकेन किया है कि जगह जगह जो मीटरगेज लाइने हैं उन को तोड़ कर ब्रौडगेज में बदला जायेगा। मैं इस में सहमत नहीं हूँ क्योंकि मगर यह दावा है कि ब्रौडगेज का जो फायदा है जिस तरह से काम करता है उस में मीटरगेज अच्छे तरीके से काम कर रहा है और जिन क्षेत्रों में अभी रेलवे नहीं है उपेक्षित क्षेत्र है जैसे बुंदेलखंड के और विन्ध्य प्रदेश में, वहाँ हम नई रेलवे लाइने डालें और उम काम में हमें रुपया व्यय करना चाहिये मीटरगेज को ब्रौडगेज में बदलने में नहीं। नैरागेज खत्म कर दिया जाय उस के लिये मुझे कुछ नहीं कहना मगर मीटर गेज को ब्रौडगेज में बदलने का कार्यक्रम अभी जा देख की स्थिति है और साधन सुलभ है, उन को देखते हुए अभी इस को हाथ में लेना ठीक नहीं है।

विद्युतीकरण का जहाँ तक सम्बन्ध है जेरा निवेदन है कि सरकार ने ठीक तरीके से योजना नहीं बनाई। अभी जब भूपाल का कारखाना इंजन और पुर्जें तैयार नहीं कर रहा है तब आप विद्युतीकरण करना चाहते हैं। अब विद्युतीकरण और भूपाल के कारखाने का अन्वोन्याश्रयी सम्बन्ध है मगर भूपाल का कारखाना पिछड़ा रहा है और आप विद्युतीकरण में आगे बढ़ना चाहते हैं तो आप को उस के लिये बाहर से इंजन और पुर्जें मगाने पड़ेगे और उस से विदेशी मुद्रा का सवाल पैदा होगा। मगर विद्युतीकरण करना आवश्यक है क्योंकि बिजली ज्यादा पैदा हो रही है उस का क्या किया जाय और कोयला जो रेलवे इतना अधिक खो रही है उस की बचत कैसे की जाय।

उपाध्यक्ष महोदय अब माननीय सदस्य समाप्त करे।

श्री बाजपेयी ठीक हैं मैं समाप्त किये दे रहा हूँ। मगर उस विद्युतीकरण करने के लिये इंजन और पुर्जें भी तो चाहिये। इसलिये मैं ने कहा कि यह कोई अच्छे नियोजन का नमूना नहीं है। मैं समझता हूँ कि रेलवे की जो भी वित्तीय स्थिति है उस वित्तीय स्थिति के सम्बन्ध में बड़ी गम्भीरता से विचार किये जाने की आवश्यकता है और रेलवे के कर्मचारियों और जनता का सहयोग प्राप्त करने के लिये रेलवे मंत्रालय और विशेष कर रेलवे बोर्ड एक नये दृष्टिकोण को अपनाये, यह मेरी प्रार्थना है।

Shri Sampath (Namakkal). Mr Deputy-Speaker, Sir, the Railway Budget for 1959-60 is very disappointing and there is little in the Railway Minister's account of his stewardship to enthuse the public. It is practically a standstill Budget aiming neither at any dynamic change in the transport policy nor even offering any big improvement in services.

The gross traffic receipts in 1957-58 registered a fall of Rs. 4.62 crores from the revised estimate of Rs. 384.4 crores. The traffic receipts in the current year, 1958-59, are now estimated at Rs. 394.38 crores or Rs. 13.1 crores less than the revised estimate of Rs. 407.48 crores. This being the experience for the past 2 years, now, the earnings from traffic for 1959-60 are placed at Rs. 422.03 crores, nearly Rs. 28 crores more, representing the triumph of hope over experience.

The hon. Minister holds the diversion of high-rated traffic to the road transport on routes parallel to railways as responsible for the fall in goods earnings. But, no explanation is offered for the fall in passenger earnings. There is an apprehension, which was given expression to by many hon. Members who preceded me, among the public that the reference to the development of road transport in the Budget speech of the hon. Railway Minister indicates an impending danger to it. I hope nothing of this sort is contemplated by Government. Instead of getting irritated at the prosperity of another in a healthy competition, it would do well for us to look into our own shortcomings and deficiencies and make a sincere endeavour to overcome them. May I submit that it would prove beneficial to the Government as well as to the public if the hon. Railway Minister could take some trouble and find out why the earnings in passenger and goods traffic are falling short of our estimates in spite of the fact that the Railways are the monopoly of Government.

I want to state that when Government enter the field of business there are certain fundamental laws of business, which Government can ill afford to ignore just as any private enterprise cannot ignore them and survive. Every kind of business tries its utmost to satisfy the customer and its survival and prosperity depend upon this. There is a maxim in the business world that the customer is always right even if he is not. The railways

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do not at all care to look into the mounting dissatisfaction of the railway users. For example anyone who books his goods through the railways is not certain of its prompt and safe arrival. Delays, derailments, pilferage and corruption are rampant. No effective step has been taken so far to devise new means to check and control them. In spite of our complacency over the existing affairs, we are very much worried about developing, improving and progressing road transport. As far as Tamil Nad is concerned, I can speak with some knowledge. People have begun to prefer bus travel although the travel by train is much more comfortable. Why is it so? It is because the road transport system has achieved a high level of efficiency in maintaining punctuality and avoiding overcrowding. Though the railways are in a much better position to implement efficiency measures and measures to avoid overcrowding, we are not doing anything in that direction. I beg to submit that there should be an effort on the part of the members of the Railway Board and on the part of the hon. Minister to be sensitive and responsive to the public needs. The next and more important point to be noted in this regard is the need to have contented and enthusiastic employees to improve the efficiency, and some genuine measures that would give incentive and encouragement to the worker for his good work should be introduced.

Apart from this, if I may venture to say so, there is a deliberate policy of discrimination against the South even in the treatment meted out to its employees by the railways. I want to know from the hon. Minister, while the recommendations of trade test panel have been implemented in other zones, why in the Southern Railway alone it is not implemented. The number of posts of higher grades such as skilled, highly skilled, mistry grade II and mistry grade I on the Southern Railway is far less than the number of posts in the other northern railways. There is apprehension in the

Southern Railway that the total strength of staff especially in class III and class IV is being reduced as an economy measure. If economy is to be effected in the expenditure pattern, retrenchment is not the proper way. If there is an efficient and effective check over the expenditure incurred by the engineering department, much saving can be made. Further the House is anxious to know the findings of the one man tribunal and the reaction of the Government to them. There is a doubt in certain quarters that it is being shelved because some of the findings of the tribunal are favourable to the railway workers to a certain extent. I request the hon. Minister to clarify the position soon.

I want to say a few words regarding the policy adopted in sanctioning huge sums for laying of new lines and other constructional activities. Before I discuss the discriminating policy adopted by the Government against the legitimate demands of the people of the south, I wish to point out some of the wonderful schemes which provide tangible and striking evidence of the fast growing tendency in the Railway Ministry to play ducks and drakes with public money. First of all, I want to know where was the urgency for laying a new B.G. line at a cost of Rs. 4 crores between Ujjain and Indore when there was already a M.G. line between Ujjain and Indore. It was known already that it was working at a loss and there was no financial justification for this line. Still nothing could prevent the Ministry from deciding the laying of this additional new line. I know that some redundant explanation can be offered by the Railway Minister but all the same I am interested in hearing it. Secondly, while at a cost of Rs. 2 crores fast doubling is going on between Bina and Bhopal, a new line between Guna and Ujjain is going to be undertaken. Even granting that there was a necessity, I want to know why the longest route was chosen when another proposal for a shorter route would have saved about 40 miles in distance and Rs. 3 crores in cost.

Then, Sir, a new line between Udaipur and Himmathnagar of about 134 miles long is to be taken up very soon. It was formerly in the Second Plan but was dropped later on due to financial difficulties. But our Railway Minister is a wizard and his magical powers to overcome as well as create financial difficulties are such that when he feels that a particular line should be laid, the financial difficulties are overcome overnight and now Rs 11 crores have been sanctioned for this line. I do not grudge those people having that line and I quite understand and appreciate the compassion of the Minister to provide quick transport for the undeveloped areas but his compassion never extends beyond the Vindhya to the south. That is my complaint.

Another painful example of the stupendous waste of public money for satisfying the wild fancies of some influential persons is the scheme to extend the BG to Samastipur and Daibhanga. The Garhana transshipment yard and staff headquarters are built at a cost of Rs 4 crores which would it is expected relieve the traffic congestion to a very great extent. Even granting that something must be done to meet the increase in traffic why cannot a few more miles of MG from Bechwara be doubled which will cost a little above a crore of rupees only as the distance to be doubled is less than 20 miles. There is already ten miles MG doubling from Bareilly junction. Then the double line MG will be more than enough. One fails to understand the urgent need for a BG line to Samastipur along the existing MG line unless it is perhaps to facilitate people like our hon. Minister of Parliamentary Affairs to travel from Samastipur to Delhi or Calcutta in BG without changing.

Now against this enormous waste in funds in the north, what has been done to the south? Apart from Ernakulam-Qullon link in Kerala nothing has been done for Madras. Yesterday, many hon. Members gave expression to their indignation regarding the

neglect of the Orissa State, Maharashtra and Andhra State. Now, I want to point out some of the needs that have been neglected regarding the Madras State. The House is aware that the cry to restore the dismantled line in Salem-Bangalore section has so far fallen on deaf ears. Even three days back when the question was raised in this House, our hon. Deputy Minister of Railways who hails from Salem has stated in reply that it was under deep consideration. (An hon. Member Examination?) It was under deep consideration, he said. He is there. Much hopes were built up when a gentleman from the south was appointed as a Deputy Minister of Railways. It was thought that things would improve. Now, Sir, the bitter fact is that we have lost an effective Member who was one among us weeping and crying over the injustice done to the south. He had been one who, now and then drew the attention of the Government to the need for Salem-Bangalore link, but the irony of fate is he has been assigned a new and difficult role, I believe of saying to the people of the South why it cannot be done just now.

On the 1st January our hon. Railway Minister said in Madurai that there will not be any new schemes in the South. But in the budget speech, he has been pleased to state that he is making headway in regard to the Madras-Villupuram line electrification. We see neither head nor way there, because it is our experience with the Railway Ministry that the terms such as "making headway" and "under active consideration" are but sweet forms of saying, "we are not taking it up." At Bangalore, in his speech to the Mysore Chamber of Commerce, the hon. Minister said that the Mangalore-Hassan line was not under consideration, but in his budget speech, within a month of his previous remark, he has said in the House that it is under active consideration. One is at a loss to understand the real mind of the hon. Minister from such elusive words. But it is our sad experience in the South that there is

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always a resentful reluctance on the part of the Railway Minister to bestow any thought to the improvement and development programmes for the much-neglected South. All constructional activities are becoming more and more concentrated in the North. Yesterday, the hon. Member, Mr. Chavan from Maharashtra was very vehement in pointing out this injustice.

The Tirunelveli-Cape Comorin link, the Virudhunagar-Manamadurai link, the Madras-Arkonam electrification scheme and many other important proposals for double lines are nowhere in the picture. When programmes like this over which preliminary surveys have been completed are put in cold storage, I am at a loss to find adequate words to impress upon the hon. Minister the just and long-felt need for a line to Tiruchi from Salem via Rasipuram, Namakkal and Musiri, and a line to Dindigul from Karur. Even though I am fully aware of the Government's discriminating policy against the South and the avarice that is evident in the powers that be to develop and enrich the already favoured North, I shall be failing in my duty if I do not give expression to the legitimate and awakened aspirations of the South.

In conclusion, I wish to state that the South demands that something real and concrete should be done. I here and now demand that at least the Salem-Bangalore link be taken up immediately.

Shri Jaganatha Rao (Koraput): I am glad to express my satisfaction and appreciation at the wonderful performance of the railways during the year under review. We have been practically keeping up our target and from what we find, we are sure we will achieve the targets by the end of the second Five Year Plan. I am not going into the details of the progress that has been made, but I may observe that in the year 1957-58, the tonnage lifted rose to 132 million tons while in the previous year it was 124

million tons. There is also an increase in wagon loadings: on broad-gauge, the increase is about two per cent. There is also an increase in the overall coal loading in the country and there has been a steady progress maintained in the manufacture of steel locomotives, carriages, under-frames and wagons. One gratifying feature is that the foreign exchange component has been reduced from 27 per cent. last year to about 12 per cent. in 1959-60. So, we are sure that by the end of the year 1960-61 we shall achieve self-sufficiency in our railways.

Much has been said yesterday and the day before regarding the road rail co-ordination or competition. The hon. Members who spoke on the subject, I feel, have rather over-simplified the question. They brought to the forefront the inefficiency or the delays in the railways in transporting goods. They feel that if what they call "inefficiency and delays" are removed, this problem could be solved. But we find the hon. Minister has observed in paragraph 8 of his budget speech, as follows:

"A development, which has come to notice in this connection, is the diversion of high-rated traffic to road transport on routes parallel to the Railways where Railways have enough capacity to move additional traffic. This matter is receiving attention, with a view to seeing what readjustments are necessary in order to ensure the maximum utilization of our limited transport resources".

Our second Plan envisages different modes of transport. The railways are not trying to eliminate the other modes of transport. Road transport is not going to be eliminated. We have to see and ensure that every mode of transport plays its part to meet the growing needs of the country. If every mode of transport plays its part properly, there will be a balanced development in our economy.

In recent years, we find that there is an alarming increase in road transport. In the years 1954 to 1956, we find that it made an increase of 14 per cent. In the goods and transport vehicles in some places, I am given to understand that, according to the reports, it has gone up to even 70 per cent. If this trend continues, how can we expect the railways to give us the customary return? We find fault with the railways in saying that we are not able to get the maximum return, that the railway is drawing on the general revenues and that the railways are drawing very heavily from the Development Fund and that in future there will not be any Development Fund left at all. But to ensure that the railways get their due is it not the duty of every citizen, every industry to see that the railways which are the lifeline of the country are allowed to play their part properly?

The tendency of late in the road transport system has been to take high-rated traffic that is to pick and choose the most advantageous items of goods in their vehicles. The result is, that the railway is left to carry uneconomic goods because it cannot pick and choose all the goods that are consigned. It has to carry whatever goods that are consigned so much so that we find that the railways are losing very heavily. For instance we find that for foodgrains, fruits, raw material for industry, coal and for some other exportable goods, a low tariff is fixed whereas for other goods the rates are rather high. What the transport operators do is they collect the goods which are high-rated on the railways and transport them at a lower rate and say that road transport is much cheaper than rail transport.

For instance I may give an illustration. From Bombay to Indore, the freight per maund on foodgrains is 14 annas. For fruit it is Rs 1-2-0 per maund for general goods, it is 11 annas a maund, for piecegoods, it is Rs 2-14-0 a maund, for cotton bales it is Rs 2-11-0 a maund. What the lorry-owners do is, they offer a flat

rate of Rs 2 for all kinds of high-rated goods, irrespective of the variety and say that that rate is cheaper and they appeal to the public and the business community to take to road transport in preference to rail transport. If this system is allowed to continue, how can the railways function? We must see that the railways cater to the needs of the country. Every region has to be served, not only the people who are living near the industrial centres but also the industries and the businessmen who live at far-away places. So, I feel there should be co-ordination. We must see that the area of jurisdiction of the road transport vehicles, the goods vehicles, is fixed, namely, a distance of about 150 or 200 miles.

I also find that it is not economical for a private lorry-owner to carry the goods beyond say 200 miles or so at a competitive price with the Railways. That was more or less the basis why the Motor Vehicles Bill, 1959, was passed and the route permits were estimated to be given accordingly. The existing facilities, the railway facilities and the routes on which those vehicles should ply were also taken into consideration at the time of enacting the measure.

Shri Dasappa (Bangalore) For regular goods service for Bombay to Bangalore if 200 miles is an economic line, how can they run from Bombay to Bangalore?

Shri Jaganatha Rao What I say is that there are some goods for which the railways charge a higher rate and some goods for which they charge a lower rate. For piece goods, the railways charge Rs 2-14-0 a maund whereas the road operators offer Rs 2. So, the merchant there stands to gain 14 annas a maund. But the railway has a duty, unless the railways carry coal, foodgrains, etc., how can the different parts of the country be served? So, when we expect the railways to serve the country, should we also not allow that the railways should have this sort of control and

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evolve a policy of co-ordination? Unless the country takes note of this, if we miss the present opportunity for bringing about proper co-ordination between road and railways, there will be no rational development of transport consistent with the growth of our national economy. I am afraid a sort of imbalance may develop which will run counter to our integrated economy and planning.

In this connection, I would like to refer to some authoritative pronouncements on this problem. The road-rail competition is not confined only to our country, it is prevalent in other parts of the world also. For instance, it is there in America and in England. I would like to read out an extract *Road Haulage in North America* Journal of the Institute of Transport, Great Britain, September 1958.

"Nevertheless, despite these considerations, the basic problem is 'road versus rail' especially as regards freight transport. And the philosophy on which the legislative solution is based is that the full play of competitive forces cannot be left to determine rates and services offered and that the advantage of economic regulation outweighs the disadvantages."

In England also, when a permit is given to a vehicle, they take into consideration the necessity of the area and if enough vehicles are already plying there, licences are not issued. Even in America, the control is more rigid. I again quote from the book I have just referred to.

"For, an examination of these regulating measures leads one to the rather startling conclusion that in the U.S.A., the land of free enterprise par excellence, control of road haulage is much tighter and more rigid than under our own much maligned licensing system."

So, even in America, of late there has been a growing tendency on the part of road transport to keep up their rather unhealthy goods traffic, so much so some railway companies are forced to close the lines. We should not allow this sort of unhealthy competition to continue. We are not trying to eliminate road transport, but we are trying to eliminate waste and introduce a sort of co-ordination between rail and road transport.

In this connection, I would like to quote what Prof Galbraith has to say.

"In parts of the country, not now served by rail lines, there may be investment economies in developing long distance road haulage. With this exception, however, investment in this industry should be viewed with scepticism. India has a chance to avoid the mistake, which elsewhere is reasonably evident as such, of making duplicating investments in long distance road haulage which could be performed more economically by concentrating resources on the railroads alone."

So, on this point, what the hon Railway Minister has observed is really pertinent and if we do not co-ordinate the activities of both the systems, there will be imbalance in our economy and it will be too late for us to retrieve.

Coming to other matters, the hon Minister has expressed very fine sentiments about the railwaymen. I know he has a very kind heart and he has a soft corner for them. I write to him on several occasions with regard to the grievances of the ministerial staff, it is a pleasure to talk to him and he smiles whenever he talks. But my complaint is that the employees do not have the benefit of the smiles. For instance, I brought to his notice several grievances regarding the recruitment policy. In 1950, the Railway Board said that there should be no direct

recruitment to intermediate grade in any category in Class III Service. In 1959, the Railway Board passed an order saying that no direct recruitment should be made in higher grades in Class IV.

That being the case, it is strange the 'New Deal' announced by the Railway Minister in 1957 has given way for direct recruitment of clerical staff in the intermediate grade of Rs. 80—Rs 220. This causes hardship to those who are in service and who expect some promotion in the future. Likewise, accountants are not given the benefit of the new deal; the typists are not taken into consideration; medically unfit employees are put over and above those people in the permanent cadre. The award of the one man tribunal has not been brought into force. These have to be looked into.

Before I conclude, I would like to say something about the Parlakimidi light railway. The length of this railway is only 56 miles. The coaches and the engines are more than 50 years old. I can assure the hon Minister that out of the 40,000 alarm chain pulling cases on all the Railways, not even a single case could have occurred there, because there are no alarm chains. The offences of theft of electric bulbs, wash basins, looking glasses, etc also could not happen there, because these things are absent there. The only offence that the passengers commit is the theft of bags. For the distance of 56 miles, the scheduled time is 7½ hours, but it takes 12 hours. If the train moves, it does not stop, if it stops it does not move.

Mr. Deputy-Speaker: In both cases you complain. When it moves, there is a complaint, when it stops, there is a complaint.

Shri Jagannatha Rao: When it should move, it stops; when it should stop, it moves. That is my complaint. I have been raising this cry for the last two years, but it has been a cry in the wilderness and the hon. Minister is

not pleased to look into this. I hope this time he will do something.

I am glad to find that the hon. Minister has ordered a survey of the line from Bailadilla to Kottavallasa via Korapur. I would like to point out that this line has been surveyed by the B.N.R. in 1946. So, I suggest that an alternative survey from Korapur to Rayaghada should be taken up. In Rayaghada, there is manganese ore and iron ore. There is a ferro-manganese plant and another plant is going to come into production. Besides nearly there is Kazipur area which abounds in mineral wealth. There is also going to be a paper mill in that area. So, I earnestly request the Ministry to survey this alternative route from Korapur to Rayaghada which was already surveyed in 1946. When both the routes are surveyed, the railway can come to a proper decision. This alternative route from Korapur to Rayaghada will better serve the growing needs of a district.

Shri Bahadur Singh (Ludhiana—Reserved—Sch Castes): Mr Deputy-Speaker, this is the third day of our discussion on the railway budget. Some hon Members only chose to criticise, while the others offered appreciation. Of course, there are certain points which could be criticised, but those hon Members who only chose to criticise were a little unfair and partial. There are a few things which the railway administration has done and which are really commendable. They do deserve appreciation. As far as indigenous production is concerned, it has certainly increased and things like mechanical signalling, signal glasses and other things are produced more and more. As far as rolling stock and rolling stock parts are concerned, very soon we will be self-sufficient. Besides, new types of wagons are being introduced which will help lifting more traffic. Many amenities are provided to the passengers, though I wish more amenities are provided. Similarly, as far as the railway employees are concerned, their

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welfare has also to be taken into consideration. I also want to congratulate the railway administration for the construction of the Mokameh Bridge which will play an important part in lifting goods from metre-gauge to broad-gauge lines.

There are two other points which have created undue flutter in the railway administration. There has been a partial set back in traffic in the current year and for that the Railway Ministry has unnecessarily emphasised on competition from road transport. The decline is there on both sides—passenger as well as goods. The correct position is that there are other important factors which are responsible for the fall in revenues of railways. It is not only due to the road transport but also due to other factors.

On the expenditure side there are indications that ordinary working expenses can be subjected to stricter control. The net effect is reflected in the inadequacy of the surplus which is unable to feed the Development Fund properly and is driving the railways to resort to special temporary loans from the general finances.

The revised estimates for 1958-59 show a fall of Rs 13.10 crores in total earnings from Rs 408.33 crores to Rs 395.23 crores. This is due entirely to a decline in both the sectors of traffic. In the order of magnitude, there is a shortfall of Rs 8.43 crores in passenger earnings and of Rs 4.67 crores in freight earnings. The fall in passenger earnings is almost wholly attributable to third-class travel mainly on account of the impact of the rising cost of living and the employment position. It is also partly due to ticketless travel.

As far as the fall of Rs 4.67 crores in freight earnings is concerned, the Ministry says that it is because of the decline in the tempo of production,

both agricultural and industrial, the stalemate in import trade on account of the continuing crisis of foreign exchange and a decline in the export trade and also because of the additional traffic which could not be materialised as was estimated before.

The very fact that the railways have not been able to divert traffic from road transport indicates that there is something wrong somewhere. Traffic offerings of sugar, sugarcane, jute, cotton and oilseeds have suffered on both the gauges. The road transport offers to the public and trade certain facilities which are of advantage to the public and which the railways have not been able to offer. As far as the railways are concerned, they are slow. A wagon probably covers 48 miles when a road transport vehicle can cover 150 miles. Further, rail transport is liable to pilferage. As far as road transport is concerned, it is more reliable, quick and efficient and deliveries are made from door to door or godown to godown.

An hon. Member just now said that there should be some kind of restriction on movement of road traffic beyond 100 or 150 miles. It will be rather unfair to the road transport if the Government chooses to do that. Because, the railways are a very big enterprise, and as far as road transport is concerned, it is run by small operators. So, no curb should be placed on them.

Then, Railways have no doubt to take in their stride low-rated, long distance bulk traffic as well as high-rated traffic in smaller bulk. On balance, sufficient volumes of both the categories ought to be available to them in the long term perspective. But if there is diversion away from the railways over short periods, it is hasty reasoning to jump to the conclusion of wasteful competition especially when our transport resources

are limited. Sometime back the shipping companies also made the same complaint of competition in freight. So I take this opportunity to suggest that this point be referred to some special committee or tribunal.

Since we are in the planning age it is necessary that the whole question of transport by road, rail and sea should be viewed from an all India perspective rather than jumping to conclusions that this is a case of wasteful competition. The hon. Minister has also in his speech emphasised this point. The railways should not blame the road transport.

Another point which I want to raise is a delicate one and I hope the hon. Minister will excuse me for saying that it is regarding the finances of the railways. The most glaring proof is the depletion of reserves. It may be pointed out that Railway Development Fund is required to finance certain projects of the Plan to the extent of Rs. 92 crores in five years. In view of the fact that there has been a serious laxity of control over expenditure the railways have not shown any surplus towards Development Fund. The projects originally charged to this Fund have been decided to be financed from the capital at charge primarily because the railways have failed to finance these projects. On page 9 of the Explanatory Memorandum it is stated

‘This balance was increased on the one hand by certain credit adjustments for projects originally charged to the Fund and transferred to Capital as a result of their being assessed now as being remunerative but reduced on the other hand to represent a notional pro-rata reduction in the pre-partition balances under the Fund which reduction had not been made so far.’

I wonder why the projects which were formerly not of remunerative nature have now suddenly become remunerative.

The Railway Convention Committee have pointed out that “such advances

should be treated as temporary loans to railways and will not be added to the capital at charge on which 4 per cent dividend is payable annually. The railways will pay an interest on this loan to the General Revenue at the average borrowing rate chargeable to commercial departments.” It seems that this laxity over the expenditure has not inspired the Railway Ministry to evolve any means of vigilance over expenditure, and instead the expenses are supposed to increase this year. It is true that the trend of working expenses in a developing economy may be upward but every expansion in activity should not be accompanied by an excessive increase in expenses. Therefore I suggest that the need at the moment is that some job evaluation and rationalisation of the working load and the wage structure should be evolved. The policy of continuous increase in personnel and overhead expenses at the present rate will affect the working expenses of the railways. So an expert committee must be appointed to go into this. The time has come to give more importance to efficiency because the railways have reached a stage where the revenues are comparatively less elastic. The hon. Minister has not, however, mentioned the problem of operational efficiency at all nor has he suggested measures for an increase in the speed of trains, the reduction in the detention of wagons in yards and other similar efficiency measures.

14 hrs

From the Budget speech we find that the Railway Board is scrutinising statutory provisions relating to the responsibilities of railways as carriers of goods. It will be recalled that the Railway Freight Structure Enquiry Committee had recommended that railways should assume the responsibility within one year of the implementation of the freight structure. The Railway Minister has been rather vague on this point and has said

“As these recommendations of the Committee have far-reaching

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implications, it will take some time to finalise Government's decision on them and the Committee itself has recommended time for such examination "

Is it implied by this that the Government, after having brought into effect the new freight structure, are not now very anxious to assume common carrier liability?

There are a few points which my hon friend Shri Ajit Singh Sarhadi has already put forward, and I wish to join him particularly regarding the line from Jagadhri to Ludhiana via Chandigarh. Chandigarh is coming up as a pride city, and being the capital of the Punjab it has assumed a special importance. The city has still to develop, and so it is very necessary that this capital is connected with all the important cities of the State. Those who go to Chandigarh will find that a large number of people go there daily, and they all go by buses right from Pathankot and Amritsar to Chandigarh. The hon Minister has stated that some survey has been made but that is not very satisfactory and we want that steps should be taken to complete this line.

The Deputy Minister of Railways (Shri Shah Nawaz Khan) The hon Member has pleaded the cause of road transport so well. Why does he want more railway lines there?

Shri Bahadur Singh I do want preference should be given to certain lines.

As far as the reconstruction of the overbridge at Ludhiana is concerned, the city, after partition especially, has become an industrial city and is developing day by day. Small-scale industries like the manufacture of cycles, cycle spare parts and sewing machines have developed, and the area known as Millerganj has developed very much, and an area known as industrial area has also sprung up. With all this the city is developing,

but there is a lot of difficulty for the people, and the movement of goods is also restricted because of the railway gate. When there are trains coming to the station on the main line people have to wait there long.

In this connection I may mention that the citizens of the town have made many representations. In December last when the hon Minister went to Ludhiana, the municipal committee of that city also requested him for this overbridge. Representatives of various organisations and the Members of this House have also many times requested the hon Minister. So, I hope this will be taken into consideration.

With the development of the city, the importance of the station has also increased. The bridge at Ludhiana station which connects various platforms is very small and is not very wide. If there are two or three trains at the station it is very difficult for the passengers to move from one platform to another. So some steps should be taken to widen it.

Then I want to say a few words about sleepers. I learn that the Ministry ordered a lot of sleepers from Australia and other countries because they do not have wooden or iron and steel sleepers here. We have got the Hindustan Housing Factory. They can prepare cement concrete sleepers. I do not know why the Ministry is shy of using these sleepers. In foreign countries especially in France they have used, and successfully used, these sleepers.

Shri M. R. Krishna (Karimnagar—Reserved—Sch Castes) Now they are experimenting.

Shri Bahadur Singh So I request that at least as far as the marshalling yards are concerned, they should be used, and if proved successful, they should be used in the whole country. We will be saving foreign exchange that way.

From the speech of the hon. Minister I find that there are Vigilance Organisations and a Central Vigilance Organisation to deal with corruption. I want that some more powers should be given to these organisations, and this matter should be taken up very seriously. It may look very odd, or the hon. Minister may not like it, but I would like to suggest that the Vigilance Organisation should invite complaints and investigate them, and however they find, in a railway station or line or a division, that a large number of complaints is received, the in-charge of the station or the division should be hauled up because it is under his supervision that corruption goes on. If it is a division, then the divisional superintendent, or if it is a station, the station superintendent or the station master should be hauled up, because I do not agree that corruption goes on and the in-charge of the division or the station does not know it. I say that it is with the connivance of these persons, that it is going on, at least it is within their knowledge.

Shri Osman Ali Khan (Kurnool): The Railway Minister and the Railway Board deserve our appreciation for their work during the past year. The users of the railways are well aware of the progress that has been made. I am sure the Railway Ministry does not seek a vote of confidence from us while we are discussing this subject; I am also sure, they would welcome any constructive suggestion or positive criticism that may be made about the working of the railways. In this light I have a few things to say.

Firstly, I shall confine myself to the areas with which I am quite familiar. I am referring to the region north of Madras city extending into the areas of Andhra Pradesh. This region is at the present moment operated by three railway zones—the Southern Railway with headquarters at Madras, the Central Railway with headquarters at Bombay and the South-Eastern Railway with headquarters at Calcutta. By this I do not for a

moment suggest that the railway lines in this area are very intensive and that the efficiency is three times that of any other region. Far from it. In fact, the attention that the area deserves it is not able to get.

The regions that lie in the Andhra area are comparably much smaller and consequently the attention that they get is also not very much. It would be much better, and it would serve the interests of the railway users, if this area has a separate zone, so that the schemes that are necessary for this area may be more expeditiously attended to. It will also greatly help the railway users.

I would also like to say that this region in Andhra Pradesh has certain special problems. The State of Andhra Pradesh was formed recently, and the capital of this State is located at Hyderabad. Before the formation of Andhra Pradesh, the city of Hyderabad was not properly connected by rail with the other districts in the Andhra region. If was, of course, much better connected with Bombay city for commercial reasons, but the areas in Andhra were not properly connected with Hyderabad city. Now, as a result of the formation of Andhra Pradesh, and the location of the capital at Hyderabad, there is great traffic. Passenger traffic has considerably increased between the several districts and several important towns in Andhra through Hyderabad city. But even today there is not a single train that directly connects Madras city with Hyderabad, though the Andhra region commences a few miles from Madras city and there are many important towns on the route. A bogie is attached to the G. T. Express, and there is not enough room at all for the third class passengers, and even for the first class passengers, to go to Hyderabad city. On the way, even from the districts, there is no accommodation available, and I have seen passengers hanging on the hand-rails and standing on the foot-boards in order to reach Hyderabad. Also, I

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would say that this train that goes to Hyderabad, that is, the bogie that is attached to the Grand Trunk Express, takes a day and a night to reach Hyderabad. I feel there is great need for an additional fast train connecting directly Madras and Hyderabad. The distance of about four hundred miles can very well be covered by a fast train in about sixteen hours and it should be possible for people who want to reach Hyderabad to cover this distance overnight.

Also, I have myself observed that the region between Bezwada and Waltair is very poorly served by the railways. I have seen that the train that comes from Madras to Bezwada is so crowded that for people who want to go from Bezwada to Waltair, there is no accommodation at all. Also, the train that comes from Calcutta when it reaches Waltair is so overcrowded that there is no accommodation for people to proceed from Waltair upwards towards Madras. In this region that is between Bezwada and Waltair there is only one fast train and that is the Calcutta Mail that starts from Madras and proceeds to Calcutta.

I feel there is need for one more fast train in this area. Waltair which is the second largest city in Andhra Pradesh is not properly connected with Hyderabad. Of course there is a passenger train which is supposed to be a mail train that connects Hyderabad and Waltair. But this train is not even comparable with a fast passenger train. It halts at every alternate station and it is never to the schedule.

So my suggestion is that these three cities, namely Madras, Hyderabad and Waltair can be connected by one fast train, that is, if the train is to leave at about 5-30 P.M. in the evening at Madras, it can cover the distance and reach Hyderabad on the next day morning by about 9-30 A.M. By this method, overnight we can cover the distance and we shall be able to

reach Hyderabad. And this train that leaves at Madras will carry not only the Hyderabad bogies but it will also carry the Waltair bogies, and at Bezwada, the Waltair bogies can be taken away, and the bogies that come from Waltair for Hyderabad can be attached to this train, in this way, the three cities can be very well connected. This is my suggestion, and I hope the hon. Railway Minister would consider this proposition so that the interests of the railway users in this region do not go by default.

I would like to mention that the train that is called the air-conditioned express which is otherwise known as the Deluxe train which operates between Delhi and Madras is a very popular train in our Andhra Pradesh region, and there has been a great public demand for this train to halt at the district headquarters of Nellore. At the moment the train does not stop there and I believe many representations have been made and the Railway Ministry are favourably considering this proposal, and I would like to know whether the halt has already been sanctioned and whether the train would be halting at Nellore from 1st April 1959 as I was told.

About the same train I have another suggestion to make. This train from Delhi to Madras is a very popular train in this area, because passengers who cannot afford air-conditioned first class travel can travel by this air-conditioned third class which is a very comfortable compartment free from the dust, the smoke, the noise and more than all that the extreme heat during the summer and the severe cold during the winter, but there is a handicap attached to this train which needs to be eliminated. There are three air-conditioned third class compartments on this train. If we go through the statistics, we shall probably find that only 50 per cent of the people travel by this train, not because it is not popular but because of the handicap that is attached to this

train, which I am now going to mention. This train is the fastest train between Madras and Delhi. The Grand Trunk Express takes two days and two nights to cover the distance, whereas this train takes only one day and two nights to reach Madras.

The difficulty is that the passengers have to travel in chair-cars by this train and it is very inconvenient for people to travel for two nights on a chair. For that, my suggestion is that because it is only fifty per cent patronised today, it will be good if out of these three third class air-conditioned bogies, one bogie is converted into a two-tier or even a three-tier coach with sleeping accommodation, air-conditioned sleeping accommodation, so that such of those as want to travel by the sleeper coach may walk in and pay a nominal charge of five rupees or even ten rupees—people may not mind it—for the night and move in there so that during the night also, there is proper sleeping accommodation. If this suggestion is implemented, I am sure we shall not be able to get tickets by this train. It is so popular on that route

Now, I may refer to the subject of rail-road co-ordination. This has been so much talked about both in this House and in the other House as well I have to say that this word 'co-ordination' is a much abused word. Co-ordination has become an one-sided affair. To restrict and regulate the road transport to suit the interests of the railways should not be called co-ordination. If I may say so, it can only be called encroachment. All the different forms of transport that exist in this country should be equally patronised by Government, and equal encouragement should be given to the different forms of transport that we have. The people should be free to choose whatever form of transport that they consider advantageous for them. Why should we curb this freedom of the people to use whatever form of transport they choose? But I agree with the Railway Minister that there should be a balanced develop-

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ment of transport in this country. But I have no hesitation in saying that there would not be dearth of traffic both for the railways and for road transport during the coming years; though at the moment there may be some difficulty, yet, difficulty will not be there because of the rising tempo of production in this country.

I am aware of the criticism or of the statement made by the Railway Minister that they have spare wagon capacity, and that road transport is competing with the railways. I have to say that if spare wagon capacity is there, it can only be on certain routes and during certain parts of the year. If we look at the general picture of the railways, we find that road traffic has actually increased as compared to the previous year. But what the railways say is that they have not been able to reach the target that they have set for the year. But it has to be remembered that the general rise in tempo has received a little setback during this year as is also reflected in the passenger earnings of the railways.

A second reason also is that the railway target for each year has been a bit too ambitious, and if they have not been able to reach the target, the blame should not be thrown on road transport, and road transport should not be allowed to hamper its progress. I agree there has been steady progress of road transport during recent years, and that progress is only natural. It is not that this progress should be hampered by the railways.

Before I conclude, I should say that if we look at the general picture of the railways, on the one hand, we find that there is overcrowding in trains, that there is lack of accommodation and that there is demand for more passenger trains everywhere, but on the other hand, there is the statement of the Railway Minister that there is surplus wagon capacity; also, in many centres, there is need for more wagons. I say that if co-ordination is necessary, it is not co-ordination between rail and road that is neces-

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sary, but it is coordination in the railways themselves. If there is more capacity of wagons in one area, it has to be adjusted with other areas where there is less wagon capacity. There may be administrative problems, but these have to be solved. Also, when there is so much of passenger capacity that is necessary, why should the railways concentrate on goods traffic? The passenger traffic may not be so economic; but it should be made economic. I believe the Railways are thinking of increasing the rates for goods which they are subsidising at the moment. I think the Railways have a case for slightly increasing that; and, on that account, there will not be any difficulty to the industry. In any case, there is no justification whatsoever for the Railways to suggest any curb on road transport.

Shri M. R. Krishna: Mr Deputy-Speaker, Sir, it is natural that a big national concern like the Railways have to do a great work and, while doing that, the country cannot expect them to be perfect. There are certain defects and deficiencies. Before we start criticising the Railway Administration or point out their defects, I would say, the Railway Minister and his department definitely deserve certain compliments and congratulations.

The Railway Administration has definitely improved the welfare of the labour in the Railways and they have also encouraged sports in Railways whereby the officer classes can freely meet and mingle with the labour classes. They have also appointed an arbitrator to bring about cordial relations between the different organisations which are managing the labour unions. With the help of the arbitrator and with the co-operation they are getting from the Railway Ministry, these unions will, ultimately, be doing something better and good for labour in the Railways. These are some points on which anyone in this House would congratulate the Railway Ministry.

The Railway Minister, in his speech, has given a sad comment about the railway earnings, a point on which most of the hon. Members in this House, both from the Opposition as well as from the official side, have given their reasons—to find fault with the Railway Ministry. I think I need not have to deal at length with this matter. But, I would definitely like to say a few words in that connection.

The Railway Minister has said that there is keen competition between road transport and the Railways. Just now, the hon. Member who preceded me has given reasons why the Railway Ministry and Government should allow the private buses to ply and make their earnings.

It is very clear that the Railway authorities have expressed—and it is quite clear a fact—that there is still a lot of travelling without tickets on the one side and there is also the idling of wagons at places. These two things definitely contribute to the loss in railway earnings. To make good this loss, it will be unfair on the part of the Railways to enhance the charges or the rates both under goods traffic as well as in passenger traffic. It should be the duty of the Railway Ministry and the country at large to see that they put an end to this menace so that the Railways can come before this House in the next Budget with a surplus amount.

There must be certain reasons for this loss in railway earnings from the transport side, particularly goods, because, as pointed out by various hon. Members, the working of the transportation through buses, and that too private buses mostly, is mainly due to the fact that these buses cater to the needs of the public at short notice and it is easy for the public to hire the buses and carry their goods by paying very low charges.

Just now, my hon. friend has pointed out that a party from Hyderabad wanted to transport cigarettes from Hyderabad to Delhi. They first tried

the Railways. They hired wagons and wanted to transport the cigarettes by goods train which took them nearly a month or more. Then they tried to send the cigarettes by passenger train, paying a little more; even then they could not succeed because their goods reached Delhi only after 15 or 16 days. It seems they tried the bus. The buses could bring the goods from Hyderabad to Delhi in 8 days. Naturally, if this kind of service can be rendered to the public by the buses, even though the Railways are a national concern, the public would definitely prefer the private buses than the national concern.

Besides this, even in getting railway wagons, I am told the parties have to experience a lot of difficulties even after greasing the palms of somebody who may be in charge of these wagons. I think the Railway Administration should take very effective steps to put an end to these things which definitely incur the displeasure hon. Members from various corners of this House—when the Railway Budget is being discussed.

Before I proceed to the next point mainly because of which I expressed my anxiety to speak today, I would request the hon. Minister to see that this kind of things are eliminated as soon as possible. Even if it is necessary that the Railway Ministry have to appoint new people or new machinery to check these evils in the Railways, I think this Parliament will never hesitate to sanction anything for the Railway Ministry.

Coming to the next point which is really more near and dear to me, I would like first to emphasise that the Government of India tries to honour some of the commitments and promises which it has made to the Princes including His Exalted Highness the Nizam of Hyderabad, but it deliberately fails to honour the commitments which it has made to the people of Hyderabad. It might be surprising that I make this statement now

because these assurances and promises, I think, must have been made by the Home Ministry and, perhaps, does not concern the Railways.

I say this because, when the Nizam's State Railway was integrated with the Central Railways, the NSR had certain schemes and had also certain surplus amounts with them. The Central Government had given clear undertakings to the NSR that all their commitments and promises would be fulfilled the moment the Central Government took over the NSR. One of the schemes—one of the very important schemes—under the ex-NSR was the line between Ramagundam and Nizamabad.

When some of my hon. friends from the other side criticised the Railway Ministry for concentrating more on the Northern Zone, I thought I need not join them and that I should not be very vehement in attacking the Railway Ministry or doing this thing. On a previous occasion the Railway Ministry has come with this plea to this House that they had to concentrate more in the north and in other places because some of the national industries like steel, fertiliser, etc. were coming up there and so it was necessary for the Central Government to provide all the necessary transport arrangements in those areas. When the same thing happens in some other part particularly in the central zone, I do not see any reason why the Railway Ministry should not advance the same argument and see that the hopes and promises which were given to the people are fulfilled. Now, Nizamabad is one of the very important and industrially developed districts of Andhra Pradesh.

Mr. Deputy-Speaker: I hope the hon. Members would have no objection if we push the non-official business by five minutes and allow the hon. Member to finish his speech.

Some Hon. Members: There is no objection, Sir.

Shri M. E. Krishna: That district has to depend upon Ramagundam for coal. Similarly the factory in Sirpur which is also in the public sector will have to depend on Nizamabad for its alcohol. When these arguments are given for laying new lines in various parts, I would definitely request the Railway Minister to see that he puts the same argument and fulfils the promises which the Central Government has given to the people of this area. Last evening I heard some Members criticising the Railway Minister personally and saying that most of the contracts which were previously enjoyed by the people of U.P. have now been transferred to people living in Bihar. In this connection, I would only like to tell this House that there is also feeling that the Railway Minister being a member of the Scheduled Castes community, he is encouraging these people to a greater length.....

Shri Braj Raj Singh: Nobody has said so..... *(Interruptions.)*

Mr. Deputy-Speaker: He is only anticipating.

Shri M. E. Krishna: At least there was a Member who said that because the Minister comes from Bihar he had given all the contracts to Bihar and the Deputy-Speaker was kind enough to order the expunction of that.

Shri Braj Raj Singh: Can the proceedings which have been ordered to be expunged by you be referred to here?

Mr. Deputy-Speaker: It cannot be referred to but that was not the portion that I ordered to be expunged. The Minister is here, and he can reply to that. I only ordered the expunction of certain other portion relating to certain officials who were not here to answer that.

Shri M. E. Krishna: I need not try to defend the Minister here. I will only request the Minister to see that he or his lieuts. give proper replies

so that the House will be convinced that this kind of a thing is not being done by the Minister.

I am happy that the Railway Board has appointed a special officer to look after the reservation quota of the Scheduled Castes in the Central Railways. He has done very well. Before coming to Delhi I went to Bombay and learnt from him that there was no arrears left. One thing is certain. Even this officer is unable to find sufficient number of candidates to fill the technical posts which are remaining unfilled in the railways. Therefore, I would certainly appeal to the Railway Ministry to see that something is done either to divert people who are recruited for clerks to take further training in the technical line and fill those vacancies which are still left unfilled because the railways even though they try to find out suitable candidates from the institutions were not able to get them in sufficient numbers. My friends from Bangalore will definitely join me in asking the Railway Ministry to see that the line from Secunderabad to Bangalore is converted from M. G. to B. G. because a person who has to go from Delhi to Bangalore will have to be in the train for a greater number of hours, in the most tedious and tiresome train, the G. T. Express. After that from Secunderabad to proceed to Bangalore, he will have to spend much more time. Since the two States, Andhra Pradesh and Mysore have come together, it should be taken up and the Ministry should see that this line is converted from M. G. to B. G.

Mr. Deputy-Speaker: Shri Rajendra Singh may just begin.

Shri Rajendra Singh (Chapra): Sir, yesterday I addressed you several times and today I have missed my meal and at long last I am grateful that I got this opportunity..... *(Interruptions.)*

Mr. Deputy-Speaker: That would be part of his speech and he can continue tomorrow.