

Mr. Speaker: The question is:

"That clauses 1 to 3, the Schedule, the Enacting Formula and the Title stand part of the Bill"

The motion was adopted
Clauses 1 to 3, the Schedule, the Enacting Formula and the Title were added to the Bill

Shri Morarji Desai: I beg to move

"That the Bill be passed"

Mr. Speaker. The question is

"That the Bill be passed"

The motion was adopted

12.14 hrs

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Speaker. The House will now take up the general discussion on the Railway Budget for which 15 hours have been allotted, excluding the time to be taken by Government to reply to the debate. I might state that according to the usual rule that we have followed, there will be a time limit of fifteen minutes for each individual Member and about twenty minutes to half-an-hour in the case of Leaders of Groups

Shri A. K. Gopalan (Kasergod)
Mr Speaker, Sir, the budget that has been presented before the Parliament reflects only the present not satisfactory condition of the railways and holds no promise for the future. As far as the passengers, the business community and the railwaymen are concerned, all of them are disappointed. Passengers are disappointed because there is no hope of reducing over-crowding in the near future and there is no guarantee also against accidents. The business community does not feel enthused because there is nothing to indicate that goods will be carried quicker and safer. On the other hand, there is a fear that a new

impediment on road transport will be placed in the name of eliminating competition

As far as the railwaymen—, million strong—are concerned, there is nothing except the promise of some elementary schools for their children and also, there is a threat of tightening up of the punitive measures against them. This is the first reaction as far as the budget is concerned

Regarding the progress of the railways in the second Plan period, let us examine the expenditure and the achievements. The allocation is Rs 1,121 5 crores. In the budget speech the hon Railway Minister has said

'As the House is aware, we have since been able to obtain a further loan of 85 million dollars from the World Bank. Besides, the Development Loan Fund authorities in USA have also agreed to two loans of 40 million and 35 million dollars. Apart from these loans, assistance has also been received under the Indo-American Technical Co-operation Programme and the Colombo Plan. A loan of 20 million dollars from USA and 8 million dollars from Japan have become available for the Orissa Iron Ore Project in which the Railways are interested jointly with the Port and Mining authorities."

This shows that besides the sum that is allotted the railways have consumed more than what is normally due to them in the form of foreign exchange in the plan allotments. If we look at the expenditure and also at the targets and the fulfilment of the targets, we find that the achievements are not satisfactory and the money spent is very much more than what it was to be

The target of the second Plan was to provide for an increase in the goods traffic of 4,20,00,000 tons over the assessed goods traffic of 120 million tons at the end of the first Plan; to

[Shri A. K. Gopalan]

provide 50 per cent increase in passenger traffic, 842 miles of new lines, renewal of 8,000 miles of existing track and doubling of 1,607 miles, conversion of 265 miles from metre gauge to broad gauge, electrification of 826 route miles and procurement of 2,364 locos, 11,575 coaches and 1,07,277 wagons. But what is the work done? New lines opened for traffic and under construction—698 miles, doubling open for traffic in progress—190 miles, locos—1,704, coaches 4,801 and wagons—67,673, and track renewal—4,416 miles. This shows that the implementation of the Plan was not satisfactory. I do not say that there has been no improvement at all, but what I want to say is that compared to the expenditure, the achievements are not satisfactory. What is the expenditure under the Plan? We have already spent Rs. 675.82 crores and this year we are going to spend Rs. 235 crores. For the next year 1960-61, Rs. 211 crores remain. That means we are unable to cope up with the traffic and general efficiency has not improved. This is my first criticism, so far as the progress of the Plan is concerned.

I also want to point out that in 1952-53 the capital was Rs. 860.55 crores. In 1957-58, as I have explained, it was Rs. 1,125.64 crores. So, compared to the capital and achievements in 1952-53 we can certainly say that we have not been able to cope up with the situation. Further, efficiency has also not improved. Though the capital investments have increased, the performance has not improved at all. How can we now say that the performance has improved? We can say that the performance has improved only when we have been able to improve the goods traffic, the passenger amenities and passenger earnings.

In the Report it has been shown that there is a fall in the goods traffic as also in the passenger earnings. But the expenditure remains the same

though the goods and passenger earnings have gone down. In 1957-58 the fall in goods traffic was to the extent of Rs. 4.62 crores. In 1958-59 it has gone down by Rs. 14.10 crores. The money spent in 1957-58 was Rs. 316.34 crores. In 1958-59 the comparative figure was Rs. 320.21 crores. This shows that the expenditure has increased when there is a fall in the goods traffic.

What is the reason for the fall in the goods traffic? The Railway Minister has given two reasons. His two reasons for the fall in traffic and passenger earnings are: the poor purchasing power of the people due to increase in prices and the unhealthy competition of the road transport in certain lines where the wagons are practically empty. As far as passenger earnings are concerned, it is not correct to say that the travel habit of the people has not increased. The travel habit of the people has increased, because we know that the buses are now over-crowded. Of course, I quite agree that the prices have gone up and the purchasing power of the people have gone down. That factor is there. But, certainly, the fall in earnings is not due to the decrease in the habit of travel by the people. Whatever the earnings of the people may be, the travel habit has increased. So, the fall in passenger earnings is not because of the decrease in travel habit by the people but because of other reasons. Because of other difficulties the people do not take to railway transport but take to road transport.

There are two kinds of travellers—long distance travellers and short distance travellers. For short distance travel why should the passengers go to the railway, when they know that the trains are always late? When they have to go to a place immediately, say within half an hour, and if the train is late by two hours, can you expect them to wait at the station for hours together? On the other hand, the road transport is much more

regular and speedier too. So, as far as short distance travel is concerned, people are taking to road transport and not to rail transport. Also, the amenities are more there. I will come to amenities later on.

As far as long distance travel is concerned, the fare is more and so it is only people who can afford that that take to railways. These are the two reasons why there is a fall in passenger earnings. Lack of amenities is also a contributory factor.

Regarding fall in goods traffic the reason given is not at all satisfactory. Certainly, there is competition in the carriage of goods. But the competition is not about the goods that are now taken by the road transport which should have been taken by the railways. The main reason is that industrial production has increased. If in 1951-52 it was 100, now it is 140. When the production has increased, naturally the goods traffic has also increased. So, there are more goods to be carried now than in 1951-52.

Then what is the reason for the decrease in goods traffic? There are some very important reasons. One is the speed of the train. In this connection, I will give some figures. In 1951-52 in broad gauge the miles per hour was 10.7. In 1957-58 it was 9.68. In metre-gauge whereas in 1951-52 the miles per hour was 9.22 today it is 8.23. Then, the coal consumption has gone up. Whereas in 1951-52 it was 8.50 in broad-gauge now it is 10.64. In the metre-gauge also, whereas it was 2.33 in 1951-52 it is 3.05 in 1957-58. Then, the claims for compensation in 1951-52 was Rs. 2.91 crores. In 1957-58 it was Rs. 3.27 crores. So, we have lost about Rs. 1 crore. Not only that, it shows that more claims of compensation have to be paid.

When the businessmen find that not only there is delay, not only there is pilferage, not only there is waste, but there is also loss and they have to go and ask for compensation for the loss

of goods in transit, they know that it is not worthwhile to take to rail transport and so they have recourse to road transport.

Then, another most important reason is that there is no planned utilisation of capacity. Wherever wagons are necessary, we are not able to get them. In another place wagons are lying idle. They say there is priority. But so far as food and other things are concerned, the priority is not there. Andhra is a surplus State and there are many places in Andhra from where food can be exported. But for that they want wagons and they are not able to get them. Why can't we provide wagons to those areas so that food may be exported from Andhra? The Railway Minister says that wagons are being sent, but they have not reached these areas. When the people there cannot get a wagon within a week they will naturally have recourse to road transport. They will engage a lorry which can carry rice to Kerala within two days. So, my submission is that there should be priorities in the allocation of wagons. Vegetables, rice, perishables and other things must be given priority.

I will then give another experience of mine in Kerala. In one place there in Kerala there was a good catch of fish. But there was no arrangement by the Railways by which they could be sent to other places. Now, wagons are necessary and refrigerators are necessary if they are to be sent outside. If only the railways had made facilities available there, I am sure they could have taken advantage of the biggest fish catch in Kerala this year. But the Railways did not do it. Then, at Anakapalli jaggery is made. But there are no wagons to carry it.

In my opinion, some changes must be made in the priority rules in the matter of wagons. Whenever there is any surplus of rice or other necessities or perishables, special arrangements must be made by the railways to carry them immediately to other parts of the country. When

[Shri A. K. Gopalan]

the merchants are trying for wagons for despatch of rice, the Railways say: wagons are not available. When they want to despatch fish or jaggery, the same reply is given: wagons are not available.

Now there are certain agricultural products which are perishable. Take oranges from Andhra. They cannot wait till they get their priority 7 or 8 days afterwards, because by that time the whole thing will perish. So, for such articles special arrangements must be made to transport them the very same day.

These are some of the reasons why the goods traffic of the railways has dwindled. Then, as speed is becoming less in the railways the merchants take to road transport. It is true that the road transport is taking some goods. But is there no scope for both road transport and rail transport to go hand in hand? After all, the production is increasing and there is necessity for carrying more goods.

So, what I am saying is that it is not correct to say that because of competition by road transport the earnings of railways have gone down. There is enough goods for both railways and road transport. The only thing is that there must be co-ordination. There is no point in attacking road transport or trying to eliminate it. It has also to be improved. The difficulty today is that on the railways there is delay, pilferage, waste as also loss, as can be seen from the increase in the compensation claims. It is not as if the merchants do not like rail transport and so they take to road transport. They take whichever is convenient to them. It is easier to them. There the freight is less. As far as road transport is concerned, it has improved and that is the reason why there was a fall as far as goods traffic was concerned.

Now, I come to the question of economy drive. The Government has gone in for economy drive. What is

the principle followed in the economy drive? It is work-load, overload of work, retrenchment, not filling up posts that have fallen vacant, reversions and increasing casual labour and workers on daily wages. As far as the top is concerned, according to the figures given to us, 400 more people are appointed in the top posts. There is a top-heavy administration. As far as the lower ranks are concerned, they are retrenched. As far as the casual labour or workers are concerned, they are paid only Rs. ½ and Rs. ¼. What is done is this. I have got a report from Kancharapara saying that so many people have been retrenched there and that the casual labourers will be dismissed after two or three months. The fate of the casual labour has been the worst in the economy drive. In spite of ten or twelve years work to their credit they remain casual employees. After three months, there is a break in service of two or three days. There is no priority in the recruitment of permanent staff. They are treated as non-railwaymen. That is as far as casual workers are concerned. After five months they are dismissed because after six months they have to be made temporary and they do not want to make them even temporary employees. They are treated as casual labour. After five, three or two months they are retrenched and are again taken in. That is the position of the casual labour. They are evading payment at CPC scales. So, casual labour is increasing and reversions are also there. Where there are ten persons working, two or three persons are sent away and the remaining seven or eight persons are asked to do the work of ten people, that is, when the reversions come. There is work-load also.

As far as the economy drive is concerned there is another aspect also but I will be able to say something about that when I come to the

situation of labour welfare. I want only to point out that the economy drive is: Do not make casual labour temporary at any time. Remove it. Then, also at the lower level certain employees are retrenched. So, instead the economy drive first must be either in the Railways or in any other department, to see that there is no wastage

As far as wastage is concerned, I will quote the Public Accounts Committee Report for 1957-58 (Fortieth Report) Para 12 mentioned supply of defective springs. What is the loss? It is Rs. 4.74 lakhs. Para 18 says about purchase of defective axle boxes by the Eastern Railway. What is the loss? It is Rs 1,23,000 The case of manufacture of boilers and locomotives by TELCO we have already discussed here and we know the loss. Not only that I know two or three instances

In Kerala near Cheruvathur there is a bridge. The railway bridge was constructed. Then the engineer came examined it and said that the cement was very bad and so the bridge would not be safe. So, it was demolished. Again there is new construction. First, it is constructed and then it is demolished. Then there is another construction. I do not know whether any other expert engineer will come and say that it is bad and again it will be demolished.

In Cannanore, the railway shed was built and afterwards it was found out that it was not useful and it must be removed. These are not one or two solitary instances. The other day I went to Allahabad. The people at the station themselves said that when these buildings are very good why should there be another building. They are in the process of demolishing a very big building there. Some one or two people died also in the demolishing process. Another building is under construction and the demolition of the old building is

in progress. When people see this, they say as to why it is being demolished.

Acharya Kripalani (Sitamarhi): It may be providing employment.

Shri A. K. Gopalan: So, as far as wastage is concerned, there is a lot of wastage. What the economy drive should be, the Enquiry Committee on Corruption in Railways have definitely said that. What they have said is that economy drive must be that there should be no wastage. If wastage is not there and corruption is eliminated, there is no reason why there should be such an economy drive where casual labour and others who have worked for ten to twelve years are dismissed. You pay the daily workers only Rs 1/4 or Rs 1/5 per day, send them for one or two days and then again take them back.

Now I come to the question of passenger amenities. As far as passenger amenities are concerned, here is the Report of the Estimates Committee which has said as to what are the basic amenities that they have given to the passengers. There was a letter dated the 30th August, 1952, in which the Railway Board had laid down the following minimum passenger amenities to be provided in future at all stations irrespective of their status:

- Waiting Hall,
- Benches,
- Suitable arrangements for lighting, waiting hall and booking office;
- Drinking water supply.
- Improved type latrines;
- Pucca platform surface,
- Proper booking arrangements;
- Planting of shady trees

There are the basic amenities and the Railway Board has said that irrespective of their status these must be there in every station. This letter of the Railway Board was written in August, 1952. We know

[Shri A. K. Gopalan]

how many years have passed since. At the more important stations, there are additional amenities. As they are for important stations, I do not take them. But as far as all stations are concerned, I want to know whether after six years these basic amenities are there—I do not say almost all the stations—I want to know whether even at 50 per cent of the stations these basic amenities are there. They are not there. Here it says about improved type latrines. I do not mean the improved type of latrines. There should be latrines in a station even if it is not improved. There are stations where there are no latrines. Improvement comes only after having a latrine.

As far as drinking water is concerned, in their report the Estimates Committee have definitely said that it is the first thing as far as passenger amenities are concerned. It is not only the amenities for passengers but some other things also are taken. Suppose, Rs. 1 crore are allowed for passenger amenities. What are all the things that come under passenger amenities? They are—conversion of metre gauge into broad gauge, fire-fighting equipment at stations and sheds, provision of flag stations and conversion of halts into flag stations. All these are passenger amenities? Then, purchasing a machine also can be said to be a passenger amenity. Why not do that also? That is also for passengers. Passenger amenities are not converting halts into flag stations, purchasing fire-fighting equipment and conversion of metre gauge into broad gauge. If these are included in passenger amenities then certainly there will be no money left for latrines, drinking water and other things. Some of the major items of expenditure on station buildings are provided for under these. The Estimates Committee has definitely said:

“The Committee strongly feel that the types of expenditure and works referred to above

should not have been charged to the allotment of Rs. 3 crores intended for ‘Passengers and other Railway Users Amenities’. They are unable to believe that it was the intention of either the Convention Committees of 1949 or that of 1954 that the small sum of Rs. 3 crores should be diverted to the expenditure on big station buildings or on conversion of one type of station to another or on conversion of narrow-gauge line into metre gauge or broad gauge lines. They are left unconvinced by the argument put forward by the Railway Board during discussion that these works, being non-remunerative and therefore having no financial justification are Passenger Amenities and should be treated in accounts as such.”

I do not know whether, after this Estimates Committee's recommendation, even today these items are also included as far as the money that is allotted for passenger amenities is concerned.

So, as far as passenger amenities are concerned, we know that in a place where summer is very severe there is no platform covering and where there is rain for six months in a year—in the South in Kerala there are many places—there is no platform covering. Something can be done to avoid the severe sun, but as far the rains are concerned, specially when there is severe rain, when there is no covering over the platform, I do not know what can be done. For platform covering, drinking water supply and other amenities much has been said. The Railway Board themselves said that within the next five or six years they would do it. But as far as basic amenities are concerned even today at 50 per cent of the stations this has not been done.

The next important point is that for improving the efficiency and the production of the Railway, the most important thing is industrial relations

and labour welfare. About the industrial relations and labour welfare, I want to point out to you the 16th Labour Conference. There is a code of discipline. The 16th and the 15th Labour Conferences held in New Delhi in June and in Naini Tal respectively formulated certain general principles in order to ensure discipline in industry. It is not only in the private industry, but it is also in the public sector. Sometime back, some six months back, the Railway Minister said that as far as the code of discipline is concerned it does not concern the Railways. When you ask the private industrialists to see that *the code of discipline is implemented* as far as the management and the workers are concerned, I do not know why in the Railways this code of discipline is not there. I do not know whether they have thought about it afterwards. Certain things are given there where managements and unions agree, where managements agree and where unions agree. Therein it is said that the management agree not to increase workloads unless agreed upon or settled otherwise. That is to say, as far as work-load is concerned there must be a discussion and there must be an agreement between the employers and the employees; then only it can be increased. Again, it is said there:

“not to support or encourage any unfair labour practice such as (a) interference with the right of employees to enroll or continue as union members, (b) discrimination, restraint or coercion against any employee because of recognised activity of trade unions and (c) victimisation of any employee and abuse of authority in any form.”

This is very important, because it has been said that there must be some principle about recognition of unions in the Railways. Even today the Integral Coach Factory Union and the Chittaranjan Locomotive Works Union are not recognised. They

are also affiliated to one or other Federation of Railwaymen. Not only that. As far as the Integral Coach Factory is concerned it is reported that on each engine they save Rs. 2 lakhs. Their capacity was 10. They have turned out 14 and they can turn out 14 if raw materials are made available in time. Therefore, the total saving will be to the tune of Rs. 28 lakhs. Why it is that these unions are not recognised?

As far as recognition of unions is concerned, in his speech the Minister said that he is trying for recognition of unions. That is another matter. Before that—whether Government recognises or not—in order that there may be better relations between employers and employees, in order that there may be better understanding between them, why not consider having joint production committees and also elected works committees?

Coming to the present situation in the Railways, there are reports from Kharagpur that so many things are being lost. Stealing is going on in the wagons. It is said that so many things are being taken out from the Kharagpur workshop. These things must be looked into. Therefore, why not have joint production committees and also elected works committees? What is the harm?

Then I come to labour relations. What is happening in the Railways today? I have got many cases here. Under rule 148 of the Establishment Code about 20 persons have been dismissed in the south, and about 40 or 50 people in the north. It is not a question of one or two people being dismissed. Many people have been dismissed under this rule. Look at the way in which they have been dismissed. I know of a case in the south where a man was suspended for about two years, he was given half pay, again reinstated and dismissed after giving him notice under rule 148 on the next day. What was the necessity of reinstating him if there was any case against him? If there was a case they could have

[Shri A K Gopalan]

straightway filed a case against him. There is another case of one Shri B N Dasgupta. He was transferred to some place. He went there and joined his duties but the next day he was given an order under rule 148 and dismissed. There are reports that some men of the Railway Protection Force are used for spying railway workers and make reports to the police. It is on the basis of reports received from the police that these people are driven out. As far as the Code of discipline is concerned, there is a definite rule

"to distinguish between actions justifying immediate discharge and those where discharge must be preceded by a warning, reprimand, suspension or some other form of disciplinary action and to arrange that all such disciplinary action should be subject to an appeal through normal grievance procedure,"

I can understand disciplinary action being taken. I can also understand that where there is lack of efficiency certainly there must be some punishment. If the ground is lack of efficiency, this is not the way to do it. He must be a man who had been working for 10 or 15 years. One fine morning he is given an envelope containing a note saying that his services are not required and he is given a month's salary. He does not know what it is for. If there are some charges against him you can ask him to answer them. Then you can punish him saying that he is inefficient. You do not do that. When rule 149 is used on a large scale and people are dismissed the workers do not know what will happen to them the next day, what reports will be made against them. It is victimisation and nothing else. It is not a case of punishment. I can understand a punishment being given, but I cannot understand a man who has put in years of service being dismissed even without his being charge-sheeted. He is not even told for

what reason his services are being dispensed with. Even if he is told that he is not given a chance to answer the charges and prove his innocence. This is the way in which they are dismissed from service.

As far as industrial relations are concerned the most important thing is that there must be confidence and understanding. It is only with mutual understanding and co-operation that progress can be made. Give the whole responsibility to the workers. Let there be joint production committees and elected works committees. Give the responsibility to them and then ask them to do whatever you want. If that is done, Sir, there will be no wastage. With the help of workers wastage and corruption can be eliminated. There is no use of having such economy drives, there is no need to retrench or drive out workers. You can get everything done by mutual co-operation and understanding.

I now come to the question of provision of quarters and other welfare measures. Even though some money was spent in the First Plan period, there were some lapses. There are about two lakh essential staff for whom no quarters have been provided. Only one-third of the total number of workers have been provided with quarters.

There are cases where rest houses are not provided for ticket examiners. There is the case of a ticket examiner who was prosecuted for taking bath in a tap at the station. He was prosecuted for causing public nuisance. There was no rest house where he could take his bath. A ticket examiner has to move with the passengers and he must be clean. He took his bath under the tap at the station because he had no other place and he wanted to return to his work after six hours. He was prosecuted by the police saying that he caused public nuisance.

There are the people who have to check ticketless travel. Regarding ticketless travel, Sir, I only want to invite the attention of the hon Minister to a memorial submitted by the travelling ticket examiners of Southern Railways. They have cited certain instances there. It is said that an Inspector General of Police refused to let a passenger in the air conditioned compartment in which there was accommodation. You know what the result of the ticket examiner's complaint will be. It would have gone against him and not against the Inspector General. There are so many cases like that. I would only draw the attention of the Minister to the memorial submitted by the travelling ticket examiners of Southern Railway where they say how the ticket examiners are taken to task for doing their duty. It is said that a ticket examiner was asked to get down from a second class compartment. Recently I pointed out and wrote to the Deputy Minister about a case where the tram was detained because a ticket examiner objected to an officer travelling in first class with a lady holding a second class ticket. After I pointed this out to the Deputy Minister, there are now three charges made against him. After I complained, three more charges have come against him. There are the old charges. When I put the complaint before the Deputy Minister, three more charges have come against him on some other things, that he did this, that he did that. There were these charges before? Why were these charges not communicated to him? If ticketless travel is to end, the ticket examiners should be encouraged. They must be given all facilities, whether Collector or officer or whatever it is. As regards police officers, it is said in the memo that police officers travel without tickets. They are police officers. In buses as well as Railway transport, that is done. Even if he has a ticket for third class, he goes to the first class. Suppose a ticket examiner catches him. The other day a ticket examiner was

caught by a police inspector on some charge of nuisance for taking bath. As far as ticketless travel is concerned, make the ticket examiner bold enough to come on anybody who goes without ticket, or who with a second class ticket goes in the first class. You must prosecute him. If any authority is charged he goes to the Railway Board or other officer and some charges come against him.

As I have pointed out, there should be amenities to the staff. Unless you give them houses and unless certain minimum facilities are there, things cannot be improved. As far as railway accidents are concerned, I do not want to go into them. I shall only refer to the figures to show that in 1951-52, they were 38 and in 1957-58, they were 77. As far as deaths are concerned they were 219 and they have increased to 504. I say long hours of work should not be enforced on them. Lack of maintenance of railway track and lack of supply of stores are the reasons. If accidents are to be stopped, these things have to be improved.

Passenger amenities, I have already referred to. I want only to point out one thing. In the National Users Consultative Council which was formed in the First Parliament, none from our group was there. We pointed this out to the Railway Minister. He took it up. Even now, none from our group is taken in the National Users Consultative Council. I do not know why it has been done. What are the reasons? Even today, we do not know. In the National Users Consultative Council, other parties are taken. We are omitted there. I am asking the Railway Minister if there is any special reason for it. He may be able to just say that.

There is another danger coming also. I want to point it out. The Ganga Bridge is nearing completion.

Mr. Speaker: The hon Member must leave something to other Members of his Party

Shri A. K. Gopalan: There are others who have got more things

The Minister of Railways (Shri Jagjivan Ram). The names of Members of the Lok Sabha and Rajya Sabha for the National Users Consultative Committee were given to me by the Minister of Parliamentary Affairs

Shri A. K. Gopalan. It is the Minister of Parliamentary Affairs that has chucked us out We understand it now I am thankful to you

The Mokamch bridge is nearing completion The construction was over 1 year before There are 20,000 workers Two lakh workmen are there in various bridges When a bridge is completed, there is the question of providing jobs for these people in the new constructions and the method to be adopted for that I only wanted to point out this thing

As far as efficiency of the Railways is concerned, as far as increase in production is concerned, there should be a change in the present policy of the Railway Ministry in dealing with the workers and victimising them and also using Rule 148 No employee knows what will happen to him He is not interested in his work For no fault, not understanding his fault, he is dismissed There should be an elected Works Committee and Joint Production Committee, there should be stricter co-operation and confidence and understanding between the Ministry and the employees and there should be recognition of as many unions as are necessary and they should be given an opportunity to discuss for planning and for improving production and improving efficiency so that there may be no loss in goods traffic as well as passenger earnings Also all amenities must be there The passengers must be satisfied that there are all amenities and

they can travel in the trains in comfort Not only is there over-crowding, there is so much of risk Unless this is done, the rosy picture that has been painted by the Railway Minister saying that goods traffic will improve, and amenities will be there, will not be a reality The reality today is, the people are dissatisfied, the business community is dissatisfied, the railwaymen are dissatisfied It is only the Minister and the Railway Board that are satisfied I want the Minister to consider all these things

Shri Asoka Mehta (Muzaffarpur) Mr Speaker the Railway Minister after he had presented his budget characterised it as a pedestrian budget when I had an opportunity to talk to him about it In echoing this expression of the Prime Minister, I thought he was trying to say that the budget is something that needs to be welcomed It has on the whole, received a good reception in the country, in the general press as well as in specialised economic journals

There are a number of things for which the Minister deserves our congratulations for the way in which he has carried on the work of the administration in the last year But, I deplore the note of smugness in his speech and I wish he had the time or he will find the time for a deeper probe and a fuller analysis In the limited time at my disposal, I can only offer marginal comments and I hope and trust that the Minister will try to view them as an effort at this kind of a fuller analysis

One of the things for which I would like to put my appreciation on record is the way in which indigenous production has been developed for rolling stock It is a matter of satisfaction to us that increasingly we are becoming self-sufficient as far as our requirements of railway rolling stock is concerned But, I feel that our workshops are being neglected My colleague Shri Goray is going to devote more time to the working of work-

shops. I shall not go into it at this stage. But, I find that in the three years of the Second Plan, we have spent only Rs 24 crores out of Rs 65 crores that have been allotted for workshops. This is very slow progress. There are many things that one can say about the workshops. About the delay in equipping the workshops, the Estimates Committee has drawn attention some years ago to the heavy load that the workshops will have to carry in the years to come. I am surprised that while considerable progress has been made in other directions, we are not able to equip and modernise so as to utilise the workshops that we have.

The Railway Budget, briefly but significantly focusses attention on our economic conditions. In the Report on Indian Railways as well as in the handier volume, Indian Railways, a couple of pages have been devoted to an overall review of economic conditions. Going through the report one finds that passenger traffic had registered a big jump in 1956-57. The increase was by Rs 8 crores. And then, stagnation has set in. I realise that with our conditions of overcrowding, nothing is to be gained by having more increased passenger traffic. But, this is an indication that something is going wrong. There was a big jump, the jump has petered out not because people are frightened about overcrowding, but because they do not seem to have the wherewithal to travel. The same is the case with goods traffic. The acceleration had slowed down. In the first three years of the Plan, the increase in goods traffic works out to 20 per cent. The assumption on which we have been operating is that over the Plan period, goods traffic will increase by 50 per cent. It has not increased. These are matters for which the Railway Minister is not responsible. But, my contention is that this stagnation that has set in our economic life has made it possible for the Railways to show a good record. This record should not be judged independently but should be judged in conjunction with

the economic stagnation which we, I hope, are determined to break. Therefore, any kind of smugness on the part of the Railway Ministry—may be the Ministry or the Administration—may have adverse repercussions in the years to come. When I analyse the condition in different zones I find that between 1954-55 and 1958-59 in the areas which are covered by the Western Railway and the Northern Railway goods traffic earnings have increased by 76 per cent, while in the Eastern Railway they have increased only by 19 per cent. Again, this has nothing to do with the Railway Ministry, but here we see that there are certain parts of our country which are stagnating. As against the all-India average of 52 per cent, there are certain parts where goods traffic is picking up very fast. It means economic activities are moving on. As against that there are other parts of the country where there is a serious stagnation. A 19 per cent increase in four years is something which ought to make us sit up and take notice. I personally feel that now that the Railway Minister has started analysing the economic conditions a little greater attention may be given in future reports and a somewhat fuller analysis might be offered from the point of view of the Railways so that we may be able to judge the performance of the Railways also in the context of the general economic situation as viewed by the railways.

13 hrs

The next point I would like to take up is that of operational efficiency. There is no doubt that various indices suggest that the operational efficiency has improved at least in certain directions. The difficulty is that we have no fixed criteria by which we can judge operational efficiency. The Estimates Committee had listed 16 criteria when it discussed this question of operational efficiency. I would very much like the Ministry to give us a definite list of criteria. After all, they have the technical know-how, and these

[Shri Asoka Mehta]

criteria should be there from year to year, and the information should be given to us. What happens is that wherever improvements are there, those improvements are high-lighted in the speech of the Railway Minister. I am sure the Railway Minister is not interested merely in drawing a glowing picture. He is interested in this House knowing, if not from his speech at least through the very valuable reports that he makes available to us, as to what is the real condition. It should not be necessary for us to go here and there, probe into this report and that report in order to discover what the present state of operational efficiency is. There should be a fixed set of criteria, and we should know what kind of weight is being assigned to each criterion, so that we are able to judge the over-all position.

I find it frankly very difficult to judge what the over-all position is because, firstly, full information is not available. Sometimes, as I said, you have to turn somewhere else. I had to look into another report to find out that the engine hours have increased more rapidly than the train miles and this factor has adversely affected coal consumption. Engine hours have increased by 20.2 per cent, while train miles have increased by 13.2 per cent, and the result has been that coal consumption has gone up.

These are things which have got to be brought together and an over-all picture given, and the Railway Ministry's assessment given as to what is the position. Otherwise, there is a feeling that the Railway Minister is merely trying to give a glowing picture, trying to get a few bouquets. I do not think the Railway Minister who is a very senior Minister need seek bouquets, because we are not here interesting in throwing brickbats at him. Both sides of the House, I am sure, are profoundly interested in judging and assessing the efficiency of our Railway administration and seeing what can be done to improve things, and I believe the report should be so

drawn up as would make it possible for us to reach any kind of significant conclusions.

There is no doubt that there has been a certain amount of improvement in operational efficiency, but as against that it must be remembered that we have invested Rs. 675 crores since 1955-56. The question again has to be asked whether the improvement in efficiency is commensurate with the investments that we have made. Now again, fairness demands that I should straightway concede that the Railways have been starved in the past, and for a long time even the necessary reforms, the necessary reconstruction was neglected, and a considerable portion of the amount that has been spent was needed for what the administration calls rehabilitation and reconstruction. It may not be possible to achieve the expansion that we need in the amount that we have spent. The much smaller railway system of the U.K. had to spend £600 million, i.e., nearly Rs. 800 crores, in order to maintain its equipment. So, I am fully aware of the difficulties and handicaps under which we are operating.

Even then, I feel that it is necessary that this kind of balancing is made to know how much of rehabilitation still remains to be done, how much of expansion is taking place and to what extent operational efficiency is being adversely affected, if at all, because we have not completed our task of rehabilitation. It is true that still 30 per cent of our engines are over-aged, 35 per cent of our coaching stock is over-aged. These difficulties are there, they are obvious, but looking at the developments that have taken place—again I do not know what base year to take—if I take 1939 as the base year I find that our capital-at-charge has increased by 50 per cent, but if we take the partition year as the base year, then the capital has increased by 70 per cent; labour has increased by 73 per cent; passenger traffic by 180 per cent; passenger

miles by 140 per cent, showing that the average distance that people travel is becoming shorter and shorter, goods traffic by 71 per cent, and ton miles by 100 per cent. It is necessary to work out—maybe, the administration has done it, but I cannot find it anywhere in the reports that are given to us—what precisely is the capital-output ratio in railways. This is a very important factor not only today, during the period of rehabilitation and reconstruction, but also for tomorrow when expansion will become important, because in other countries of the world there have been periods when railways have been over-utilised and there have been periods when they have been under-utilised. It has been very rarely that there is perfect synchronisation, and as one who is interested in the macro economic assessment of our developing country, I would very much like to know in what way the railway administration looks at these problems.

The most productive period in railway construction and development in the USA was between 1897 and 1907. There the ratio was 2.48. In the Soviet Union there were two periods, one of over-utilisation and the other of somewhat optimum use. During the period of over-utilisation, 1928—32, the ratio was 1.06 per cent, while in 1936—39 it was 2.04. It is impossible for me, on the very meagre data that is available, to work out our capital-output ratio, but I think the Railway Ministry would gain by making a mistake if it did not apply its mind to it now and take the country into confidence. These are matters on which vague, general aspirations and soporific talk are not going to help. I believe that this ratio is likely to rise, and if the Railway Ministry hopes in the Third Plan, in the Fourth Plan, to have its legitimate share of allocation, it has got to prepare the country from now on, it has got to go much deeper into the economics of transport than it has cared to do so far. The kind of reports

that are given, as I said, are useful up to a point, but they are not what is needed in the context of planned economy on which we have embarked. If the Railway Minister does not get what it wants in future, I say the Railway Minister would be mainly responsible for, he will pardon my saying so, the lackadaisical manner in which he has handled this particular aspect so far. I hope he will not misunderstand me because I have already paid him tribute where I thought he has earned it.

There is no doubt that the performance shows certain improvement, but in the light of the performances in other countries, it is still very poor. If we look at the daily mileage of freight locomotives and wagons, we are where both United States of America and Russia were in 1926—30, I bring in these two countries for comparison, because the conditions there are somewhat comparable to those of ours, the railway systems in the Western European countries are on an entirely different basis. In India, for broad gauge, the figure is 80, that is, engine-miles per day, and the wagon-miles per wagon-day is 47.3. In the United States of America, in 1926—30 it was 87.9 and the wagon-miles per day was 48.2, in Russia, in 1926, it was 86.4 and 51 respectively. We are at that stage today. Today, in both these countries we find that the figures have increased, the engine-miles per day are 147 in the USA and 179 in the USSR.

13:11 hrs

[MR DEPUTY-SPEAKER in the Chair]

That is, economically speaking, I do not think we are in the 1926—30 period, we are definitely in a better position than the Soviet Union in 1926—28. Perhaps, we are not full steam ahead as far as the 1928—30 period is concerned. But the Third Plan is going to create a situation similar to an upsurge, I hope, and I would be working for it to the

[Shri Asoka Mehta]

measure of my strength to see that we have a fairly sharp acceleration in our economic efforts, that acceleration would demand a new type of performance from the railways, but I do not think our railway system is being geared up to it. Between 1957-58 and 1958-59 the revenue of the railways increased by Rs 14 60 crores, while the expenditure increased by 10 04 crores. In this year, the increase in freight charge resulted in an increase of income to the tune of Rs 5 crores, which means that we have eaten into part of the increased income that we got out of the increased freight charges.

While it is true that the railways will need higher allocations in future, it must be realised that if we look at the country's economy as a whole, the public sector has to increase its margin of profit. In an economy where the public sector is expanding, a considerable proportion of the savings has got to come from the profits that are made by public enterprises.

An Hon. Member: On foodgrains also

Shri Asoka Mehta: Yes, including on foodgrains. When that question comes up, I shall try and explain my position on that also. You cannot have development without tears.

Acharya Kripalani: As if there are not enough tears now.

Shri Asoka Mehta: I am afraid so, there are not. There is no possibility of standing still. You either buckle up and move forward or the forces of the events will push you into the mire of stagnation, where not only there will be tears but blood will be exacted of you.

Therefore, as I was trying to point out, unless the railways which are the biggest enterprise in the public sector, are in a position to increase their margin of profit, I do not think

we shall be able to find the internal resources that are needed for development. To view anything in an isolation, it would be very easy for me to get up and say there should be more amenities, better wages, this advantage and that advantage and so on, it would be a very popular speech, but I am not interested in any kind of popularity. I am looking at the dangers and the difficulties that are there below the horizon, they are going to come up the horizon, and I would like to continue the role I have played, of a Cassandra keeping on warning people of the dangers and the shoals that are ahead, so that we may not have to face a shipwreck, so that we may be forewarned and, therefore, forearmed. Here, again, I feel that the Railway Ministry likes to move in smooth and favourable currents and is not willing to prepare itself for the difficulties that are at the corner.

I shall not go as far as the Estimates Committee has gone when it said that the time and energy spent on the railways in compiling the statistics was largely wasted. But I have a considerable amount of sympathy with what the committee has stated, and it is surprising that in spite of the very serious criticism that the Estimates Committee had to offer and the various detailed suggestions that it had made, so far, no response has come from the Railway Ministry.

For instance, what has been done about the Thirty-First Report of the Estimates Committee? The Estimates Committee rightly pointed out that if there was any justification for a performance budget as against the kind of budget that is put forward here, namely a purely financial budget, that was in the railways. It is now more than probably three years since this particular report was made available to the Minister. I hope that at least the Minister would enlighten us now as to what is coming in the way. The

Estimates Committee had said that probably a lot of these statistics were being collected by the Railway Administration. If they are being collected, why are they not being made available to us in a manner where it may be possible for us to assess the performance and offer our criticism not in the wide general terms in which we tend to do but in a specific manner whereby the railways may be benefited as well as the country may have the advantage? Then again, many people had argued when we were discussing the nationalisation of insurance, that there should be more than one corporation, so that comparative data would be available and there would be some kind of competition. Here while we have so many different zonal systems—we have as many as seven or eight zones of the railways in India—the information available is very sketchy. It is very difficult to find out anything, only in the Estimates Committee's report was I able to find out how the operational efficiency in different matters varies from railway to railway. They have asked in their report why these differences are there, only they echo the answers. This kind of information is necessary. All that we get is about broad gauge and metre gauge and nothing beyond that. There are these different zones, in certain places there are certain advantages and in certain others, there are disadvantages. Why is it that the progress is faster in some zones and slower in some zones? There is no reason given anywhere.

Take for instance the question of claims. In 1939 the claims have increased eightfold but the amount of money which is paid for these claims has increased a hundredfold, and the increase is very much more in the North-Eastern Railway. There must be some reason why these things are happening. There must be some explanation for this. We are merely told that these things are happening, but the advantage of having so many different railways, though under the

overall control of the Railway Board and the Railway Minister, is that we have some kind of a comparison to go on, whereby we can find out why certain places are becoming slack, why there is slack somewhere, how the slack can be removed, what difficulties arise when these slacks are removed, and so on. Though this information is not given to us, I hope that at least the Railway Minister goes through it, and the Railway Board is aware of it and they are also not satisfied with the 'Max Factored' picture that is being presented to us for our benefit.

There is a Spanish proverb which says that there is a constant quarrel between beauty and chastity. I am not competent to say anything on that but I believe there is a constant quarrel between speed and flow. One of the difficulties that any Railway Administration faces is that when it gains in speed, it loses in flow, and vice versa. Here again, there is very inadequate information. I shall not take the time of the House by going into the details of it, but I am sure the Railway Minister and his technical staff are very well aware of the enormous amount of material that needs to be collected—I do not know whether it is being collected—to be processed, to be analysed, to be studied in order to see how far this problem is being tackled. We hardly get any information in these reports on this crucial question.

The next crucial question on which there is no information is the rates of growth in the value of production with the rates of growth in the freight traffic. This varies for different industries and for different sectors. For iron and steel, the general situation seems to be, in comparable countries, that there is a curve concave upwards. When it comes to foodgrains, the position is very different, there has been a margin of error, plus or minus of 30 per cent or more. It is not possible to have any kind of exact relationship between food production and

[Shri Asoka Mehta]

food transport. That has been the experience of other countries. How are we drawing our graph for the future?

There are some who have argued—I believe the Estimates Committee has argued or it may be that someone has said it in the Rajya Sabha and I am mixing up in my mind—that in future there will be less and less of food transport. But these are again problems on which ultimately the Planning Commission will have to be convinced; and it is not merely convincing the Planning Commission, but of convincing this House and the country. And it is on these matters that I suggest that from time to time reports need to be produced, if the Railway Ministry hopes to carry conviction. It is a competitive economy that we have, even a planned economy is competitive economy. Different sectors claim limited resources. If this particular sector wants to have what it considers to be its legitimate share, it has got to exercise its pressure, not pressure by any kind of undesirable methods but the only legitimate pressure in a planned economy we are entitled to exercise, that of logical arguments, presentation of facts and analyses carrying conviction to the reason of people concerned. There I find there is room for a lot of improvement.

The next question—as I said, my speech is more in the nature of marginal comments—is that of training. Now, it has been pointed out in the report that there is shortage of trained people. The Railway Administration is finding it very difficult to recruit trained people indeed. That, of course, is a larger question. That is for the country to see and I hope the Railway Minister will bring up this matter with his other colleagues.

I was recently in Indonesia. I was happily surprised to find the Education Minister telling me that the Education Ministry has set up a committee of top-level officials of the

Education Ministry, the Ministry of Commerce and Industry, the Ministry of Agriculture and the Ministry of Planning in order to see that there is maximum co-ordination in the growth curves of industry and agriculture and in those of education. I suggest that the Railway Ministry has to do something in this direction. But that is by the way.

The Class IV Staff Promotion Committee in their report have revealed a sad state of affairs. 1½ lakh railway employees are illiterate. We are talking about promotions to people. When that particular Committee was appointed, I think the Chairman of the Railway Board placed before it a rousing and inspiring vision of the man at the lowest rung rising to the highest rank. Well, that is an aspiration; that is where we want to move. But so long as 1½ lakh people remain illiterate and where there is such meagre provision of training, how do we expect any kind of significant promotions to take place? Of course, there will be mass pressure, some people will be moved up here and there, there may be nepotism, there may be people taken up one peck here or one peck there, but that, to my mind, is not at all a satisfactory state of affairs. Over a million people are employed in this undertaking. The Railway Minister is proud to claim that one out of every 100 persons in India is engaged in the railways in one form or other. Therefore, here is a place where some of these basic things have to be worked out effectively.

I would like to know what is the extent of our present need for training, what is the lag, what is the slack, in training. What is the present capacity for providing training to our people? In the Plan, Rs. 5 crores have been set apart over the whole Plan period for providing training. Is this enough? What use is being made of it? Training is a very important part if we are going to introduce the concept of social mobi-

lity. My hon friend, Shri A. K. Gopalan, waxed eloquent on joint councils and this and that. But without adequate training, without understanding, merely because people sit round a table, things do not get very easily done. This is a highly technical problem, joint production, workers' participation in management, training within industry—these are all interlinked. Anyone who has made a study of this problem knows the number of difficulties that has to be overcome. I am one of those who would love to see that our country wrestles with these problems and is able to overcome them. If it has to be done, obviously the whole problem of training deserves much closer attention than has been given, from the reports that I have before me.

Shri Joachim Alva (Kanara) Within hardly ten years the Hindustan Machine Tools Factory has started full scale

Shri Asoka Mehta I am talking of the railways, not of the Hindustan Machine Tools Factory

Then the Expert Committee on Coal has disclosed a serious position. Again, there is no reference to it here. Here is a committee which was appointed and which has gone into this question. It has said, for instance, that dieselisation particularly of the Southern Railway is very important. I have not the time to summarise that report but it is a very valuable report. There is no reference to that here. There is no effort, again, to wake up the country to the difficulties ahead, the need for dieselisation, the need for reducing coal consumption, how there is danger of coal taking more and more of the additional capacity that we will create. We will be like the Red Queen in *Alice in Wonderland* running faster and faster to be at the same spot. If we are not to be like that Red Queen—no reference to my hon friend, Shri A. K. Gopalan—it is necessary to act betimes. The present good picture that the railways are able to give is because of the economic

stagnation, that rough patch into which we have got. We do not want to be in that patch very long. We want to get out of that patch. We want to be full steam ahead. And when the economy gets full steam ahead, if you have not already prepared the country for this programme of dieselisation, you will find yourselves in considerable difficulties.

It is necessary for us to start planning from now on of diesel engines. What is being done about it? Again, it is quite possible that inter-ministry discussions are going on. But in a democracy, where Parliament is supreme, it is not enough to have inter-ministry discussions, it is necessary to take Parliament also into confidence so that slowly an informed public opinion emerges on this question.

The Report on Indian Railways says on page 7

It has been decided not to introduce major organisational changes such as introduction of divisionalisation system where it does not exist for some time as they cause serious dislocation of work and retard the progress of the Plan."

I am very happy that this decision has been taken, because on more than one occasion I have been raising this point and saying that constant and frequent changes, very often of an arbitrary character, are causing severe difficulties. But again, I would like to ask the Railway Minister: is it not necessary that we should assess the advantages and disadvantages of the different systems? Which system is useful where? We have tried out various systems. Can he not give us a report giving an assessment of this so that in future if any change is made we have some scales by which to judge? Why must all judgment be confined exclusively to his own Bureau so that he alone knows what is right and what is wrong and we are here either to applaud him or to attack him? Why must he put us in a posi-

[Shri Asoka Mehta]

tion where any kind of significant meeting of minds becomes impossible? When you have decided not to have any more changes for the time being, may I suggest that this is a very good time for us to assess the various methods and your giving us a fairly detailed, comprehensive study which may enable us to decide the lines of our progress in future?

I am surprised at the complaint the Railway Minister has made against road transport. I have defended the railways to a considerable extent, but I would like to make my position clear. I do not want the railways to operate in this country in a seller's market. Experience about this in other countries has been very disturbing. I would like to invite the attention of the Railway Minister to the experience in the Soviet Union, because it has a certain amount of relevance. In the very informative and penetrating study *Soviet Transportation Policy*, it has been stated on page 128:

"Steel industry and rail-roads, for example, may both be owned by the State. Yet the respective interests in the matter of transportation may diverge significantly. It becomes necessary then to adjudicate the problems that arise, and Soviet policy in the last 20 years has tended to favour the rail-roads in resolving the issues between them and their clients"

These are problems which are going to come up, and I would not like the railways, as I said, to operate in a seller's market. If the Railway Minister is not just interested in becoming the spokesman of his department but is willing to have a wider outlook, as I am sure he is, he will not permit this kind of criticism to be made

In India, road transport is growing, but as the Railway Minister knows very well, in the next few years the danger is that industry and trade will increasingly develop their own road

transport component. That is what has happened in west European countries. The manufacturers have their own what is called 'C licence trucks' in which they carry their goods. That has happened and I suggest that is a thing to be welcomed, not a thing to be afraid of. In West Germany, 81 per cent of the goods are carried like that, in UK 82 per cent, in France 87 per cent and in Belgium 91 per cent. Unless you want a planned economy only for the purpose of squeezing out certain desirable developments to maintain those who are in position and power—I mean the big railway transport—if road transport is to function efficiently in the context of competition, it may also be state-owned. But if it is going to be in the context of competition—competition is not a capitalist concept at all—then there is not going to be a seller's market.

The last point I want to make is about labour. I am very unhappy about the smug attitude that the Railway Minister has taken upon this question. I have very carefully gone through the award that has been given by the arbitrator that has been appointed. The INTUC, I am very sorry to say, has behaved in a manner where they need to be told where they have got to get off. It is very necessary

I agree with the Railway Minister that there should be a single union in Railways. Here is the biggest single project in the public sector. We are going to be judged by our industrial relations in the Railways. If the industrial relations are to be what they ought to be, there has got to be a single union on the Railways. How can we have a single union with a dog-in-the-manger policy pursued by certain interested parties?

There are many things which I could say on labour. My time is up. Maybe on some other occasion, I will say what I have to say. But, I would say that while I give favourable marks to the Railway Minister—if he will per-

mit me to say that—on many things, I would like it to go on record that I am very much dissatisfied and very unhappy at the manner in which things have proceeded, as far as the trade union part of his Ministry is concerned, as far as the trade union policy of the Ministry is concerned. I hope and trust that in view of the very friendly relations that have existed between me and him, my comments that have been made will be understood in the light in which they have been made and I hope the response will be frank and helpful.

Shri Satyendra Narayan Sinha (Aurangabad—Bihar): Mr. Deputy-Speaker, Sir, at the outset I wish to congratulate the Railway Minister for the candid manner in which he has presented the various problems facing this vast organisation of Railways, and for the keen awareness he has shown in tackling these problems. His anxiety to improve the railway operation as well as his keen interest in the welfare of the families of railwaymen in the country are also commendable. I fully share the optimism that is based on the past achievements that the Railways will succeed in achieving the targets laid down for them during the Second Plan.

It is a matter of gratification that already there is steady progress towards self-sufficiency in the manufacture of steam locomotives, wagons and carriages. The completion of the Mokhameh bridge itself is an achievement for which the Railway Administration can take legitimate pride. It is also hoped that with the opening of this bridge, a great bottleneck in the transshipment of goods to North Bihar, as a result of which that area has greatly suffered, would disappear.

The Railway Minister has also assured the House that the Railways would be able to meet the demand of lifting 162 million tons at the end of 1980-81. The Railway Minister has also referred to many other measures of welfare in quite a confident tone which is infectious; and, I am sure the

House will join me in congratulating him. But there are certain features which do create disquiet in our minds.

As has already been stated and as the figures show, there has been a fall in revenue both on passenger and on goods traffic. The Railway Minister himself has admitted that the demand for wagons for goods transport was generally slack practically throughout the country except on the few difficult lines through which the pressure of traffic continued. He further stated that the decline in traffic is also attributable to the diversion of high-rated traffic to road transport. Then, he said that corrective measures are being studied.

I am sorry that the hon. Minister has not taken the House into confidence as to the causes for this diversion to road transport. Is it due to convenience, safety, economy and efficiency of road transport? If he has taken the House into confidence, perhaps, we would have been in a better position to make our suggestions. As far as I think, it is because of the convenience and safety in the transport of goods and the home delivery service that private road transport offers that there is an increasing demand on this road transport and a diversion of traffic from the Railways. The Railways should not, therefore, try to throttle it by manipulating freight etc. On the contrary, if we want to enter into competition with them, it is better we pay more attention to efficiency and safety of goods in transit and also to prevent passable harassment to users. We should not resort to measures which will ultimately affect our Railways which are already showing a downward trend. I feel that it is better now to recognise this as an accomplished fact and a perennial factor to compete with.

We should readjust our freight policy as well as the programme of procurement of wagons etc. It would have been better if the Railway Minister had given the figures of wagons not utilised in the different zones during the current year. Perhaps, it

[Shri Satyendra Narayan Sinha]

would have enabled the House also to make some constructive suggestions to the Railway Minister. In this respect, I shall urge upon the Railway Minister to adopt some realistic policy and approach.

When there is already such a diversion to road transport and the goods traffic on railways is falling, I believe, a good percentage of the wagons must have remained unutilised. We should take these factors into account in entering upon a programme of procurement of wagons. In that case, I will ask the Railway Minister to tell us whether it would be realistic to spend Rs. 10 crores on wagons when the existing stock is not fully utilised. Why not divert a part of this amount towards the procurement of passenger coaches to relieve overcrowding, about which there has been so much complaint?

Then, I will come to another aspect of the Budget, that is, the continuous increase in working expenses, which is also causing disquiet in the minds of the Members of the House. Although it is true that the trend of working expenses in a developing economy is bound to be upward, the question naturally arises whether every expansion has necessarily to be accompanied by excessive increase in staff expenses. What is needed, therefore, is some kind of job evaluation and a rationalisation of workload and wage structure. I am afraid, if the policy of this continuous increase in personnel and overhead expenses continues at the present rate, it may affect the working of our nationalised undertaking as an enterprise run on sound business lines.

The Railway Minister has assured the House that a check on expenditure continues to be kept. I think it would have been better if the Railway Minister had taken the House into confidence as to the measures which he proposes to take for arresting this trend in the upward direction of

expenditure and a fall in the revenues. I think he should be a little more communicative on this point. I do not doubt that he is not alive to the situation. Yet among other measures that he may be contemplating he should see that there is no duplication of machinery and avoidable waste of expenditure. I would particularly mention the instance of the railway protection force and the security organisation and the vigilance organisation. We have a chief security officer of the status of a D.I.G. and several assistant security officers in the railway protection force. You have a vigilance organisation working as a separate entity on each zone. Could not the chief security officer, with his valuable experience as a senior police officer look into this? Personally I think that vigilance should be placed under the chief security officer ...

Shri Rajendra Singh (Chapra): He is still there

Shri Satyendra Narayan Sinha: It is not there; they are different officers. (Interruptions) I am coming to that. At the Railway Board's level the working of the railway protection force and the vigilance organisation is in charge of a single director. Could not this unified control be introduced on the railways themselves? If that is done I think this will work with greater co-ordination and also unnecessary duplication and the machinery will lead to greater efficiency.

The other point to which I would like to refer is the top heavy administration. Every year opinion is expressed in this House regarding this. It is high time that the Railway Minister gives his personal attention to this question. There is no doubt that the expenditure at the headquarters is bound to increase with the expansion of the entire railway system. But the question is: why have so many managerial posts? I will give you a

few instances in the rank of managerial posts in the Railway Board. Up to 1955, the secretariat work in the office of the Railway Board was managed by a single Secretary with the status of a deputy director and assisted by an assistant secretary. Now, you have a high-powered secretary, assisted by a joint secretary and three under secretaries for the same thing. Again upto 1955, there were only five members in the Railway Board. Now we have five members including a Chairman and five additional members. You have provided costly private secretaries to the members with the status of a deputy director, besides P.As., Stenos and others. Does it reflect the anxiety on the part of the administration to economise? Therefore, I beg the Railway Minister to give his personal attention to this. Whenever any project is opened we find that there is a separate general manager and all these other officers and the whole paraphernalia is set up again. What is the necessity of having this expanded Railway Board at the headquarters I have already stated that there is need of certain rationalisation of work and workload. The railways are no doubt recruiting a large number of engineers and technical staff. The Minister has told us in his speech that about 1500 engineers and engineering supervisors at various levels have been working in the various projects in connection with the Second Plan. Presumably these 1500 posts of engineers and supervisors have been created during the last three years of the Plan period. No one can object to the recruitment of engineers for an organisation like the railways. What is objectionable is that while recruiting engineers for field work, maintenance of track and other construction work, you actually utilise them as establishment and personnel officers in the office of the Railway Board and in other places. I know quite a few officers at the headquarters of the Railway Ministry who started as engineers but who were called to work in the Railway Board as secretary, or

director (establishment) or member (staff). There is a good deal of shortage of technical personnel and technical staff and engineers. Extra hands in large numbers are being recruited for the Plan. There are quite a few engineers working as establishment officers in the Board's office. It is no use utilising engineers and technical staff in office tables when they are required in the field. It is not only public money which is wasted; it is also wastage of technical personnel which is a major factor responsible for inefficiency at the highest level.

I will come to the next question which my friend Shri D. N. Tiwary referred to last year also and that is with respect to the North Eastern Railway. The ease and lethargy with which the railways move there discourages anybody to make use of that railway. For a person who wants to go from Patna to Muzaffarpur, it requires all his resoluteness to make up his mind to cross the Ganges and board the train. That takes about seven hours. What amount of man-hours is lost in this transit? It is for the Board member to find out the colossal waste which is now being indulged in in this way. Despite the fact that this matter was brought to the notice of the Railway Board every year, nothing seems to have been done so far. Every year when there is a marriage party, there is a big rush. The railway staff working there do not consider it necessary to use a little bit of foresight and use more coaches. The result is that there is so much of over-crowding even in first-class compartments that *bona fide* passengers have also to get down or they do not find any place and are simply scared away from using that railway. I would request the Railway Minister to do something straightaway to improve the position in that railway.

Secondly, I want to submit one matter to the Railway Minister who fortunately comes from the same area. I am not saying anything from any parochial point of view but from the point of view of giving employ-

[Shri Satyendra Narayan Sinha]

ment to the local people. The Gorakhpur workshop and the workshop at Izatnagar had been doubled in capacity while Samastipur workshop has not been looked after. Some more attention should be paid to the Samastipur workshop so that the workshop capacity may be increased and more people may find employment there. With these words, I wish well for the railways.

Shri Bhagavati (Darrang) Sir, Shri Gopalan has said that everybody in this country except the Railway Minister or the members of the Railway Board is unhappy at the state of affairs of the railways. I do not see why such a pessimistic view should be taken. I feel happy that the Railway Minister has stated in his speech that steady progress has been made to make the country self-sufficient in the manufacture of locomotives, coaches, wagons, etc. It is evident from the fact that purchases within the country have increased by two and a half times during the last five years ended 31st March 1958. It is also a matter of satisfaction that the research work at Lucknow and Chittaranjan research centres has made it possible to utilize the indigenous materials to produce railway stores which were traditionally imported from abroad. I feel these are basic requirements on which we can depend for improvement of the railways in this country. So if there is improvement in this line, we may feel assured of the future.

Then the question of accidents is certainly a matter of grave concern for all of us in this country. In 1957-58 the total figure of accidents exceeded 9,500. From this figure we can see that the situation is very grave. We are glad that the Railway Board and the railway administration are alive to this situation and they have taken some steps. But I would like to say that the success of the railway administration will be judged by the devices they adopt to solve this problem satisfactorily.

The Railway Minister has referred to the housing programme. It is admitted on all hands that housing is one of the very big problems in this country not only for the employees of the Government but also for very many people in the country. But it is still more so for the employees in the North-East Frontier Railway, because in that railway there are a good number of employees from the displaced persons from East Bengal. Those of the Railway Employees who have their homes in this country can keep their families at home and somehow manage to work even if the railways cannot give them accommodation, but those who come from Pakistan as refugees and are now employed here cannot manage without Railway quarters. So it is a very urgent problem especially for them. I hope the railways will take this into account and when they allocate funds for housing in the North East Frontier Railway they will grant special concessions.

I take this opportunity to express the thankfulness of the people of Assam for some of the steps the railway administration has taken recently to develop the railway system in Assam region. Following the creation of the North East Frontier Railway some improvement has been effected in the administration and operation. That can be seen from the total loading. The total loading has increased from four or five per cent to about 21 per cent. That is something commendable.

The Railway Minister has said that work on the strengthening of the Assam link over the Brahmaputra bridge has also progressed satisfactorily. That is also a matter of satisfaction for us. But I may be permitted to say that not much has been done yet in that railway for making the railway more speedy and also for increasing the passenger amenities. In speed the trains in Assam region are still far behind compared to other rail-

ways in this country. Nobody can deny that. I will cite one or two instances. A train from Tezpur to Amungson takes about 12 hours to cover a distance of about 100 miles. This is indeed a wonderful performance! I do not see how people can, in these days, like to travel in such trains.

Then again, a passenger from Assam to Calcutta has to travel for two full days. I fear it may be more than that. It is something very absurd. I hope the railway administration will see to it that the speed is increased in that part of the country.

There are certain limitations from which the railways in that region suffer from. These limitations are because of certain facts. I may cite here some of the individual luggage packings weighing more than 30 tons cannot be transported, as the capacity of the biggest railway crane in the south bank of the Brahmaputra is 35 tons only. Again, the length of individual packages cannot exceed 30 feet. The maximum overall width of a consignment is restricted to 10 feet. The maximum height of a package that would be carried at present is only eight feet. But the dimensions of heavy machines and other things which are to be carried to the plant site in Assam are much higher. So, the industrialist either in the public sector or in the private sector finds it difficult to carry machine etc. to Assam. So, it has become a handicap in the way of setting up industries in Assam. I hope the railway administration will take steps to raise the standards of these things in the railway system in that region.

Then I may be allowed to say that not an inch of new railway line has been constructed after Independence in that part of the country. I recognize that the Assam link has been built, but that is only to replace the old line which ran through Pakistan. I would ask the Railway Minister and the Railway Board whether it is just

or not. Even now, there are places, major parts of some major districts in Assam, which have not been brought within the railway map of India. I am referring to that part from Rangapara North to Lakhimpur North of Assam, which has been totally neglected and cut off from the railway system. I would urge upon the railway administration to take up some new lines in Assam in the third Five Year Plan. A railway line from Garo Hills to Pandu via Goalpara is very essential for the development of the natural resources in this part. We all know that there are the raw materials like cement and other natural products in Garo Hills, but nobody goes there for exploiting the resources if railway lines are not built. Up till now the Government and the railway administration have not looked into this matter. The Assam Assembly has passed two or three resolutions unanimously to construct these two lines—one from Rangapara North to Lakhimpur North and another from Pandu to Garo Hills via Goalpara. I hope the Railway Ministry will see its way to accept these suggestions.

14 hrs

I may say in this connection that there are about 100 tea gardens in between Rangapara and Lakhimpur North and there are several areas for procurement of rice and paddy. Two of the most important procurement centres in Assam fall within this area. One is at Badati and the other is at Halem. So, this railway will be of very great help. I hope it will develop that part and also connect the NEFA areas.

Shri Asoka Mehta said that the railway administration has failed to tackle the trade union problem satisfactorily. He also complained about the INTUC. I do not know how far the Ministry is responsible for trade union activities. But as far as INTUC is concerned, I may say that utmost efforts were made to unite the railway employees at different levels on the part of the INTUC. I personally know that

[Shri Bhagavati]

INTUC affiliated unions have tried their best to unite some different unions at the State levels, but that has not been possible because of the attitude taken by the unions. Shri Aroka Mehta gives lead to. So, I think, he has no reason to complain against the INTUC.

With these words, I conclude.

श्री जागडे (बिलासपुर) . उपाध्यक्ष महोदय, रेलवे मंत्रालय न देश की विभिन्न क्षेत्रीय रेलवे लाइनों के उन्नयन की ओर तथा रेलवे लाइनों की क्षमता और गति बढ़ाने की ओर जो ध्यान दिया है, उससे हमें अत्यन्त प्रसन्नता होती है । हमने यह भी देखा है कि जिन लाइनों में रेलवे की क्षमता चरम सीमा तक पहुँच चुकी है वहाँ पर या तो नई लाइनें जोड़ी जा रही हैं या लूप लाइनें चलाई जा रही हैं या बीच में क्रासिंग स्टेशन या अन्तरपास स्टेशन भी बनाये जा रहे हैं । पर इतना होने के बावजूद भी हमें यह पता नहीं चलता है कि विभिन्न क्षेत्रीय रेलों पर कितने मील की लम्बाई ऐसी है जहाँ पर कि गति में एकावट है यानी जहाँ स्पीड रेस्ट्रिक्शंस हैं । हमें इस बात का पता नहीं कि विभिन्न रेलों में हर एक क्षेत्रीय रेलवे पर कुल रेलवे लाइन की लम्बाई कितनी है जहाँ पर हमें इस बात का पता चले कि लाइन की कैपेसिटी क्या है, क्षमता क्या है । इस चीज का जितने भी हमारे पास रेलवे के सम्बन्ध में कागजात आए हैं उनसे पता नहीं चला है । हमें इस बात का भी पता नहीं चला है कि इस गति को तथा इस कैपेसिटी को बढ़ाने के लिए द्वितीय पंचवर्षीय योजना में और तृतीय पंचवर्षीय योजना में कितने मील रेलवे की लाइनें हैं जिन पर हम गति बढ़ाने का विचार कर रहे हैं या उनकी क्षमता बढ़ाने का विचार कर रहे हैं या कितनी गति बढ़ाई है या

कितने मीलों में आवश्यकता होगी । रेलवे मंत्रालय की रिपोर्ट को पढ़ने के बाद हमें इस बात का पता भी नहीं चलता है कि देश में रेलों की कितनी वस्तुयें खो गई हैं, उनकी कीमत क्या है ? रेलों में अभी कितने इंजिन हैं जोकि साल भर काम करते हैं और कितने इंजिन ऐसे हैं जो कि साल में बीमार पड़ते हैं और कितने दिनों तक बीमार रहते हैं, इसका भी पता नहीं चलता है । इस बात का भी पता नहीं चलता है कि विभिन्न रेलवे लाइनों में ६० एल० बी० की ब्रोड गेज पर खास तौर पर चौड़ी लाइनों पर लाइनें कितनी हैं जिन को हम सीकंड ग्रेड की लाइनें कह सकते हैं और उनमें से कितनी को हम फर्स्ट ग्रेड में यानी ६० एल० बी० में बदलना चाहते हैं ।

इतना कहने के बाद मैं जब रेलों के समय पर चलने की बात की जाती है उस पर ध्यान चाहता हूँ । जब लोगों ने यह धारणा की कि रेलों के समय पर नहीं चलती है या समय के अनुकूल नहीं चलती है तो रेलवे अधिकारियों ने यह किया कि प्रत्येक लाइन पर या स्टेशन पर उनसे समय की जो दौड़ थी उसको बढ़ा दिया । फर्ज कोजिये नागपुर से दिल्ली आने से पहले २१ घंटे लगते थे तो अधिकारियों ने यह बताने के लिए कि अब गाडिया ठीक समय पर आती है टाइम टेबल में २१ के बजाय २४ घंटे कर दिया और अगर आप टाइम टेबल को देखेंगे तो आपको इसका पता चल सकता है । इतना होने पर भी मैं देखता हूँ कि गाडिया ठीक समय पर नहीं आती हैं । यह बात मेरी समझ में नहीं आती है । बहुत जगहों पर यह बात हुई है कि जैसे खडगपुर और कलकत्ते के बीच में पैसेंजर गाडियों के जाने में दो घंटे

सगते हैं जब वहाँ पड़ भद्रास मेल जाती है, बम्बई मेल जाती है वे तीन घटे के बाद भी पार नहीं होती है ।

यह बात भी मेरी समझ में नहीं आई है कि लोकल रेल गाड़िया जो होती हैं उनको रिसीव क्यों नहीं किया जाता है । साउथ ईस्टर्न रेलवे की गाड़ियों को ईस्टर्न रेलवे के अधिकारी अपने यहाँ क्यों नहीं रिसीव करते हैं, उनका स्वागत क्यों नहीं करते हैं । अपनी गाड़ियों को वे पहले सुविधा देंगे और उसके बाद साउथ ईस्टर्न रेलवे की गाड़ियों को सुविधा देंगे । अलहाबाद, बम्बई, कलकत्ता, नागपुर इत्यादि स्टेशनों पर फारेन लाइनों की कितनी ट्रेनें हैं उनको रिसीव न करने का यह बहाना बना दिया जाता है कि एडिशनल प्लेटफार्म नहीं है या एडिशनल प्लेटफार्म की लम्बाई नहीं है, इसलिए गाड़ियों को हटा कर रोकना पड़ता है । भडारा रोड से नागपुर तक के लिए बम्बई मेल को दो या डेढ़ घटे का समय दिया जाता है, हालांकि वह एक घटे में पार कर सकती है । इसी तरह से सेंट्रल रेलवे फारेन रेलवे को रिसीव करने के लिए तैयार नहीं है या अगर रिसीव करती है तो कहती है कि देरी इस वास्ते होती है कि प्लेटफार्म नहीं है या प्लेटफार्म की लम्बाई नहीं है । ये बातें मैं ने आपको नमूने के तौर पर बताई हैं । इस तरह की बात आप हर जगह होती पायेंगे ।

जितने भी बड़े बड़े जक़ास हैं जैसे बखनऊ, बम्बई, दिल्ली, भद्रास, कलकत्ता आदि वहाँ पर प्लेटफार्म की इतनी पासिटी है, इतनी कमी है कि हर एक रेलगाड़ी को एक डेढ़ घटे के लिए डिस्टेंशन भुगतना पड़ता है । इसके सम्बन्ध में भी आपको कुछ न कुछ करना होगा ।

हमने रेल लाइनों को डबल तो किया है लेकिन डबल करने के बाद भी रेलें

देरी से क्यों आती हैं यह समझ में नहीं आया है । मधुरा-दिल्ली लाइन को डबल किया गया है लेकिन हमेशा गाड़िया देरी से आती हैं । खडगपुर कलकत्ता के बीच से गाड़िया देरी से चलती हैं, भडारा नागपुर की रेल गाड़िया देर से आती हैं, इसके कारण भी आपको डबने होंगे । मैं आपको बनलाना चाहता हू कि जितने भी बड़े बड़े स्टेशन हैं वहाँ पर आप देखें कि जब वहाँ से गाड़िया चालीस मील के करीब दूर रह जाती है तो वहीं गाड़िया लेट होती है एक घटा या डेढ़ घंटा । यह बात समझ में नहीं आई है ।

अब मैं डबलिंग के सम्बन्ध में कुछ कहना चाहता हू, रेलों के उन्नयन के सम्बन्ध में कुछ कहना चाहता हू । जो भी हमारे नए काम होते हैं उनमें जो एस्टीमेट या अनुमान लगाये जाते हैं वे गलत लगाये जाते हैं । मैं आपको एक छोटी सी बात नमूने के तौर पर बतलाता हू । साउथ ईस्टर्न रेलवे पर काम करने के लिए हम ठेके देते हैं, डबलिंग के लिए हम ठेका देते हैं । गिट्टी के लिए, ब्लास्ट के लिए हम उनको ठेका देते हैं । ठेका देते वक्त यह धर्त जुड़ी रहती है कि अमुक स्थान पर पत्थर मिलेगा और वहाँ से पत्थर लाना पड़ेगा और यही कारण है कि कीमत कम होती है । बाद में जो ठेकेदार होता है वह १० या १५ या २० मील दूर से पत्थर लाता है और उसका चार्ज करता है और वह इस चीज को अपने टेडर में शामिल कर लेता है । इस तरह से जो खर्चा होता है वह बढ़ जाता है । यह मैंने आपको नमूने के तौर पर एक छोटी सी बात बतलाई है । दूसरी चीजों में भी इसी तरह से किया जाता है । जो कस्ट्रक्शन के लिए, या नए कामों के हमारे एस्टीमेट होते हैं वे ठीक नहीं होते हैं और अगर हम ठीक

[श्री बांगड़े]

एस्टीमेट करें तो मैं समझता हूँ कि ३०० या ४०० करोड़ रुपया सालाना हम डबलिंग के लिए खर्च करते हैं, उसमें से कम से कम पचास करोड़ रुपया बचा सकते हैं ।

अब मैं गुड्स ट्रेन की स्पीड के बारे में कुछ कहना चाहूँगा । माननीय मंत्री द्वारा बताया गया है कि गुड्स ट्रेन की अरनिंग्स में हमको काफी कमी हुई है, काफी घोटाला हुआ है । इसका कारण यह है कि गुड्स ट्रेन की ज़रे स्पीड होती है वह १० या १२ मील घण्टा से कम होती जा रही है । साथ ही साथ आप ने पैरेलल रोड्स किनारे किनारे भी बना दी है और स्टेट गवर्नमेंट्स चाहती हैं कि अमुक ज़ाच लाइनों में मेल ट्रेन्स नहीं जाती हैं, आइनेरी ट्रेन्स नहीं जाती हैं, इसलिए स्टेट गवर्नमेंट्स पैरेलल रोड्स बनाती हैं ताकि उन स्टेशनों पर हमारी कारें जा सके, बने जा सकें । आपने देखा ही होगा कि आम तौर पर जितनी भी बड़ी लाइनें हैं उनके किनारे किनारे समानान्तर दिशाओं पर हमारी बस रोड्स हैं या ट्रंक रोड्स हैं और उनके कारण आपको पैसेंजर और गुड्स अरनिंग में बहुत घोटाला खाना पड़ता है । आपको यह भी देखना होगा कि चीजे जल्दी पहुंचें । आज यह होता है कि सागर का व्यापारी यदि अपने माल को बम्बई, इंदौर, कोटा या अहमदाबाद भेजना चाहे तो ट्रक के जरिये उम माल को पहुंचाने में २४ घंटे या ४० घंटे लगते हैं जबकि गुड्स ट्रेन के जरिये नौ दिन या दस दिन कम से कम लगते हैं । ऐसी हालत में वह क्यों न अपने माल को दो दिन में पहुंचाना चाहेगा बनिस्वत गुड्स ट्रेन के । आपको यह भी देखना होगा कि क्यों अननैसेसेरिली रेल-रोड कम्पिटिशन होता है । क्या आप स्टेट

गवर्नमेंट्स से परामर्श नहीं लेते हैं या उनसे सहयोग नहीं लेते हैं या वे नहीं देती हैं या जानबूझ कर हम रेल रोड कम्पिटिशन की ओर ध्यान नहीं देते हैं जिस से हमें करोड़ों रुपये का नुकसान हो रहा है । हो सकता है कि इस ओर उतना ध्यान न दिया गया हो जितना दिया जाना चाहिये था । यह भी आपको देखना होगा ।

अब मैं पैरिसोबल गुड्स के बारे में कुछ कहना चाहूँगा । ये ऐसी चीजें होती हैं जो बहुत जल्दी सड़ जाती हैं और जिन का जल्दी पहुंचना बहुत जरूरी होता है । लिखा तो रहता है "फ्रस्ट प्रायोरिटी टू पैरिसोबल गुड्स" लेकिन यह होता नहीं है । प्रीरेजिस के लिए, फाडर के लिए या इसी तरह की दूसरी चीजों के लिए जो कि पैरिसोबल होती हैं वैन सप्लाय को प्रायोरिटी नहीं मिलती है और यही कारण है कि इस के बारे में जनता तथा व्यापारियों में बहुत असन्तोष है जिसको दूर करना बहुत आवश्यक है ।

अब मैं एजुकेशन के सम्बन्ध में कुछ कहना चाहता हूँ । हमारे रेल मंत्री महोदय ने यह घोषित किया है कि ५०० नए प्राइमरी स्कूल खोले जायेंगे । लेकिन रेलवे स्कूलों में काम करने वाले प्राध्यापकों या अध्यापकों की क्या दशा है इस ओर कोई ध्यान नहीं दिया जाता है । उनकी क्या दुर्दशा है, इस ओर आप देखते भी नहीं हैं । उनको क्वार्टर नहीं मिलते हैं । उनके जो पे-स्केल है वे स्टेट लेबेल के जो पे-स्केल होते हैं उनसे कम होते हैं । रेलवे टीचर्स को वे स्केल नहीं दिये जाते हैं । ट्रेड टीचर्स होते हैं लेकिन फिर भी उनको कोई तरक्की नहीं दी जाती है । गवर्नमेंट की तरफ से उनको ट्रेनिंग के लिए ट्रेनिंग सेंटर्स में भेजा तो जाता है

लेकिन गवर्नमेंट उनका चर्चा बरदास्त नहीं करती है। दो तीन साल के बाद जब वे ट्रेनिंग पा कर आते हैं तो उनकी कमब्याह में से यह रूपया काट लिया जाता है, उनको सीनियरिटी नहीं मिलती है और साथ ही साथ उनकी पे में कोई वृद्धि नहीं की जाती है, कोई पे में इन्क्रिमेंट नहीं मिलती है। इस प्रकार का भाटा उनको सहना पड़ता है। इसके बारे में कई बार मैंने कहा है इसी सदन में और पत्र-व्यवहार भी किया है लेकिन आज तक तो कोई नतीजा नहीं निकला है। ऐसी बातों से बड़ा दुःख होता है। रेलवे शिक्षकों की जो दुर्गति है, उसकी और रेलवे मंत्रालय ने कोई ध्यान नहीं दिया है। जो पोस्ट मास्टर होते हैं, जो टीचर्स होते हैं या विभिन्न क्षेत्रों के जो दूसरे लोग काम करते हैं उनको क्वार्टर नहीं दिये जाते हैं और मैं चाहता हूँ इस और आपका ध्यान जाए।

मैं समझ नहीं पाया हूँ कि कलकत्ता मद्रास के बीच में जो मेल ट्रेन चलती है वह इतना ज्यादा समय क्यों लेती है। दिल्ली और कलकत्ता के बीच दिल्ली व बम्बई के बीच, दिल्ली व मद्रास के बीच जो मेल ट्रेन चलती है वे कम समय लेती हैं और कलकत्ता मद्रास के बीच चलने वाली मेल ट्रेन जरूरत से ज्यादा समय लेती है। हो सकता है कि कहीं पर डबलिंग हो रही हो, कहीं पर फ्रासिंग स्टेशन बन रहे हो, इन चीजों को मैं समझ सकता हूँ। फिर भी कलकत्ता मद्रास मेल इतना समय क्यों लेती है यह मैं नहीं समझ सकता हूँ।

नैरो गेज के ब्राड गेज में कन्वर्शन करने के सम्बन्ध में बहुत सी बातें कही गईं। दो तीन सालों से यह चर्चा चल रही है लेकिन नैरो गेज की स्पीड ६

या १० मील प्रति घंटा से ज्यादा नहीं बढ़ पाई है। अगर कोई यात्री साइकिल से चलना चाहे तो चालीस मील की दूरी वह चार घंटों में तय कर सकता है, लेकिन नैरो गेज की गाड़ी को वहां तक पहुंचने में ६ या ७ घंटे लगते हैं। कभी वह स्टेशन पर पानी लेती है कभी कुछ करती है। कभी झाड़वर गाड़ी को रोक कर जामुन और बेर के फल तोड़ कर खाने लगता है और उस के बाद भा कर गाड़ी को चलाया करता है। आज जब यह हालत है तो किस तरह से काम चलेगा यह मेरी समझ में नहीं आता।

इसके उपरान्त आप देखेंगे कि बहुत से प्रान्त ऐसे हैं जिन में आपने एक्सप्रेस गाड़ियां चलाई हैं और डिस्ट्रिक्ट और डिवीजनल हेडक्वार्टर्स को कैपिटल्स से जोड़ा है ताकि समय की बचत की जा सके। हालांकि हर जगह पर समय की बचत के लिये अनुसंधान किये जा रहे हैं लेकिन रेलवे में समय की बचत न कर के समय को बढ़ाया जा रहा है। आप ने टाइम टेबल के अन्दर जगह जगह पर समय को रिलैक्स कर दिया है। आप ने समय को २१ घंटे के बजाय २४ घंटे कर दिया है या १० की जगह पर १२ घंटे कर दिया है। हर रेलवे में रिलैक्सेशन हो गया है ताकि लोगों को यह कहने का मौका न मिले कि गाड़ियां लेट आती हैं। जिन एक्सप्रेस गाड़ियों को पहले २२ और २४ घंटे लगा करते थे किसी दूरी को तय करने के लिये, उसी दूरी को तय करने के लिये अब २५ या ३० घंटे लगते हैं। मैं इस चीज को नहीं समझ पाता हूँ।

अब मैं अपने प्रान्त की ओर आता हूँ। भोपाल नई राजधानी बनाई गई। नई राजधानी बनने का मतलब यह होता है कि केन्द्र की उस में ज्यादा जिम्मेदारी

[श्री जागडे]

है। लेकिन आज जो हमारे डिबीजनल हेडक्वार्टर्स हैं उन के लिये भोपाल से कोई स्ट्रेट ट्रेन नहीं है। एक गाड़ी चलाई गई है जिस का नाम एक्सप्रेस है, लेकिन वह जनता पैसेन्जर से भी ज्यादा समय लेती है। यही नहीं वह एक लगडी पैसेन्जर से भी ज्यादा समय लेती है। यह बात भी मेरी समझ में नहीं आती है।

बिलासपुर से भोपाल ४६३ मील है। इस के लिये गाड़ी में ताबे बाइल घंटे लगते हैं। इस दूरी में से कम से कम ३०० मील तक तो गाड़ी पैसेन्जर की ही तरह चलती है। आखिर इस से क्या फायदा? इस के ऊपर कुछ ध्यान नहीं दिया गया। बिलासपुर से जो भोपाल एक्सप्रेस जाती है उसे बिलासपुर, कटनी, बीना हो कर चलाया जाय। वह अगर भोपाल न भी पहुंचे तो भी कोई बात नहीं। उसे बीना पर ही खत्म किया जा सकता है। इस १३ घंटे की यात्रा का जो सफर करने वाले हैं, आग्र जाने वाले या उडीसा जाने वाले यात्री, वह प्रिफर करेंगे। इस में जी० टी० की प्रोब्रक्काउडिंग भी कम हो जायेगी साथ ही लाइन कैपेसिटी बढेगी और ईंधन बर्गरह का भी खर्च जो होता है उस में भी कमी होगी। जबलपुर और इटारसी हो कर घूमने में और उस की तरफ मुह बदलने में जो खर्चा होता है वह भी बच सकेगा। कहते हैं कि लोगों की डिमांड नहीं है कि भोपाल से जबलपुर सीधी गाड़ी जाये। अभी भी उस की डिमांड कहा है? मैं कहता हू कि जिस लास पर आज जबलपुर इटारसी हो कर भोपाल को गाड़ी जाती है उसी लास पर या उस से कम लास पर बीना हो कर भी गाड़ी भोपाल जा सकती है। पठानकोट एक्सप्रेस में एक या दो डिब्बे वहा के लिये लगाये जा सकते हैं।

इसी प्रकार से इटारसी से इनाहाबाद पैसेन्जर जो जाती है वह पाच बजे सरेरे इलाहाबाद से रवाना होती है और सनना से वह एक्सप्रेस हो जाती है। मैं चाहता हू कि वह इनाहाबाद में ६ बजे चला करे और दूसरे दिन ६ बजे, यानी २४ घंटे में भोपाल पहुंच जाय ताकि विध्य प्रदेश के मूमाफिती को भोपाल पहुंचने में दिक्कत न हो और गाड़ी सीरी हो ताकि इलाहाबाद से भोपाल को सीरे ही यात्री चले जाये। अगर आप टाइम टैबल को इस तरह से बदल दे तो कटनी, जबलपुर, बीना, इटारसी और सनना हर जगह के यात्रियों का सहुूलियन हो जायेगी। इस सदन में मैं आप से कुछ पानी पाडे के सम्बन्ध में भी कहना चाहता हू। हम ने हर रेलवे स्टेशन पर पानी पाडे लगाये हैं। लेकिन माइड स्टेशन पर उन की ड्यूटी बहुत कम होती है। गाडो आने के पाच मिनट पहले और गाडी जाने के पाच मिनट बाद तक ही वे लोग काम करने हैं। इस तरह से आवा या पौन घंटे की ड्यूटी उन की मुश्किल से होती है जिस के लिये हम उन का ७० या ८० रुपये मामिन देते हैं, वरों भी देते हैं, और दूसरी आगानिया देते हैं। मैं चाहता हू कि रेलवे मंत्रानय इस बात पर विचार करे। आज कल व्यापारी और मारवाडी लोग आदमी रख कर प्यासो को पानी पिलवाने हैं जो कि बाल्टी ले कर घूम घूम कर पानी पिलाया करते हैं। अगर आप उन को कुछ पैसा दे दे और उन को इननी याडी देर के लिये पानी पिलाने के लिये रख लें तो आप को पानी पाडे रखने की आवश्यकता नहीं हागी। और आप लाखो रुपये की बचत कर सकते हैं।

मैं एक चीज चतुर्थ श्रेणी के रेलवे एम्प्लायोज के सम्बन्ध में कहना चाहता

हैं । आज हम उन की तनख्वाहों को बढ़ाते हैं, उन को बढ़िया देने हैं, उन के लिये सब कुछ करते हैं लेकिन फिर भी जितने इस श्रेणी के रेलवे एम्प्लायोज हैं उन में से ६० फीसदी कर्म से दबे होने हैं । हमारे जितने साहूकार होते हैं उन के कर्म से वे दबे हुए हैं रेलवे मंत्राय को इस बात पर विचार करना चाहिये ।

भ्रत में एक बात रायपुर स्टेशन के बारे में भी कहना चाहता हूँ । वहा पर रोड आवरब्रिज बनना चाहिये और बिलाई में जो रेलवे रेक्सिडेंस होने हैं उन का जाच हानी चाहिये । बिलासपुर का जो तनाय श्रेणा का वेटिंग रूम है वह ५० साल से पहले का है । उस में काफी भीड हो जानी है और वह किनो भी वे सड्ड स्टेशन से बदतर हालत में है । उस को बवस्या मे सुवार हाना चाहिये ।

Shri D. R. Chavan (Karad). Mr Deputy Speaker, Sir, before entering into the technicalities of the Railway Budget, I would like to place before the House the regional demands of the area which I represent. Before coming to that it is necessary to point out what was stated in the objectives of the Second Five-Year Plan. By pointing it out I want to emphasise here the regional disparities that are there and which it is necessary must be removed.

While laying down the objectives of the Plan, it was said that our Second Five-Year Plan seeks to rebuild rural India, to lay the foundation of industrial progress and to secure to the greatest possible extent opportunities for weaker and under-privileged sections of our people and the balanced development of all parts of the country. It further says:

"Another aspect of inequalities is that of regional disparities. In any comprehensive plan of development,

it is axiomatic that the special needs of less developed areas should receive attention."

The National Development Council also has recommended that within the resources available, every effort should be made to provide for the balanced development in different parts of the country. The new Industrial Policy Resolution also stresses the need for securing the balance in regional development. I lay emphasis on the last sentence, that is, the balanced development of all parts of the country.

Viewed in this context, a careful study and a close analysis of the Railway plan will reveal that a colossal amount of the plan provision of Rs 1125.5 crores allotted to the Railways under the Second Five Year Plan is being spent in the north on the pretext—it has been stated by the hon. Railway Minister in his last year's speech—that the provision of new lines is confined to such lines as are required for operational purposes and for the new industrial projects. This stratagem I am afraid, will result in stunting and retarding the economic growth of backward and underdeveloped regions besides upsetting the economic equilibrium in the country.

In this connection, I would like to make a reference to the draft manifesto of the Congress Reform Committee. This is a new party that has been formed in Madras. The manifesto says

"Industries must be developed on a regional basis. Backward areas must be rapidly industrialised whatever may be the handicaps. There is a growing feeling in the South, which is quite justifiable, that it is being neglected. If more industries spring in the North than in the South, it is not because natural resources are far greater there than here, but because they in the North are able to bring greater political pressure on the Centre than those in the South."

[Shri D R Chavan]

Further, on the economic front the charge is made that the South is neglected in setting up of major industries. Ample funds are not forthcoming for some of the projects which are in the blueprint stage. It further says:

"It is the industrial magnets of the North that dictate the policy of the Central Government."

The only object in pointing out what has been mentioned in the manifesto of the Congress Reform Committee is to impress upon the hon. Minister the feeling that is entertained by the people in the South. I, of course, have the same feeling and say that the region which I represent, that is, Marathwada, is also badly neglected in this respect. Let us now examine whether the charge that has been made would be substantiated against the hon. Railway Minister in the light of what has been done and what is being proposed to be done during the remaining period of the Plan.

In this connection, I would like to refer to the speech of the hon. Railway Minister (Paras 22, 23, 24 and 25 on page 11). One will certainly say without any hesitation that the charge that has been made is substantial true. One thing more. If one looks to the Railway map that has been supplied by the Railway Ministry, what does one find? The Railway map that has been supplied by the Railway Ministry will show that the whole of the Gangetic belt comprising Uttar Pradesh, Bihar and West Bengal in the north is interconnected and interwoven by Railways. Every village, town and city has been connected by a network of railways. The percentage of railway mileage per hundred square miles if it is calculated, in the north is far greater than in the south. This policy of dumping the money in the north if recklessly pursued without attending to the needs of the less developed regions, will, I am afraid, have disastrous effects on the unity and the

solidarity of the country. Besides, it will enable the north to develop into an industrial economy and keep the south in a state of an under-developed and backward economy which will enable the north with its superior industrial economy to rule the south. This is the warning that I am giving to the hon. Railway Minister so that in future planning at least some of the demands which have been made by the people in the south from time to time could be met.

Now I come to the regional demands which I am going to place before the House. It is not that these demands will be immediately taken into consideration and are likely to be included in the remaining period of the Plan, but my object in placing them before this House is that in case it is not possible for the hon. Railway Minister to take some of these demands in the remaining period of the Plan, at least these demands will be considered during the Third Five-Year Plan. These demands are as follows. These demands have been placed before the hon. Railway Minister from time to time. The people of Maharashtra have been demanding the construction of the following lines —

The construction of Diva-Dasgaon railway line in the districts of Ratnagiri and Colaba,

Construction of a new broad gauge line connecting Latou to Parli-Vajunath,

Construction of a new broad gauge line from Amravati to Narkheda in the Vidarbha areas of Maharashtra,

Construction of a new line connecting Baramati on the Central Railway to Nira on the Southern Railway, and

Conversion of the following lines —

Poona-Miraj-Kolhapur meter gauge section of the Southern Railway into a broad gauge line; and

Latur-Kurduwadi-Miraj-Kolhapur section from narrow gauge to broad gauge.

These are some of the outstanding immediate demands of the people of Marathwada

I am glad that the hon Railway Minister has made a reference in his Budget speech to Diva-Dasgaon line. The hon Railway Minister says that there is a possibility of construction of Diva-Dasgaon line. He further says that this is under an active consideration of the Government. Reference to a mere possibility certainly creates doubts and misgivings in the mind of a man. May I request the hon Railway Minister to be a little more definite and positive on this point and give an assurance that no matter what happens, this line would be taken up and included in the Third Five-Year Plan? Then the people would be satisfied.

Mr. Deputy-Speaker: If he himself has some misgivings, how can he help?

Shri D. E. Chavan: He referred to the mere possibility.

Shri Jadhav (Malegaon): If funds permit.

Shri D. E. Chavan: In this respect I would like the hon Railway Minister—he is not here—to remember one fact.

His predecessor, Shri Lal Bahadur Shastri, when he was in charge of the Ministry of Railways visited our side. All the demands that I have just mentioned were placed before him, and when he addressed a meeting there he assured the people that he would certainly do his best to consider those demands sympathetically and include at least some of them in the Second Five Year Plan.

Sir, the Second Five Year Plan is practically coming to an end. We are practically at the end of the third year of the Second Five Year Plan. But I am sorry to find that none of

the demands which were placed by the people of Maharashtra has been included nor was any step taken to include any of those demands in the Second Five Year Plan. I would like the hon Minister to consider the demands and at least take up some of those demands in the Third Five Year Plan. That is what I want to emphasise.

Mr. Deputy-Speaker: There are three Ministers in the Railway Ministry, not one is present here.

The Deputy Minister of Labour (Shri Abid Ali): They have just gone out.

Mr. Deputy-Speaker: At least there ought to be one here. I have no objection. The hon Minister is here, but when there are three Ministers in the Railway Ministry at least one of them can find time to remain present here. They ought to be informed of that.

Shri T. B. Vittal Rao (Khammam): Sir, the way this programme has been fixed is incorrect. There is discussion on Railway Budget going on in the other House and here also. We could have had it tomorrow.

Shri D. E. Chavan: Sir, there are three Ministers and none is present here. These are the demands that I am placing before the Minister. We get an occasion only once a year. I hope at least the Minister who is present here will note them down.

Mr. Deputy-Speaker: That is being done.

Shri Abid Ali: I will pass it on to him.

Shri D. E. Chavan: I am glad if he is doing that.

Mr. Deputy-Speaker: Anyhow, one of the Ministers ought to be present here. They ought to be informed about it.

Shri D. E. Chavan. Then, Sir, on page 14, paragraph 30 of the Minister's speech there is a reference made to Kurduwadi-Miraj-Kolhapur line.

[Shri D. R. Chavan]

The Minister says that the survey for this project is completed. I hope this project will be included in the construction programme very early. Further, I would like to press upon the Railway Minister the desirability of extending this line from Kurudwadi to Puri-Vajinath.

I now come to the electrification programme that is undertaken by the Railway Ministry. Concerning the electrification of lines, I am sorry that no reference has been made by the Railway Minister in his Budget speech, to the extension of electrification on the Bombay-Delhi main line from Igatpuri to Bhusaval. I would like here to refer the hon. Minister who is present here to the Railway Minister's speech that was delivered last year on 17th February, 1958—page 9. There the Minister has said that the extension of electrification on the Bombay-Delhi main line from Igatpuri to Bhusaval over the busy ghat section has become an operating necessity. I fail to understand why in this year's budget speech there is no reference made to the extension of electrification from Igatpuri to Bhusaval which, the Minister last year said, has become an operating necessity. In view of the absence of reference to this electrification project, may I ask the Railway Minister what he proposes to do with regard to this important project?

Then I come to another demand—Amravati-Narkhedha line. Concerning the construction of this line, I would like to mention that the survey of this line was undertaken and completed, I understand during the British regime. Here I want to request the Railway Minister to call for the record of this survey and examine it, if possible, to see whether it could be taken up in the Third Five Year Plan in view of the long-standing demand from the people for the construction of this line.

Next, Sir—this is a very important demand which I am placing before the House—is the conversion of Poona-

Miraj-Kolhapur metre gauge section into broad gauge. Sir, I want to press upon the Railway Minister the necessity and desirability of the conversion of the Poona-Miraj-Kolhapur metre gauge section of the Southern Railway into broad gauge. I understand that the Bombay Government is also pressing for this. The conversion of this line is very important and necessary in view of the fact that lot of developmental activities are likely to be generated in the area served by this line in the near future, as the hydro-electric power that would be generated in the year 1960-61 and made available for rural electrification from Koyana hydro-electric project will create immense opportunities for the development of industries in those areas. Industrial development of this poverty-stricken area is entirely dependent upon this project.

There are, Sir, other advantages if this project is undertaken. The advantages are from other points of view. This will enable Government to start some of the basic industries like the fertiliser plant and the aluminium plant for the location of which this area is ideally suited. I believe, the Minister is aware of the fact that there is a plentiful availability of raw material like bauxite and other things in those areas. If this project is undertaken that will accelerate the programme of industrial development in the hinterland of Maharashtra. It is very necessary because the people most of them are poverty-stricken, and unless some industrial projects are undertaken and something is done for them there would not be any employment opportunities and the standard of living of those people will not increase. These are, Sir, some of the demands which I hope the Railway Minister will consider carefully and do something to include in the future programme.

Then I come to the next point which is very important and which has been stressed by every Member in this House, and that is about corruption in

the Railways The Railway Minister has also stated in his budget speech that there is rampant corruption on the Railways The problem of corruption continues as ever before in spite of the activities of the vigilance organisation and the various preventive measures adopted by the Railway Administration to eradicate this evil

I am glad that the Railway Minister has accepted the established fact that there is corruption on the Indian Railway, and that he is tackling this problem That is what he has said in his speech I am sorry I have to bring to the notice of Government that corruption is prevalent at a very high level It is no use catching the minor fry at a lower level The top officers can do positive damage to national interests in addition to putting Government to a loss of money

In this connection, I would like to point out one or two instances The Cambata Ferro Manganese Plant at Tumsar Road, I understand has been sanctioned a siding off a single track main line which can be considered a very dangerous practice from the point of view of safety of passenger traffic The main railway station of Tumsar Road is two miles away and the normal thing would have been to bring the siding from the Tumsar Station This would have been in line with all railway regulations as well as safety rules This will save Cambatas a few lakhs of rupees which they would have to spend otherwise This has been done at the cost of a dangerous practice and risk to regular passenger traffic

Another thing is, a pump-house at Tumsar Road for Cambatas Ferro Manganese has been sanctioned at the site where the railway pump-house is operating This was objected to by the Railway technical staff and the Deputy Chief Engineer, South-Eastern Railway The Railways were afraid that if considerable amount of water is pumped away by Cambata Ferro Manganese Plant, they will be starved of their supply

which is very essential The engineers objected to it, but I understand that influence was brought against this wholesome technical advice of the Deputy Chief Engineer of the South-Eastern Railway

I understand that an ex-Member and ex-Adviser of the Indian Railway Board is in the employment of Messrs Cambata Ferro Manganese Private Ltd and it is said that this gentleman has used his influence to do all these things It should be taken serious note of because this siding has been sanctioned even though it is likely to cause considerable damage to the safety of the passengers All these things are allowed to be done As I just now mentioned, it is said that some person in the employ of Cambata is bringing influence over some of the persons and the technical advice that is tendered is being overruled The crux of the problem is that big officers of the Railway Board join big firms and companies with whom they establish their contacts before retirement and then they use their influence on behalf of the firms in which they are engaged Therefore I have to make a suggestion and the suggestion is that such officers must be asked to submit the scrutiny of their contract to the Government before they are allowed to accept jobs in private firms This should be taken note of

There is another instance which is very important, of how some inadvertence on the part of the Railways creates scope and opportunity for corruption What happened in this case was, the District Traffic Superintendent, North-Eastern Railway, Fategarh issued a circular letter dated 10-12 55 with regard to clearance of goods from Fategarh district Under the circular, clearance of broad gauge traffic was restricted from Kaimganj only via Farukhabad instead of the proper and shorter route, Kanpur, Hathras, Mathura Later on, another circular letter dated 16-10 56 was issued by some one on behalf of and under the authority of the Chief Operating Superintendent, North Eastern Railway, Gorakhpur with

[Shri D. R. Chavan]

respect to the booking of goods traffic between stations on the North Eastern Railway. This is a very important question that I want to place before the Railway Minister. The question is whether the enforcement of the scheme under the above two circulars is strictly in accordance with law. For that purpose, I would like to refer to section 54 of the Indian Railways Act. Section 54 says:

“(1) Subject to the control of the Central Government, a railway administration may impose conditions, not inconsistent with this Act or with any general rule thereunder, with respect to the receiving, forwarding or delivering of any animals or goods.

(2) The railway administration shall keep at each station on its railway a copy of the conditions for the time being in force under sub-section (1) at the station, and shall allow any person to inspect it free of charge at all reasonable times.”

This section confers powers on the railway administration. Railway administration has been defined in section 3. It says,

“‘railways administration’ or ‘administration’, in the case of a railway administered by the Government, means the manager of the railway and includes the Government . . .’

The question is whether the restrictions imposed on the traffic and the circulars which have been issued by the Traffic Superintendent would be consistent with the provisions of the Act and the rules framed thereunder or they are inconsistent with the Act and the rules framed thereunder. That has got to be decided. What has happened here? This is a very

important point. This section 54 confers rule-making powers on the Railway administration. Railway administration has been defined in section 3 and it means the manager or the Government. The question would be whether the Traffic Superintendent could issue circulars and regulate that traffic or restrict the traffic. That is the point. This was done in 1955 and it continued till 1958. It may be argued by the Railway Minister that these circulars were issued by the District Traffic Superintendent, but subsequently sanction was granted by the Government or by the Railway Administration. Then, the question would be, why was the Indian Railways Amending Act passed? That is the point. The Indian Railways Amending Act has been passed in 1957. In the Amending Act of 1957 which came into force in December, 1958, this rationalisation scheme was adopted. What happens under the circumstances? If it could be legal and within the competence of the law or the rules framed thereunder to regulate traffic by an ordinary Traffic Superintendent, what was the necessity of passing this Amending Act? That is the point. What happens under the circumstances? If a route is diverted or restricted, that creates ample opportunities, rather a sort of source of corruption for the Railway officials. I understand that several representations concerning this irregularity or illegality were made to the Railway Administration, including the Minister, Members of the Railway Board and the superior officers concerned, but no notice of them was taken. This callous attitude of indifference on the part of the Railways, may I submit, is responsible for creating scope for corruption in the Railway administration? This has got to be seen. I understand that several representations from 1954 up to the present time were made, but no notice has been taken. Therefore, this should be considered.

With these words, I close.

सुधी महिलाओं को (भारत)

उपाध्यक्ष महोदय, मैं कुछ बातों की ओर रेलवे मंत्रालय का ध्यान खीचना चाहती हूँ ।

हमारी रेलवे ने टूरिस्ट ट्रैफिक के लिये काफी कुछ किया है और करना उचित भी है क्योंकि इससे आपको फारेन एक्सचेंज मिलता है । परन्तु मेरी विनती है कि इसके साथ ही आप जो थर्ड क्लास की स्पेशल रेलगाडियां चलाते हैं, उनका भी समुचित बंदोबस्त करना चाहिये । हमें आज थर्ड क्लास की स्पेशलें तो दिखाई देती हैं परन्तु उन स्टेशनों पर जहाँ कि यह स्पेशलें ठहरती हैं, वहाँ पर उनके वास्ते कोई माकूल इतजाम नहीं किया जाता है । कभी कभी तो पानी तक का ठीक से इतजाम नहीं होता । मैं अभी विगत वर्ष के नवम्बर मास में ही नई दिल्ली के स्टेशन पर एक थर्ड क्लास स्पेशल रेलगाडी में गई थी जहाँ कि मैंने यह देखा कि वह स्पेशल प्लेटफार्म पर नहीं थी बल्कि कुछ हट कर बाजू में खड़ी हुई थी और जहाँ पर कि करीब दो फुट जगह होगी और नीचे घूल में उनके खाने पकान का और पानी पिलाने का इतजाम था । यह इतजाम जब नई दिल्ली रेलवे स्टेशन पर स्पेशल ट्रेनों का है तो आप स्वयं भ्रदाज्ज लगा सकते हैं कि और जगहों पर जहाँ कि स्पेशलें ठहरती होंगी वहाँ पर क्या हालत होती होगी ।

आप प्रचार करने हैं कि हमारे देश में भ्रजादी भ्राने के बाद क्या २ काम हुये हैं और वह देखने के लिये लोग जा रहे हैं और इसीलिये आप स्पेशलों में जाने के लिये सुभीता देते हैं और उत्तेजन देते हैं और जब वहाँ पर आपको इतजाम ऐसा कर ब हो तो फिर आप स्वयं इसका भ्रदाज्ज लगा सकते हैं कि वे लोग कैसा भ्रसर करेकर जायेंगे ?

मैं यह भी जानना चाहती हूँ कि स्पेशलें किस तरह से दी जाती हैं, किस ओर से दी जाती हैं और कौन सी एजेंसी के द्वारा दी जाती हैं ? इसमें किसी को क्या कुछ मुनाफा बनाने की गुजाइश रखी है ? यह मैं इस लिये कहती हूँ क्योंकि इस बारे में मेरे पास शिकायत आई है कि महीने तक उन्होंने स्पेशलें मागी हैं लेकिन उन्हें दी नहीं जाती और उनके बाद के लिखने वाले लोगों को स्पेशलें दी जाती हैं । इसलिये इस बारे में आपको जरा खानबीन करनी चाहिये कि ऐसी गडबड क्यों होती है ?

आपने मीटरगेज और नैरोगेज पर भीड दूर करने के लिये क्या उपाय सोचे हैं ? नदियाड से पसो पाज मीटर गेज जाती है वहाँ मैं बराबर देखती रहती हूँ कि डिब्बों के भ्रन्दर लोग मनुष्यों की तरह नहीं बल्कि भेड-बकरियों की तरह भरे होते हैं और डिब्बों की छतों के ऊपर भी लोग बैठे रहते हैं और कितने ही लोग खड़े खड़े और लटक कर चलते हैं । उनमें भीड का कोई शुमार नहीं रहता है और यह भीडमाड और रेलपेल हम आज से नहीं बल्कि वर्षों से देख रहे हैं । अगर उसको बीडगेज या मीटरगेज करना हो तो जल्दी करिये वरना नैरोगेज पर डिब्बे बढाने का कोई इतजाम करना चाहिये ।

सौराष्ट्र में मीटरगेज की ट्रेन की बात मैं आपको बतलाती हूँ । अभी इस महीने की १४ तारीख को मैं बीरमगाम से राजकोट जा रही थी । उस ट्रेन में आपने बहिनो के लिये सिर्फ दो ही डिब्बे थर्ड क्लास के रखे हैं और भीड इतनी अधिक थी कि उसमें हम लोग भेड-बकरियों की तरह से धस गये । हालांकि सामान किसी के पास ज्यादा नहीं था मगर बीरमगाम में हम लोग बड़ी मुश्किल से डिब्बे में चढ सके । आपको इस ओर ध्यान देना चाहिये और कुछ न कुछ इतजाम करना चाहिये और

[सुखी मणिवेन पटेल]

बहिनों के लिये कम्पाटमेंट्स बढ़ाने चाहिये । मैंने यह भी देखा कि सौराष्ट्र के पुरुष लोग स्त्रियों के कम्पाटमेंट्स में घुस आते हैं और ध्यान दिलाया जाता है कि बहिनो का डब्बा है तो वे कह देते हैं इसमें हर्ज ही क्या है और रेलवे कर्मचारियों से पुरुष लोग स्त्रियों के डिब्बों में आने से रोकना नहीं जाता है ।

वेस्टर्न रेलवे में कई ट्रेनों में आपने दूध वालों के लिये अलग डिब्बे रखे हैं जो कि उचित है क्योंकि उनके कारण पैसेंजर्स को बहुत तकलीफ होती थी । परन्तु मैं आपको बतलाना चाहती हूँ कि अभी पिछले महीने रात को साठे ग्यारह की पेसेन्जर ट्रेन में जब मैं अहमदाबाद से सूरत जा रही थी तब बहिनो के थर्ड क्लास के डिब्बे के अन्दर दूध वाली बहिनें अपने अपने बरतन लेकर रात में साठे ग्यारह बजे घुस आईं । जब हमने रेलवे के एक कर्मचारी का ध्यान खींचा कि आपने इन दूध वालों के लिये एक बड़ी सी बोगी रखी है तब इस डिब्बे के अन्दर उनको न आने दें तो उन्होंने हमको जवाब दिया कि बहिनों के आने में कोई हर्ज नहीं है । अब मेरी समझ में नहीं आता कि जब आपने पुरुष दूधवालों के लिये एक अलग पूरी बोगी रखी है तब आप दूधवाली स्त्रियों के लिये भी कोई एक अलग कम्पाटमेंट बनाने का प्रबन्ध क्यों नहीं करते और यह इतना न होने से पैसेंजर्स को काफी तकलीफ होती है । वे बेचारी दूधवालिया थकी मादी आती हैं और आपस में झगडा फसाद करती हैं जिसके कि कारण औरों को भी तकलीफ होती है । इसलिये इस ओर भी आपका ध्यान जाना चाहिये और कोई मुनासिब बन्दोबस्त होना चाहिये ।

सौराष्ट्र जाने वाली जा कीर्ति एक्सप्रेस है उसमें बहिनो के वास्ते ४ कम्पाटमेंट्स तो कम से कम रहने ही चाहिये ।

आपने पुरुषों के वास्ते स्लीपिंग ब्रैजमेंट किया है और उसका रिजर्वेशन करने के लिये पुरुषों को अधिकार दिया है । मेरा कहना है कि इस तरह की स्लीपिंग ब्रैजमेंट की व्यवस्था स्त्रियों के लिये भी होनी चाहिये । अब इसके लिये आपका यह कहना कि हमारी बहिनें स्लीपिंग ब्रैजमेंट के लिये जनरल कम्पाटमेंट में रिजर्वेशन करा सकती हैं, ठीक नहीं है क्योंकि अभी हमारे यहां पर इनका विवेक आया नहीं है कि कोई बहिन खड़ी हो तो कोई पुरुष उसको बैठने की जगह भी दे दे और स्वयं खडा हो जाय अलबत्ता विदेशी पुरुष इसका खयाल रखते हैं और वे तो यहां तक खयाल रखते हैं कि अगर उनके पास कोई महिला बैठी होती है तो वे बीडी सिगरेट पीने से पहले उससे पूछ लेते हैं कि क्या मैं यहां पर बीडी सिगरेट पी सकता हूँ । लेकिन हमारे देश में इसका बिलकुल उलटा है, और यहां पर जो नोब पास में बैठी हुई महिला की ओर मुह करके सिगरेट पीते हैं और उसका धुआ उनके मुह पर जाता है । मेरी आप से प्रार्थना है कि हमारी बहिनो के लिये भी रिजर्वेशन का कोई अलग से प्रबन्ध होना चाहिये ताकि उनको भी पुरुषों की तरह कुछ ज्यादा पैसा देकर रिजर्वेशन मिल जाय और १, १, घटा पहले से स्टेशन पर आना न पड़े ।

डिलक्स ट्रेनों में जो आपने साधारण थर्ड क्लास रखने का बन्दोबस्त किया है वह बहुत उचित किया है और अच्छी बात की है परन्तु जो बहिनो का डिब्बा होता है उसके ऊपर छापी चाक से 'लेडीज' लिखा होता है और रात में उसका पढ़ना मुश्किल हो जाता है । इसके अलावा लेडीज कम्पाटमेंट्स में अन्दर से डिब्बे को बंद करने का इतना नही है । अभी मैं पिछले महीने १३ तारीख को इधर

से थर्ड क्लास में डिलक्स ट्रेन में गई तो मने पाया कि थर्ड क्लास के दरवाजे के बोर्ड का एक पेंच ही निकल गया था और जब तक कि उसको सही न किया जाय दरवाजा बंद नहीं हो सकता था और दरवाजा खुला रहने से हवा आती है और बरसात का मीसम हो तो डिब्बे के अन्दर पानी आ सकता है। मथुरा रेलवे स्टेशन पर मैंने एक रेलवे कर्मचारी का ध्यान इस खराबी की ओर खींचा लेकिन अक्सर हमारे देखने में आता है कि रेलवे कर्मचारी साधारण तौर पर मुसाफिरों द्वारा की गई शिकायतों के प्रति एक उपेक्षा भाव बर्तते हैं। मैंने उनका ध्यान खींचा। वह चले गये और किसी ने मुझे पहिचान लिया और दूसरा जब एक कर्मचारी आया तो उसको मैंने कहा तब जा कर कही वह दुस्त किया गया और तीन तरफ चामो लगाई गई और एक दरवाजा खुला रखवा। अब ठीक से दरवाजे बंद न होने के कारण और उनमें चामो की व्यवस्था ठीक न रहने के कारण दरवाजे खुले रह जाते हैं और पीछे की ओर से स्त्रियों के डिब्बे में पुरुष लोग घुस आते हैं और जिससे कि महिलाओं को बहुत दिक्कत उठानी पड़ती है। कभी कभी चोर वगैरह भी पीछे से घुस आते हैं। रेलवे मंत्रालय को इस ओर विशेष ध्यान देना चाहिये। और महिलाओं के डिब्बों पर काफ़ी साफ तौर पर पेंट होना चाहिये कि यह महिलाओं के डिब्बे हैं और उनमें दरवाजे और अन्दर से चटकनी वगैरह की व्यवस्था ठीक होनी चाहिये। खानी चाक से लिखने से यह काम नहीं हो सकता।

आपकी डिलक्स ट्रेन में फ़र्स्ट क्लास और एअरकंडीशन्ड थर्ड क्लास के लिये सफ़ाई करने वाले का प्रबन्ध है और वे गाड़ी में ही रहते हैं। इसलिये उन दर्जों में तो कोई तकनीक नहीं होती। लेकिन आर्डिनरी थर्ड क्लास के लिये भी सफ़ाई का प्रबन्ध होना चाहिये। यह तो मैं जानती

हूँ कि जो आदमी गाड़ी में चलता है वह तो वहाँ नहीं आ सकता। लेकिन जिस तरह से और गाड़ियों के लिये सफ़ाई वाला आदमी आता है उसी तरह डिलक्स में भी थर्ड क्लास की व्यवस्था होनी चाहिये और उसको देखना चाहिये।

इसी तरह से डिलक्स ट्रेन में आर्डिनरी थर्ड क्लास के रेसिजन के लिये चाय और खाने प्रादि का भी कुछ प्रबन्ध होना चाहिये कि कोई आबे और पूछनाछ करे कि जैमे कि और रेल गाड़ियों पर होता है। इस तरह कोई देखता नहीं है। आपको इस बारे में भी अपने कर्मचारियों को सूचना देनी चाहिये कि ऐसा नहीं होना चाहिये।

जो आपकी बोयीज़ हूँ वे तो अब अपने यहा ही बनती हैं। लेकिन आपको यह देखना चाहिये कि जब वह कारवाने से बन कर आबें तो ठीक ठीक बन कर आबें। मैंने देखा है कि उसमें जो बारिया होनी हैं वे ठीक तरह से नीचे से पूरी बन्द नहीं जातीं। एक कोने या दूसरे कोने में आबे या पाव इंच का अन्तर रहता है। इससे गरमी में तो घूल अन्दर आती है और बरसात में इनमें से पानी आता है और सीट भीग जाती है और निकम्पी हो जाती है। उन सीटों पर पैसिजर नहो बैठ सकते।

आपने कहा कि हमने गाड़ियों में खे लगाये हैं और लाइट लगाई है। मगर क्या आपको यह मालूम है कि आपके पंखे ठीक से चलते नहीं हैं। पिछली बार में बम्बई जा रही थी। मैंने स्विच बन्द की मगर पंखा बन्द नहीं हुआ। परिणाम यह हुआ कि उससे मुझे जुकाम हो गया और बाद में बुखार हो गया। अगर इस तरह से आप पंखे और लाइट का प्रबन्ध करे, तो इससे क्या फायदा।

फिर अभी मैं इधर दिल्ली से जा रही थी कि रास्ते में बत्ती बन्द हो गयी। दिन

[सुश्री मणिबेन पटेल]

को तो आपकी बत्ती जलती रहती है स्विच बन्द होने पर भी, रात को नहीं जलती। इसलिये मेरा यह सुझाव है कि जिस बक्त यार्ड में से गाडी स्टेशन पर आवे तो यह प्रबन्ध होना चाहिये कि यह देख लिया जाये कि सब चीजें ठीक हैं या नहीं।

15 hrs.

आपने कई स्टेशनों पर एक और सुविधा का प्रबन्ध किया है कि पैसिजर को यह बताया जाता है कि यह ट्रेन इस समय जायगी, और जस जगह ज़रूरी होगी प्रादि। मेरा सुझाव है कि मजदूरों को क्या देना चाहिये। मेरा अपना अनुभव यह है कि जो आपके मजदूर स्टेशनों पर होते हैं वे पैसिजर्स को काफी तंग करते हैं। कोई एक नंग का आठ आना मागता है, कोई एक रुपया मागता है और अगर पैसिजर के पास कुछ बड़ा बोझा है और वह तकलीफ में है तो दो रुपया मागते हैं और दूसरे और मजदूर को आने भी नहीं देते। अगर और भीड़ हो तो जगह रोकने के लिये आपके मजदूर यार्ड में चले जाते हैं और जगह रोकने के लिये रुपया, दो रुपया, पांच रुपया पैसिजर से लेते हैं। तो मेरा तो यह कहना है कि यह आपके जो मजदूर हैं वे तो लाइसेंस हैं। वह लोग किस तरह से यार्ड में जा सकते हैं और मुसाफिरो से पैसे ले सकते हैं। आपके बाच एंड वाड के लोग क्या करते रहते हैं। जो आपका स्टेशन स्टाफ है और जो आपके बाच एंड वाड वाले हैं वे क्या देखते हैं। मैं देखती हू कि स्टेशन पर बहुत से भिखारी रहते हैं, बहुत से लेप्रासी वाले रहते हैं, कुत्ते रहते हैं, दातुन बेचने वाले रहते हैं, और भी बहुत से लोग रहते हैं। मैं तो रोज रोज आती जाती रहती हू इसलिये मुझ देखते ही यह पता लग जाता है कि किसके पास टिकट है और किसके पास नहीं है। क्या आपके रेलवे

के कर्मचारी यह नहीं देखते? मालूम होता है कि वह भाल भीचे रहते हैं और कि चलो जो चलता है उसे चमने दो। आज सरकार हर व्यक्ति से कह रही है कि पैसा पैसा बचाना चाहिये और उससे सरकार को मदद करनी चाहिये। लेकिन आपके कर्मचारी ही इन चीजों को न देखें और इस तरह से रेलवे का नुकसान हो, यह चीज नहीं होनी चाहिये।

आपने कई जगह वाटर कूलर लगाये हैं। भ्रष्टा किया है। मगर क्या आपकी मालूम है कि कई जगह ये वाटर कूलर चलते ही नहीं हैं और जहा ये नहीं चलते हैं वहा पर मुसाफिरो के पीने के लिये दूसरे ठंडे पानी का भी प्रबन्ध नहीं होता है। अब आपका कूलर चलता नहीं और दूसरा पानी मिलता नहीं तो पैसिजर क्या करें। तो आपके यह चीज भी देखनी चाहिये।

आपने रेलवे की ठीक व्यवस्था करने के लिये भिन्न भिन्न जोन बनाये हैं, जैसे नरदर्न जोन, सदरं जोन, प्रादि। परन्तु इनमें एक दूसरे के साथ विरोध नहीं होना चाहिये। इनको एक दूसरे के साथ सहयोग करना चाहिये। परन्तु मेरा अनुभव यह है कि यह सहयोग नहीं होना। मैं देखती हू कि वेस्टर्न रेलवे की ट्रेने मथुरा तक ठीक टाइम पर आती हैं। लेकिन मथुरा के आगे नारदर्न जोन शुरू होता है। मथुरा से दिल्ली तक का रास्ता डेढ़ घंटे का है। मगर इसमें कभी दो घंटा और कभी कभी तीन घंटा तक लग जाता है। ऐसा क्यों होना चाहिये। एक दूसरे के कोआपरेशन से काम होना चाहिये। जो ट्रेन देर से आती है उसको रोकना चाहिये। जो ठीक समय से आती है उसको नहीं रोकना चाहिये। मगर हम देखते हैं कि मथुरा पर ठीक समय से, बल्कि कभी कभी

समय से कुछ पहले भी ट्रेन आ जाती है मगर मथुरा से भागे उनको जगह जगह रोक लिया जाता है और वह लेट हो जाती है। जब हम वैस्टने रेलवे वालों से कहें हैं तो वह कहते हैं कि हम क्या करे, हम मथुरा तक तो समय से गाड़ी को पहुँचा देते हैं, पर भागे तो जब हमको सिगनल मिलेगा तभी हम चल सकते हैं।

एक बात की और भी शिकायत मेरे पास आयी है कि सड़क बन जाती है पर आपके रेलवे क्रासिंग के लिये दरवाजे को बन्द करने के लिये आदमी नहीं रखा जाता। उसके लिये कोई कोठरी नहीं बनती। इसका परिणाम यह होता है कि लोग उस सड़क का उपयोग नहीं कर सकते। तो जहाँ हम बड़ी बड़ी प्लानिंग करते हैं वहाँ हमको इन छोटी छोटी चीजों पर भी पूरा ध्यान रखना चाहिये। आखिर कोई सड़क एक दिन में तो बन नहीं जानी। उसको बनने में समय लगता है। आपके रेलवे कर्मचारी इस तरफ क्यों ध्यान नहीं दें कि जब सड़क बन रही है तो इसके लिये रेलवे क्रासिंग भी साथ साथ बनाया जाय और आदमी के लिये कोठरी भी होनी चाहिये ताकि लोगों की जिम् तकलीफ को दूर करने के लिये सड़क बनायी जा रही है, वह तकलीफ दूर हो सके।

जब लाल बहादुर जी रेलवे मंत्री थे उस समय जब वह आनन्द आये थे तो मैंने उनको बताया था कि आनन्द के पास ही एक गांव है जिससे आनन्द को आने के लिये रेलवे लाइन पार करने के सिवाय कोई और रास्ता नहीं है। उन्होंने कहा था कि इस तरह से लाइन को पार करके आने को हम नहीं रोकेंगे, जाने देते हैं। परन्तु यह उसका असली हल नहीं है। वहाँ पर और ओवर ब्रिज होना चाहिये। वहाँ पर और कोई रास्ता नहीं है। अगर कोई बीमार हो, या किसी को अपनी बैलगाड़ी में जाना हो या जीप में जाना हो तो दो तीन मील का

चक्कर लगाकर जाना होता है। और लाइन पार करके जायें तो केवल एक दो फरलाग का ही रास्ता है। तो मेरी बिनती है कि इसके लिये भी कोई रास्ता निकालना चाहिये।

इसके अलावा मैं यह कहना चाहती हूँ कि जब कभी आप नई लाइन बनायें, रेलवे यार्ड का विकास करे तो आपको आस-पास के लोगों को पूछना चाहिये कि यहाँ पर पानी के जाने का कौन सा रास्ता है ताकि आपकी लाइन से बारिश का पानी न रुके। हम अक्सर देखें हैं कि जब रेलवे का एक्सटेंशन होता है और नई लाइन बनती है तो इस बात का ध्यान आपके कर्मचारी नहीं करते कि यहाँ का पानी कैसे निकलेगा और इस कारण आसपास के देहात वालों को बहुत तकलीफ होती है। आप रेलवे का एक्सटेंशन करे, मुझे इससे कोई शिकायत नहीं है लेकिन पानी का रास्ता जरूर निकालें जिससे लोगो को तकलीफ न हो।

नडियाड में दस दस पन्द्रह पन्द्रह मिनट तक शटिंग होता रहता है और लोगों को लेवल क्रासिंग पर रुकना पड़ता है। मैं श्री जगजीवनराम जी रेलवे मंत्री तक से कहती हूँ कि वे मेहरवानी करके वहाँ आबे या किसी जिम्मेदार आदमी को भेजें ताकि ताकि हम उसको बता सके कि किस तरह से इसका रास्ता निकल सकता है और लोगो की यह तकलीफ दूर हो सकती है।

आखिर में मैं आपका ध्यान एक और बात की तरफ दिलाना चाहती हूँ। हाफार्ड, जो कि खोबे ले कर बेचने हैं, ट्रेन्च में आते हैं और लोगो को यह कह कर फसाना है कि पाच रुपये की चीज पाच आने में दे रहे हैं। वे लोग बिना टिकट सफर करते हैं। अगर वे टिकट ले कर भी आयें, तो भी उनको नहीं आने देना चाहिये, क्योंकि वे शरीर आदमियों को फसाने हैं।

[सुष्मी मणिवन पटेल]

उन की क्वाइ से मारा-मारी होती है, झगड़े होते हैं। इस का कोई रास्ता निकालना चाहिये। अगर आवश्यकता हो, तो कानून के द्वारा इस का प्रबन्ध करना चाहिये।

मुझे आशा है कि रेलवे मंत्रालय इन सब बातों पर विचार करेगा और इन समस्याओं को हल करेगा।

Shri Bangshi Thakur (Tripura—Reserved—Sch Tribes) Mr Deputy Speaker, Sir, in matters of development and progress in the railway sector in India, the Railway Ministry is trying its best to reach the target. The number of running trams has been made to increase. (Interruption) What is that interruption?

Mr Deputy-Speaker: An interruption that does not reach the hon Member is not intended for him. He should not care for that.

Shri Bangshi Thakur: The number of running trains has been made to increase, and the installation of new railway lines has been and is being made. Workshops and loco-workshops have been established, and our boys are getting training in those workshops in large numbers. The Railway Administration is trying its best to give more facilities to all the travellers of all the classes. So, all these prove that India is also not lagging behind in the railway sector in comparison with the other countries of the world. Of course, there are some drawbacks, and I hope that the Railway Ministry will take steps to remedy all these.

Now, let me say something about the railway lines in Tripura. So, at last the people of Tripura have heard the long-cherished proclamation, though after a decade, that Tripura will have a link railway line. So, let me convey my thanks to the hon Railway Minister for the mention he has made in his speech at the time of introducing the Railway Budget for

1959-60 regarding the possibilities of construction of the Patharkandi-Dharmanagar link railway line. But what has led me to surprise is that I do not find any word of surety in his speech in this regard. Moreover, there is no indication as to when this line will be constructed. It is needless to say again and again about Tripura's unspeakable transport difficulty, which the people of Tripura have been suffering from since the achievement of Independence.

The Tripura of pre-Independence days used to enjoy the facilities of travelling by rails, by boats and by air freely. But, after the Partition, she is nearly surrounded by Pakistan. So, she has been made to surrender all the facilities of the above description except that relating to air, which alone cannot cope with the situation created by the gigantic constructions demanded by upto-date development and progress. So her development and progress are being hampered in every field and the result is that the people are to undergo unbearable hardship in every walk of their life.

I do not say that no development works have been done in Tripura so far. Of course, works have been done but those works are unproductive constructions, unproductive in the sense that as soon as the constructions of roads, bridges and buildings are finished, the labourers are thrown out of employment. Not only that, as those constructions are, by their nature of unproductive economy, they do not help Government to lessen the burden so far as economic development is concerned. Only productive constructions, that is, constructions of productive economy, such as establishment of industries of various descriptions can help the Government in solving all the problems permanently. Of course, the Government is also concentrating its attention in that direction. But so long as the link and the inland railway lines are not constructed in Tripura, no industry

can be started, and if no industry is started, all the problems will remain unsolved in Tripura.

I want to discuss the difficulties of the producers of Tripura with concrete facts and figures. Under the present arrangement, if one maund of jute or cotton or oilseeds is to be exported from Sabroom, situated at the southern-most extremity of Tripura, to Calcutta, it has to be loaded in a truck or a lorry which has to run about 100 miles from Sabroom to Agartala, and another 6 miles to Akhara. What will be the transport charge? It will be nearly Rs 7. From Akhara to Calcutta, the Pakistan Railway will charge about Rs 2-10. So altogether the transport charge will be more than Rs 9 per maund. If the products of other divisions of Tripura are to be exported in this way, they will share the same fate, of course the transport charge will vary according to the distance from place to place.

We have road in one of the Calcutta dailies that the cost of production of jute per maund is Rs 19. What is the market price at present in Tripura of jute? Rs 8—Rs 12. So it is far below the cost of production. If this one maund of jute is carried by railway from Sabroom to Agartala, it will cost less than Re 1. So the transport charge will amount to, say Rs 3-10 upto Calcutta. So deducting the transport charge upto Calcutta the producers can get Rs 6 more per maund.

I should like to mention about the scheme concerning rehabilitation at Raima Saima. It was planned that the hillocks in Raima Saima area would be levelled down with the help of bull-dozers and in this way some 80,000 acres of land could be found for rehabilitating one lakh persons that is, 20,000 families. But that could not be materialised because bull-dozers cannot be lifted by air and the semi-permanent bridges could not bear the heavy burden of the same. So the scheme was abandoned. Had there been a railway in Tripura, the scheme of the Government could have been

translated into action long ago. Had there been a railway in Tripura, the transport of food amounting to about one lakh ton supplied by the Government of India from 1956 onwards would have been very easy, the present carrying cost would have been substantially reduced, the time would have been much shortened and wastage and damage avoided.

What is the problem of Tripura? The problem of Tripura is the establishment of industries. But without railway lines in Tripura, no industry can be started there. So the problem will remain unsolved. Under the circumstances, allow me to demand that the link rail lines from Patharkandi to Dharmanagar and the inland rail lines from Dharmanagar to Sabroom should be constructed within the first year of the Third Plan and during the Third Plan period respectively.

Shri Shankaraiya (Mysore) I wish to congratulate the Railway Ministry on the all-round development they have shown in the production of locomotives and wagons, mechanical equipment, putting more railways in operation on several lines and providing of amenities. The improvement in the manufacture of locomotives has made the country more and more self-reliant and less dependent on foreign countries. Taking into view the progress we are going to make in the two remaining years of the Second Plan and the Industrial progress that is to be made in view of the Third Plan period, the progress that has been made has to be greatly intensified and accelerated and it has to be seen that we are more fit and competent to manufacture and meet all the needs of the country. Therefore, I wish to state that more intense action should be taken to produce and improve these things.

Regarding operational efficiency, I wish to say a few words. No doubt, there has been an all-round efficiency taking the general picture in view. But if we take into account the functioning in the several lines and when

[Shri Shankaraiya]

we come to the Southern Railway, I will have to paint a different picture. But speaking generally, operational efficiency as a whole in the country has increased. But there is a tendency now, on account of the several accidents and the criticism that has been levelled both in Parliament and elsewhere, for the officers, particularly on the engineering and traffic sections, not to take the risk of taking decisions on the spot quickly. They are trying to shift the responsibility on to their superior officers. Unless and until local officers take the responsibility of quick decisions, efficiency will not be there. Many of the works or quick turnover or efficiency has lagged on account of decisions not being taken quickly. So I would suggest to the Railway Board that they should insist on local officers taking responsibility, because if they try to shirk and wait for the orders of their superior officers who are in distant places, the public will be put to inconvenience. The work will suffer, the trains will have to run late and so many other inconceivable consequences would flow.

Therefore, though the Railway Board have come to the conclusion that they are not going to further reorganise the divisions, I would still insist that the divisions be so organised that each division would be confining itself to less than 1000 miles, and greater responsibility and greater powers be given to these divisional officers and it is seen that efficiency is maintained. If this reorganisation is introduced in the administration and working of the railways, I think we will improve a good deal and the public will be greatly benefited, as the trains can be run more efficiently.

Another point is about the Railway Act. There have been several rules Subsidiary Rules. There is a Railway Act. There have been several rules and subsidiary rules operating. One hon. member just now referred to orders that are issued under the subsidiary rules for inspection etc. by the Traffic Manager and others. These

rules and subsidiary rules are not common in all the Railways—in the different zones. I do not know why there should be such a difference. An attempt was made to make uniform rules and subsidiary rules for all the Railways. This, particularly, hampers work when there is mutual transfer from one Railway to another. Officers will not be knowing the local rules and subsidiary rules of the other Railways and the public will be put to great inconvenience by different interpretations. This was considered by the Ministry and they promised to introduce common rules and subsidiary rules. But, I do not know how far it has been effected. This will also lead to greater efficiency in the running of the Railways. I hope the Ministry will look into this matter.

As regards new lines I must congratulate the hon'ble Minister for he has mentioned in his speech the Hasan-Mangalore line. He has stated that the possibility of constructing this Mangalore-Hasan line will be taken into consideration. It is no doubt a gratifying thing. In view of the pressing need for this railway line and the greater necessity of this because of the development of the port of Mangalore on the western coast in the Mysore State, this has to be taken immediately and precedence should be given to it. This is an under-developed area in the western coast which exports so much of manganese and iron ore and many other things to foreign countries and also the west coast products such as cashew nuts, pepper and coffee. All these have to be transported quickly and they are earning a lot of foreign exchange. When so much of foreign exchange is being earned by many of these articles grown in the western area, priority should be given to it. And, I hope the hon. Minister will see that this line is constructed within these two years, that is within the Second Plan period itself.

Shri D. C. Sharma (Gurdaspur):
Why not earlier?

Shri Shankaraiya: I want it urgently; that is why I am pleading for this.

Then, I am sorry to note that no mention has been made about the Satyamangalam section. There is a link that has to be connected from Chamarajanagar to the Coimbatore line, covering a distance of about 75 to 80 miles. The cry has been there for the last 50 years. The foreign Railways operating then, the S.I. and M.S.M. Railways would not allow the State Government to have this connection. Now that the Railways have been integrated and we have an Indian Railway system, this connection should be undertaken. If I may say so, when Shri Gopaldaswamy Ayyangar was the Minister of Railways he promised to undertake it; and my information is that he had already ordered its construction, I do not know what happened to it. The matter has been agitated by the people; the work has not commenced and it has been shelved.

Recently, when the hon. Minister visited Mysore, the people of Mysore gave a representation and he knew the intensity of the agitation that is going on and the dissatisfaction and disappointment that the people have been feeling in that particular area. Since the matter has been pending for a long time, I hope the hon. Minister will give due consideration to that and see that it is implemented at least in the Third Plan.

If I remember aright, the hon. Minister while replying to the Budget Debate last year, mentioned that he would give serious consideration to this problem when the 90 million dollar loan from America would be drawn. Not that some amount out of that the 90 million dollar loan would be spent there; but that would relieve the Ministry of some of the general funds for construction of fresh lines. That 90 million dollar loan has been drawn; and, over and above that, some other loans have also been taken. They have been enumerated on page 14 of the Budget speech.

"As the House is aware, we have since been able to obtain a further loan of 85 million dollars from the World Bank."

"Apart from these loans, assistance has also been received under the Indo-American Technical Co-operation Programme and the Colombo Plan."

So, when assistance has come and when a promise was made that this line would be given due consideration, I am sorry to find that no mention has been made about it in the report; and it is very disappointing to us. I hope the hon. Minister will not give any further room for disappointment and will consider the matter favourably.

Coming to the Southern Railways, I have many points to state. I do not know what is wrong with this Southern Railway or the southern zone. It has been disappointing in many ways. While all the other zones have been working at a profit and providing more amenities the Southern Railway has been running at a loss of Rs. 6 crores a year. I do not know the reason for it.

One reason that has been attributed is that the cost of coal has increased and that has resulted in the increase in the loss to the extent of Rs. 3 crores. Except the explanation, nobody knows whether it is a fact or not. This requires a deep probe into the matter. This Southern Railway was running profitably during the company days and the Mysore State Railways was also running profitably; and I do not know why the Southern Railway is incurring a loss of Rs. 6 crores a year. It is not a small matter; it is not a small sum. The matter has to be enquired into and proper reasons have to be found as to where the defect lies and must be remedied.

Coming to the question of facilities that have been provided in the Southern Railway, particularly in the Mysore area, I would say this, As you know, Bangalore is a big city and it has industrially developed. Its population is more than double and there has

[Shri Shankaraiya]

been an influx of population to a very great extent. There is a floating population of nearly a lakh every day.

An Hon. Member: One lakh every day?

Shri Shankaraiya. Yes, there are nearly 100 trains and hundred of buses coming into and leaving out of Bangalore. It is a business centre and many industries have been started there.

Mr. Deputy-Speaker: Most of them must be travelling without tickets!

Shri Shankaraiya. The Southern Railway is not competent enough to tackle if it were to be true.

Shri Dasappa (Bangalore). Not in Mysore State, Sir.

Mr. Deputy-Speaker. If the Mysore people have no other reason to advance for the loss that the Railway is incurring.

Shri Dasappa. Mysore was really earning Rs 80 lakhs every year before integration.

Shri Shankaraiya. The railway stations have not been improved, they are the same as before. I may bring to the notice of the hon. Minister that there are about 6 to 8 trams leaving Bangalore every day towards the Mysore side and they have no overhead shelter. All the train formations will be in the open, exposed to sun, rain and all that. There has been no overhead water supply when so many people are going there.

Lastly, I would like to bring to the hon. Minister's notice one fact which is disquieting to the minds of the Members of Parliament from Mysore and also the people of Mysore. I refer to the discriminatory treatment meted out to the ex-Mysore railway officers. If we take into consideration how these people are being discriminated against, how they have been superseded, we will realise how it is not only a question of tolerating it but it is a question of exasperation too, as to how it is being practised.

I would give only one instance. I may recall that there was a good deal of agitation in 1950 when the integration took place. Some of the Mysore officers who were gazetted officers lost their grades and had to come into grade III or IV and those who were then included in the class I and II grades have since been discriminated against and people from SIR and MSM railway have superseded these Ex-Mysore officers, in spite of their good confidential reports. For instance, an officer of the second class who has got good reports was entrusted with statutory audit. I do not wish to mention the names. When he turned out good work the superior officer and the seniormost officer gave certificates saying his work was commendable, appreciable. Within two months, a promotion had to be recommended and this Mysore officer was ignored and a junior most officer was promoted to the senior scale. The General Manager took objection to the recommendation made and promoted him to the senior scale. The particular departmental officer had to deal with this was opposed to promote the Ex-Mysore State officer as a senior scale officer, so he immediately issued an order that the Mysore officer should not draw a higher pay and that the promotion would be subject to the Board's confirmation. Then the officer had to retire within a few months and on the last date of his service, when he was about to retire, he wrote a General remark that all the three Mysore officers were unfit for promotion to Class I. On that report, the Railway Board acted and superseded the three Mysore officers by three others against whom there were some complaints and notices for explanation had been issued.

Shri D. C. Sharma: The others are also from Mysore.

Shri Shankaraiya. No. When they preferred an appeal, the reason given was that the matter had been decided.

by the Railway Board and the Public Service Commission. They take shelter like this. Thus the UPSC has also been deluded I want to bring this to the notice of the House, it is not a small thing. Only this last report of the officer who had to retire was made available to the Public Service Commission. Relying on that the supersession of these officers was allowed. Why were the previous records suppressed? There has not only been omission but there has been a commission also. The previous records were not placed before them and only the last report was placed. That is how they have made use of the Public Service Commission also to cover their mistakes and differentiation.

Mr Deputy-Speaker: Such cases may be taken up with the Minister individually.

Shri Shankaraiya: It is only one individual case Sir, That is why we, Members of Parliament from Mysore gave an application to the hon Minister and we are going to discuss it with him unfortunately he fell ill and had an accident just after. We had some discussion on this with the Member of Establishment in the Railway Board and he gave certain relief. Unfortunately, he could not give relief in this case because he had no powers and the matter has to be discussed with the Minister. We are going to give this in writing naming the officer also who has practised such things. I am sure the Minister is favourable and will look into the matter and I have great confidence and trust in the Hon'ble Minister and I hope justice would be meted out.

Mr Deputy-Speaker: I am sure the Minister will discuss it with the hon Member.

Shri Bhanja Deo (Keonjhar) Mr Deputy-Speaker, Sir though the railway authorities at the headquarters and all over the country have done a good job standing up to the Second Plan, yet I could not be very happy

with the financial picture that the hon Minister of Railways presented to us the other day. I may call it delicate the most glaring proof of this is that the railway development fund is lacking in finances. The funds amounting to Rs 92 crores which were to be taken from this fund to carry on projects during the Second Plan period are now being charged to the capital at charge probably to avoid paying a higher rate of interest to the general revenues as had been pointed out by the Railway Convention Committee when it was appointed. Certain projects which had formerly been shown as unremunerative had now been suddenly shown in the explanatory memorandum of the Railway budget as being remunerative and their expenditure had been charged towards the capital at charge, probably again to avoid the higher rate of dividend that they have to pay to the general revenues.

About advances from the general revenues the Railway Convention Committee pointed out that such advances should be treated as temporary loans and should not be added to the capital at charge on which four per cent dividend is payable annually. The Railways will pay an interest on this loan to general revenues at the average borrowing rate chargeable to commercial departments. It seems that this laxity over the expenditure has not inspired the Railway Minister 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. It is high time that some job evaluation and rationalization of the working load and the wage structure were evolved. The policy of continuous increase in personnel and overhead expenses at the present rate will affect the working of the railways. It is time that an expert committee was appointed to go into these factors of

[Shri Bhanja Deo]

the problem and see how best we could have increased revenues which are comparatively less elastic within the plan period or rather within the period of the last eight months as has been mentioned by the hon Railway Minister while making his Budget speech

The hon Minister has not mentioned how the problem of operational efficiency has to be stopped up nor has he suggested any speed increase for the trains and the reduction in the detention of wagons in yards and other similar efficiency measures. The Railway Minister pointed out that this increase in working expenses was largely under repairs and maintenance expenditure incidental partly to the steadily expanding railway assets and partly to various safety measures taken to minimise accidents about which there had been great alarm during the last Budget session and a threadbare discussion in this House. The details however reveal that Rs 2.71 crores will be spent on staff covering cost redistribution of posts in certain cadres, etc and on staff temporarily sanctioned for preliminary work of change-over to metric system apart from the staff for certain other categories. In spite of the fact that they had to spend in 1958-59 more than the Budget the revenues fell short to the extent of Rs 13.1 crores. This was mainly due to the decline in both passenger earnings and goods earnings. There was a short-fall of Rs 8.43 crores in passenger earnings and Rs 4.67 crores in freight earnings. As has been pointed out by the Railway Minister the fall was partly due to an impact of rise in the cost of living and employment situation, but it cannot be said that this fall in passenger earnings was all due to that. There were improved amenities for passengers but yet, I am sorry to say that the people took to travel by buses, because they thought they could not pay for the higher fare bill that the railways had been imposing on them.

The very fact that the railways have not been able to divert traffic from the road transport routes indicates that there is something very wrong in their working. I take this opportunity to point out that the short distance carriage by the roadways increased during the last two years. People find it convenient to go by buses if they want to travel small distances, because the number of trains plying between places at short distance is very small. Therefore, I would suggest that short distance trains to feed the regions of heavy traffic should be organized.

Similarly, the freight rate for short distances is higher considering the services of the roadways in which case the goods are carried from one market to the destination. They easily attract more traffic. If the railways can organize the delivery system in case of bigger stations at least, it will help the railways in two ways: first, it will add to their revenues and second, it will relieve the congestion in the godowns at the stations.

There is little disagreement with the measures for improving the revenues by means such as prevention of ticketless travel, effective steps against thefts, negligence, etc. In fact the revenues of the railways will considerably improve if ticketless travellers are prevented and conditions created for reduction in payment of compensation on account of damages.

The budget speech reveals that the Railway Board is scrutinizing the 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 the railways should assume the responsibility of carriers 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

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

It is implied by this the Government, after having brought into effect a new freight structure are not now very anxious to assume common carrier liabilities? But it is high time that they did so because of the higher freight structure that they have implemented with effect from 1st October, 1958.

A happy feature about the freight structure is that the Minister has promised to consider the carriage of the goods which was earning foreign exchange for our country, but due to the raised freight structure they have not been able to compete with other foreign markets. In this regard, the hon. Railway Minister has said that nine items have already been notified which will receive consideration. I do not know if manganese ore comes under this category, because that has been a very good foreign exchange earner for our country. From the area I come from, there is a big extraction of this mineral which has dwindled since last year because we are not able to compete with the foreign markets which are growing in Brazil and South Africa. Therefore, I would urge on the hon. Railway Minister to consider sympathetically the case of this trade so that we may be able to retain for our country the markets which were being fed by the manganese ore from our country.

About the delicate nature of the railway finance, again I may be permitted to say that the anticipated net surplus of Rs. 21.19 crores for the budget year of 1959-60 gives cause for concern, because in calculating this surplus it does not appear that the Railway Minister has taken into consideration the possible burden that might be placed on the railways' finance as a result of the recommendations of the Pay Commission. This

only means that the railways will have to depend more and more on general revenues of the Government of India for their development and expansion programme. Railways have an assurance to increase demands for transport capacity from the new steel plants and the existing ones which are going to be expanded. They will have the monopoly of this traffic. Coal raisings also are bound to increase. It is, however, doubtful whether these expectations will come true, in view of the comparatively stagnant state of industrial production which was only about two per cent higher than in 1957 as against about eight per cent during 1955-56. Unless there is substantial improvement in the coming years, the expectations of increased revenues may not materialize.

There is a very important issue which has been raised by the Railway Minister. He has exaggerated the competition from the road transport services. Similarly, our shipping companies have been complaining that there is undue competition between road transport and shipping and the railways. That is why it is very necessary that we should have an integrated policy for shipping, railways and road transport so that there is no duplicating and undue competition among each other but that all are combined for the development of the resources of our country which are essential for the growth of our third Five Year Plan.

I may suggest here that coastal shipping should be developed in the ghat areas, especially in the eastern and western ghats where, due to difficult terrain and natural features, it is not easy for the railways or the roads to meet the requirements for the development of those areas. In these areas particularly I would suggest that coastal shipping should be encouraged because the freight in shipping would also be cheaper than in the railways and road transport.

[Shri Bhanja Deo]

After having dealt with the general structure of our railway budget, with your permission I might digress to some of the local problem. First, I will mention about the railway station which connects the district headquarter of my district, which is situated at about 72 miles from the railway station, as well as the sub-divisional headquarter called Jajpur in Cuttack district. This Jajpur Keonjhar Road station is very important in this respect that it has to cater for the requirements of Keonjhar district as well as the very rich Jajpur sub-division of Cuttack district. Besides, this station is growing fast in importance, because chrome ore and iron ore are loaded into the railway from this station. Moreover, the Government of Orissa are contemplating to set up a ferro-chrome plant in the very near vicinity of this place. That is why the importance of this station is growing considerably

But I am sorry to say that though stations of lesser importance than this station have been developed, unfortunately, the South-eastern Railway have not paid enough attention to the growth of this station. Recently two new tracks have been laid there for which an overbridge has been constructed, but the main railway line which is nearer the goods shed and which caters for the town which is on the other side of the track is not yet connected with a railway overbridge.

Moreover, the staff at this station is not up to the requirements. As I have said, this station is fast growing in importance due to the loading of the iron and chrome ore, but the staff there is not adequate and that is why they have to work overtime. Though the staff number 46, there are not adequate quarters for them. Only about 14 quarters exist at present. Besides, though the telephone exchange is only a mile away from this place, the railway station,

which is growing in importance is not yet connected with a telephone line. As there is a telephone connection, it would facilitate communication between my district headquarters, which is 72 miles away and the sub-divisional headquarters, about which I have already mentioned. Then, though recently water tap facility has been provided in the station, I am sorry to observe that this protected water-supply has not been made available in the quarters of the railway employees living there.

I want to say something about the Puri Express, which is the important railway link between Orissa and the important city of Calcutta. But unfortunately, more often than not, this train runs late and even if this train arrives only about 20 minutes late at Kharagpur, it is detained for over four hours, because the local traffic has precedence over this train.

Similarly, I will mention about another train connection between Patna and Tatanagar—the Tatanagar Express. Formerly, there was a passenger train between Patna and Tatanagar. But this passenger train was faster in those days in this respect that anybody could go from Tatanagar to Delhi in 30 hours. But now, with the express service, the journey takes 36 hours. I cannot understand why when there is express service, it should be slower than the passenger service of those days. Probably it is due to the fact that this express train does not connect the Delhi-Kalka Mail.

I have one point more about another important mineral extraction area i.e. Badampahar area, which is very near my constituency in Keonjhar district. Unfortunately, there is no fast passenger traffic connecting Badampahar with Tatanagar. I hope this would be considered by the hon. Railway Minister.

Finally, I will conclude by quoting from the Railway Minister's own speech:

"I have no doubt that the House will join me in wishing well by the Railwaymen in the year to come and in the further future ahead"

In this, I am sure the whole House is behind him, because of the magnificent work they have done during this Five Year Plan period to cope with the national development and the huge structural programme which they have undertaken

लेड अचल सिंह (भागरा) : उपाध्यक्ष महोदय, रेलवेज का विषय किसी भी देश के वास्तुं इतने महत्व का है कि उसके बारे में जितना भी कहा जाये थोड़ा है और यह बात आसतौर से हिन्दुस्तान के लिए लागू होती है जो कि एक कृषि प्रधान देश है। हमारा देश २००० मील लम्बा और २००० मील चौड़ा है और इस देश की लम्बाई चौड़ाई को देखते हुए और यहाँ के कृषि अन्य व्यवसायों को प्रोत्साहन देने के लिए और इस देश के लोगों की जरूरतों को पूरा करने के लिए हमारी रेलवेज की व्यवस्था उत्तम और माकूल होनी चाहिये क्योंकि रेलवेज के ऊपर ही हमारे देश की खुशहाली और देश का व्यापार और वाणिज्य निर्भर होता है।

हमारे देश में करीब ३५ हजार मील रेलवे लाइंस हैं और उसमें करीब १२०० करोड़ रुपया लगा हुआ है और भारतीय रेलवेज में १३ लाख आदमी काम करते हैं लेकिन उपाध्यक्ष महोदय, मैं आपका ध्यान इस ओर आकर्षित करूँगा कि रेलवेज की व्यवस्था जिस ढंग के होनी चाहिये उस ढंग से नहीं हो रही है।

रेलवेज के व्यवसाय में हमारा करीब १२०० करोड़ रुपया लगा हुआ है और सन् १९५८-५९ में ग्रीस ट्रेफिक रैसीट्स से ३८० करोड़ रुपये की हमको प्राप्ति हुई है जब कि उसी साल का कुल खर्च ३२२ करोड़ हुआ है जिसका कि मतलब यह निकला कि नैट रेवेन्यू हमारा ५८ करोड़ का हुआ जिसमें से कि डिबिटेंड टु जनरल रेवेन्यूज ४५ करोड़ का चला जाता है और हमारी नैट सेविंग और प्राफिट १३ करोड़ का हुआ है। मैं आपका ध्यान इस बात की ओर आकर्षित करूँगा कि १२०० करोड़ रुपया लगा कर हमको १३०० करोड़ रुपये का साल में मुनाफा हो तो कहां तक वाजिब है? ४५५० करोड़ रुपया डिबिटेंड का दिया है और जो १२०० करोड़ रुपया लगा हुआ है उसमें जो माल है सामान है जो लाईस है इंजन है और बंगल्स है उनका डिटेरियोरेशन और टियर वियर तो कम से कम ७-९ परसेंट होना चाहिये। इस हिसाब से ७२ करोड़ की बजाय ४५ करोड़ रुपये होना चाहिये था। वह जो हमारा ४५ करोड़ रुपये रक्खा है और १३ करोड़ रुपये का जो हिसाब दिखाया है उसका मतलब यह है कि मुश्किल से एक रुपया संकड़ा हम को मिला है। अब आप स्वयं समझ सकते हैं कि आजकल जो भी व्यापार किया जाय उसमें कितना मुनाफा होना चाहिये। अभी अमरीका और जापान आदि कई देशों से कर्ज लिये हैं, साढ़े ४ परसेंट और ५ परसेंट के ऊपर कर्ज लिये हैं और उन कर्जों को लेकर हम यह जो १ परसेंट का फायदा करते हैं, तो यह सौदा कहां तक उचित और वाजिब है। इसलिए मैं इस मुक्ति पर रेलवे मंत्री महोदय और उनके मंत्रालय का ध्यान इस ओर दिलाना चाहूँगा कि इस रेलवेज के व्यवसाय को ठीक लाइंस पर चलाना चाहिये।

16 hrs

अब मैं इसी सितसिले में आपको बतलाऊँ कि आजादी के पहले जो अन्वेषी

[सेठ भचल सिंह]

कम्पनियां रेलवेज के व्यवसाय को चलाती थीं और जिनका कि २५, २५ वर्ष का ठेका होता था, उन्होंने इन्हीं रेलवेज के जरिये करोड़ों रुपये पैदा किये और जब बाद में उन्होंने ब्रिटिश गवर्नमेंट को तमाम रेलवेज सौंपी तो काफी मुनाफा उस वक्त तक उन्होंने रेलवेज से कमा लिया था। लेकिन आज हमारी यह स्थिति है कि हम इस १२ वर्ष के समय में कोई बहुत ज्यादा फायदा नहीं कर सके हैं। और हम एक तरह से लास पर ही काम कर रहे हैं। मैं मंत्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ कि यह व्यवसाय बहुत नुकसान में चल रहा है। हमको इस काम में काफी सतर्क होना चाहिये और जो रुपया खर्च होता है उसको देखना चाहिये ताकि मुनासिब रुपया खर्च हो और इससे लाभ अधिक हो।

दूसरी बात मैं यह बतलाना चाहूंगा कि मंत्री महोदय ने अपनी बजट स्पीच में कहा है कि बम्बई में पशुओं का गोबर अपकट्टी को जाता है, रेलवेज ने ५० परसेंट डंग का किराया कम कर दिया है तो मेरा कहना है कि डंग तो ज.ये ही लेकिन मैं मंत्री महोदय का ध्यान इस ओर दिलाना चाहूंगा कि हमारे हजारों जानवर मुरां नस्ल की भैंसे आदि जो बम्बई जाते हैं और एक साल तक दूध देने के बाद जिनको कसाईखानों में काट डाला जाता है, मैं चाहूंगा कि डंग तो रिआयती दर जाये ही, साथ ही डार्ई पशु जो बम्बई और कलकत्ते से अपकट्टी को जायें, उनमें २५ परसेंट की रिआयत दे दी जाय ताकि हमारा बह धन बर्बाद न हो।

बैसे तो रेलवे मंत्री महोदय ने अपनी बजट स्पीच में इसकी काफी चार्चा की है कि लोको-मोटिव्स और बोगीस के विकास के बारे में हमारे देश के चितरंजन और टैलिको कालानों ने काफी काम करके दिखाया है। चितरंजन के कारखाने में करीब १६८ इंजन तैयार होते

हैं जबकि टैलिको में १०० तैयार होते हैं। मेरा कहना है कि हमको अपनी उत्पादन क्षमता बढ़ाने के लिए इन कारखानों में, दो तीन शिफ्टों में काम चालू कर देना चाहिये और ऐसा करके हम अपनी उत्पादन क्षमता को बढ़ा सकेंगे और उस हालत में हमको अमरीका और जापान आदि देशों से लोकोमोटिव्स या वैगन्स मग ने की आवश्यकता नहीं रहेगी और दो, तीन शिफ्टों में काम शुरू कर देने से हम अपनी जरूरत के लायक सामान यहाँ पर बनाने लायक हो सकेंगे और हमको विदेशो से कर्ज की जरूरत नहीं पड़ेगी और न ही विदेशी माल यहाँ पर आ सकेगा और न ही हमको फारेन एक्सचेंज मनी देनी पड़ेगी।

रेलवेज में क्लेम्स के बारे में मुझे यह निवेदन करना है कि भ्राये दिन हम देखते हैं कि रेलवेज के ऊपर क्लेम्स किये जाते हैं और रेलवेज को करोड़ों रुपये के क्लेम्स देने पड़ते हैं। मुझे किसी ने बताया है कि अब पहले से क्लेम्स में कमी हुई है। यह सतोष का विषय है। लेकिन मैं अच्छी तरह जानता हूँ कि अभी भी इस सम्बन्ध में बहुत कमी हो सकने की गुजाइश है। मेरे कहने का यह मतलब नहीं है कि जितने भी क्लेम्स होते हैं तमाम गलत और बोगस होते हैं लेकिन काफी तादाद ऐसे क्लेमों की रहती है जो कि बोगस होते हैं, बहुत सी बोगस रिप्लियां बना दी जाती हैं और बोगस बिल्टियों में से माल तो कोई और ले जाता है और उनका क्लेम रेलवेज को भुगताना पड़ता है। इसके अलावा यह भी होता है कि रेलवे के बावुधो से मिल कर क्लेम ज्यादा करवा लेते हैं। मैं चाहता हूँ कि रेलवे मंत्रालय को क्लेम्स की तरफ जरा ध्यानपूर्वक देखना चाहिये और उसको इसकी भी उचित व्यवस्था करनी चाहिये कि रास्ते में से जो माल चोरी चला जाता है और निकाल लिया

जाता है वह चोरी बन्द हो। अब यह-बीच मेरे नोटिस में आई है कि आगरे से भांडाई जो मालगाड़ी जाती है, माल के बैगनों में के लाखों रुपयों के माल की चोरी कर ली जाती है और माल निकाल लिया जाता है और यह माल की चोरी रेलवे डिपार्टमेंट और पुलिस की बजह से होती है वरना यह नहीं हो सकती है कि गाड़ी ठहराई जाय और उसमें से माल निकाल दिया जाय। मैं चाहता हूँ कि इस तरीके से नाजायज तौर पर जो बैगन्स गिराये जाते हैं लाखों रुपयों के माल की जो चोरी होती है और जिसका कि खामियां रेलवेज को क्लेमस की शकल में भुगताना पड़ता है, वह भुगताना न पड़े।

दूसरी बात जो मैं अर्ज करना चाहता हूँ वह टिमटलीस ट्रेविल के सम्बन्ध में है। इसके विषय में मेरे पूर्व बकना महोदयों ने भी रेलवे मंत्रालय का ध्यान आकृष्ट किया है। आज भी बहुत अधिक सख्या ऐसे लोगों की इस देश में है जो कि बिना टिकट लिये रेलगाड़ियों में सफर करते हैं और इस तरह रेलवेज को जो भारी नुकसान उठाना पड़ता है उसको कम करने और खत्म करने के लिये मंत्रालय को गम्भीरतापूर्वक सोचना चाहिये और जरूरी कदम उठाना चाहिये हालांकि मजिस्ट्रेट्स और पुलिस तैनात रहती है कि वह बगैर टिकट चलने वालों को पकड़े और उनको सजा दिलवाये लेकिन यह ठीक बात है कि आज भी लाखों की सख्या में आदमी बगैर टिकट रेलगाड़ियों में यात्रा करते हैं। करप्शन दोनों तरफ से होता है। रेलवे स्टाफ की तरफ से भी होता है और व्यापारियों और जनता की तरफ से भी होता है। जब तक यह नहीं रुकता हमारा सिर ऊंचा नहीं हो सकता। तो मेरा सुझाव है कि हमको इस तरफ भी ध्यान देना चाहिए और रेलवे एडमिनिस्ट्रेशन से और जनता से भी अपील करनी चाहिए कि यह करप्शन दूर हो। और अगर कोई करप्शन करता पकड़ा जाये तो उसे सख्त से सख्त सजा होनी चाहिए।

आजकल रेलवे कर्मचारी यह समझते हैं कि अगर हम पकड़े भी जायेंगे तो सिफारिस से या कोशिश से छूट जायेंगे। यह नहीं होना चाहिये। ब्रिटिश गवर्नमेंट के समय में एक डिवीजनल मैनेजर होता था। उससे रेलवे स्टाफ कापा करता था और सब ठीक से काम करते थे। लेकिन आज हम देखते हैं कि एडमिनिस्ट्रेशन डीला हो गया है। हमको इस तरफ सख्ती से काम लेना चाहिए ताकि काम ठीक से हो सके।

मन्त्री महोदय ने बतलाया कि आजकल सड़को से माल ज्यादा ढोया जाने लगा है और इससे रेलवे की आमदनी में कमी हो रही है। इसका कारण यह है कि ट्रकों से माल भेजने में व्यापारियों को अधिक सुविधा होती है। ट्रक वाला उनके घर से माल ले जाता है और जहाँ जरूरत होती है वहाँ पहुँचा देता है। इस सुभीते की वजह से अगर ट्रक वाला कुछ ज्यादा भाडा भी लेता है तो व्यापारी उसी से काम लेते हैं। अगर रेलवे की तरफ से भी व्यापारियों के लिए कुछ सुभीता किया जाये तो उनका रत्नान रेलवे से माल भेजने की ओर हो सकता है।

अक्सर व्यापारियों को डब्बे नहीं मिलते अक्सर सी डेढ़ सी की दूरी के लिए डब्बे नहीं मिलते। इसलिए व्यापारी ट्रकों से माल भेजते हैं। अगर सेट्रल गवर्नमेंट या स्टेट गवर्नमेंट कोई ऐसा कायदा बनावे जिससे व्यापारियों को सुविधा हो, उनको समय से बैगन्स आदि मिल जायें, तो उनका रत्नान रेलवे की तरफ हो सकता है और रेलवे की आमदनी को बढ़ाया जा सकता है।

मन्त्री महोदय ने बतलाया कि सन ५७ से उन्होंने तीन सौ रुपया तक बेटन वालों का पाच रुपया डिअरनेस एलाउस बढ़ा दिया है। लेकिन आज के गिरावले के जमाने में पाच रुपया क्या कीमत रखता है। मेरा सुझाव है कि जैसे कि पहले रेलवे अपने स्टाफ

[सेठ अचल सिंह]

को गल्ला सस्ते भाव पर देती थी वैसे ही फिर देना शुरू कर दे। मीसम के शुरू में रेलवे गल्ला स्टॉक कर के और अपने कर्मचारियों को उचित भाव पर देती रहे। इससे रेलवे को भी नुकसान नहीं होगा और कर्मचारियों को भी फायदा होगा।

रेलवे में बहुत सी कमेटियां बनायी गयी हैं जैसे रेलवे यूजर्स कंसल्टेटिव कमेटी, टाईम टेबिल कमेटी, पैसिजर्स अर्गेनिटीज कमेटी, कैटरिंग कमेटी आदि। जब ये कमेटियां बनी थी उस समय तो उन्होंने कुछ काम किया था लेकिन अब इनसे कोई फायदा होता नहीं मालूम होता। मैं चाहूंगा कि इस पर भी ध्यान दिया जाये ताकि ये कमेटियां अपना पूरा पूरा काम करे।

अपनी बजट स्पीच में मंत्री महोदय ने फिगर्स दे कर बताया कि पिछले साल में कुछ एक्सीडेंट ज्यादा हुए हैं। और इनका खास कारण यह बताया कि स्टाफ लापरवाही करता है। अगर वह ठीक से काम करे तो एक्सीडेंट न हों। सिगनल वगैरह का इन्तिजाम इस तरह का है कि अगर स्टाफ ठीक से काम करे तो न तो कोई डिरेलमेंट हो और न एक्सीडेंट हो। लेकिन चूकि वे लापरवाही से काम करते हैं और अपनी जिम्मेदारी नहीं मसकते इसलिए ये तमाम एक्सीडेंट होते हैं। इसमें काफी नुकसान होता है, कम्पेन्सेशन देना पड़ता है, आदमी मरते हैं और मैटीरियल का भी बहुत नुकसान होता है। मैं चाहूंगा कि इस तरह काफी ध्यान दिया जाये जिससे कि एक्सीडेंट कम हो और जनता और सरकार का भी नुकसान कम हो।

अब मैं आगरे के बारे में भी दो बातें कहना चाहता हू। आगरा एक इंटरनेशनल सहर है और वहां हर साल हजारों विदेशी यात्री आते हैं।

उपाध्यक्ष महोदय : आप तो बहुत देरी से आगरे आये।

सेठ अचल सिंह : मैं जल्दी ही खत्म करता हू।

पिछली पंचवर्षीय योजना में आगरे के लिए एक सेंट्रल स्टेशन बनाने का प्रयोजन था लेकिन चूकि रुपये की कमी थी इसलिए उसको ट्राय कर दिया गया। आगरे में आठ स्टेशन हैं और इसलिए बहुत खर्च होता है। अगर एक सेंट्रल स्टेशन हो जाये तो कम खर्च में काम चल सकता है। लेकिन वह नहीं हो रहा है और खर्च काफी हो रहा है। मैं माननीय मंत्री महोदय से कहूंगा कि अगर सेंट्रल स्टेशन नहीं बन सकता तो यह देखा जाये कि किस तरह से स्टेशन घटाये जा सकते हैं। आज वहां एक एक डेढ़ डेढ़ मील पर स्टेशन है जिससे खर्च बहुत होता है। इस तरह ध्यान देना जरूरी है।

जगनेर में एक रेलवे क्रासिंग है जहां पर लोगो को बहुत देर तक रुका रहना पड़ता है और बड़ी तकलीफ होती है। वहां पर या तो क्रॉस ब्रिज बनाया जाये या कोई और रास्ता निकाला जाये ताकि लोगो की यह तकलीफ दूर हो।

उपाध्यक्ष महोदय . अब माननीय सदस्य खत्म करे।

सेठ अचल सिंह हम वर्षों से देखा रहे हैं कि मथुरा से होकर गाड़ी दिल्ली से बनाना को जाती है। हम चाहते हैं कि एक गाड़ी दिल्ली से आगरा होती हुई बनाना ही जाये। अगर यह भी नहीं हो सकता तो जो शटल आगरे से बनाना को जाती है उसमें थर्ड क्लास छू बोपी की जगह कम्पोजिट बोपी लगायी जाये जिसमें फर्स्ट और सैकिंड क्लास वाले भी जा सकें। इस समय केवल थर्ड क्लास की ही बोपी लगायी जाती है। मैं

चाहता हूँ कि इस और भी ध्यान दिया जाये।

उपाध्यक्ष महोदय : अब बस करे।

सेठ जयल सिंह : मैं एक बात और कहना चाहता हूँ। लखनऊ उत्तर प्रदेश का कैपिटल है। आगरे से लखनऊ जाने के लिए लोगो को सका दो सौ मील का फासला तै करने के लिए १२ घंटे लगते है। जब टाइम टेबिल बनाया जाता है तो इस और ध्यान नहीं दिया जाता। इसलिए मैं चाहता हूँ कि इस तरफ भी ध्यान दिया जाये ताकि आगरे से लखनऊ जाने में लोगो को कम समय लगे।

Shri Elayaperumal (Chidambaram—Reserved—Sch Castes) Mr Deputy-Speaker, Sir, I rise to support the Railway Budget I also want to congratulate the hon Railway Minister because he introduced a new system for the railway staff's children's education and also allowed more funds for the children's education and the construction of hostel buildings He has also submitted a surplus budget though there is a shortfall in income without any additional taxation on the passengers

So many hon Members spoke about the administration and the staff's condition I only want to point out that a parcel clerk is getting more than the station master. I know and on the Southern Railway, so many Assistant Station Masters and Station Masters told me this A parcel clerk, who is working under the station master, is getting more than the station master So, sometimes it is very difficult to control the staff who is getting more than the responsible station master So, I request the hon Minister and concerned authorities to look into this matter. Then only you can control the staff at the stations.

I want to mention only five points about Madras State which has been neglected during the last seven years, that is, from 1952 to 1959 I have heard seven budget speeches by various Railway Ministers, but I was disappointed My first point is about the Tambaram-Vellupuram electrification scheme which was included in the First Five-Year Plan and was not given proper attention My second point is about the construction of a new line from Chinnasalem to Chingleput via Kallakurichi-Thiruvannamalai and Wandiwash in North Arcot District My third Point is about the Construction of a new line from Salem to Bangalore via Hosur My fourth point is about the doubling of the line from Virudachalam to Salem My fifth point is about the remodeling of stations

I want to say something first about the Tambaram-Villupuram electrification scheme The scheme was recommended and submitted before Independence, that is, before 1947, by the South Indian Railway authorities They also mentioned in their report that it will work remuneratively Anyhow, it was accepted by the Railway Board and the Planning Commission. The then hon Railway Minister, Shri Lal Bahadur Shastri, also mentioned the scheme and promised in his 1955 Budget speech that it will be included in the Second Five-Year Plan and finished by 1958. The Railway Board first asked the Madras Electricity Board whether they were willing to supply electric power to run this line The Madras Electricity Board sent their report in the year 1956 and they agreed to supply power to run these electric trains. When they took up this plan, the Railway Board decided to run these trains with DC current Then all of a sudden—I do not know the reason why—they changed their views and requested the concerned authorities to drop the whole matter and instructed them to prepare a new plan of running the trains with the help

[Shri Elayaperumal]

of AC current I do not know why they first accepted it. Anyhow, this scheme was included. In the first stage our Government sanctioned Rs 18 lakhs, that is, for the electrification work of the main line from Egmore to Tambaram. Then our Government sanctioned Rs 350 lakhs for the main lines' electrification work from Tambaram to Villupuram. The time limit to complete the work was also fixed. It was to be completed by 1958. Anyhow, I congratulate the hon. Railway Minister, because it was not forgotten totally and at least it was included in the Second Plan and they sanctioned some amount. But I want to tell the Government and the concerned authorities that it is not fair. It is unfair and unjust. After 1958, so many schemes for electrification were included in the Second Five-Year Plan on the Eastern and South Eastern Railway. Some have been completed and some schemes are progressing. What are the main reasons for this? When you accepted this plan in 1955, when it was included and also when you fix a time limit, that is, 1958, then all of a sudden why do you leave out that work? I do not know the reason for that. My second point is about the construction of a new line from Chunnasalem to Chingleput via Kallakurichi-Wandiwash Thiruvannamalai. This line connects more than three districts. In the whole of Madras State there are only two districts which are very backward—one is the notorious Ramanathapuram and the other is the South Arcot District. Sir, in the South Arcot and North Arcot Districts so many battles took place during the days of the Karnatak Nawabs and in the British period. Property people were looted and ruined, as history will show. That line was recommended in the year 1939 by the Madras Government in the British period. Unfortunately, that matter was dropped due to World War II. Again, in the year 1949 it was recommended by the Madras Government, and the

concerned district local bodies also accepted to share the cost to some extent. For this line

Shri Jadhav (Malegaon) Sir, it is very pitiable that on the very first day there is no quorum in the House

Mr. Deputy-Speaker: Order, order, The hon. Member may resume his seat. The Bell is being rung—now there is quorum. The hon. Member, Shri Elayaperumal, may continue his speech.

Shri Elayaperumal: Sir, for this line the traffic survey was conducted in the year 1954-55. The engineering survey was also conducted. But it was dropped. The then Minister in the year 1955 mentioned in his budget speech and also promised that this line will be included in the Second Plan period. But, Sir, our Government spent Rs 432 crores in the First Plan period. They also allotted nearly Rs 900 crores for the Second Plan period for construction of new lines in our country. May I request the hon. Minister to tell us, from the year 1952 to 1959 how many new lines were constructed in the residuary Madras State, how many dismantled lines were taken up for re-construction work and how many lines were taken up for doubling the lines.

Sir, this line is situated between Salem and the Neyveli lignite area. On page 92 of the Indo-US Technical Co-operation Report they have said

"The Salem iron, copper, aluminium ores will be more useful and remunerative for commercial and economic use. It is very difficult to send coal from North India to Salem plant to utilise the said minerals for our nation's use."

Our Government has sanctioned more than Rs 60 crores for the lignite project. It is going to erect a briquetting plant in that area. From that briquetting plant, we can get more lignite coke and we can send it from Neyveli to Salem. This line not only connects those three districts, but also the Salem district. This is a very important line. I request the hon. Minister to look into this matter and do the needful.

Some Hon. Members: The Minister is very near.

Shri Elayaperumal: I want to say something about the construction of a new line from Salem to Bangalore. There was a line between Hosur and Morappur. That line was removed in the Great World War II. From 1952 to 1959, so many dismantled lines were taken up and rectified. But, not even a single line was taken for reconstruction from the Madras State. This is the only line dismantled in the Madras State. The station buildings, hand posts, yard stations are in good condition for use. There is no necessity to acquire land. Even now the land belongs to our Railway department. It was not at all transferred either to the State or to the concerned Revenue authority. The Salem-Bangalore line connects two States, Mysore and Madras. Already there is a line between Salem and Hosur. We have to construct only 30 to 40 miles of new line from Hosur to Bangalore and that too, metre gauge line. I request the Government to consider this. So many representations were made from 1939 to 1959, that is, nearly 20 years. From this area so many memoranda were sent by the people and the local authorities also. I request the Government to consider this also.

Then, I want to say a few words about doubling the line from Vriddachalam to Salem. The Vriddachalam line is situated between Neyveli and Salem. I mentioned earlier that in Salem there is scope to erect a steel plant and an aluminium plant also.

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One gentleman Mr. Venkatarwamy Naidu from Coimbatore is willing to start an aluminium plant in Salem. Experts were called and aluminium ores were tested by Italian experts and they gave their good opinion. They also said that it will work commercially. So, we can send lignite coke from Neyveli via Vriddachalam to Salem. In the Indo-US Technical Co-operation Report, on page 82, it is said that due to transport difficulties, Madras receives only 2 million tons of coal as against its annual needs of 3 million tons. The cost of coal, sometimes, is double and sometimes in some areas it is four times. So, I request the Government to consider this also.

Regarding remodelling of stations, I want to refer to three stations. The first is Vadalur, between Cuddalore and Vriddachalam. It is a pilgrim centre for the Hindus in South India. There is an annual function there when nearly five to six lakhs of people gather there to worship Lord Ramalinga and attend the Jyoti function. The station is very small and does not accommodate more than a hundred people. So, at least some amount should be allotted for the construction of retiring rooms and other facilities there.

Then I wish to mention Rameswaram. You know that from all over the country people go to worship there and have a bath in the ocean, that is the Indu Maha Samudram. In that station which is in a big pilgrimage centre there is no refreshment stall. Similarly, at Pamban also, which is a junction, there is no waiting room. The town is electrified, but the station is not electrified.

So, this is the condition of Madras State. So, I request the hon. Minister and the authorities concerned to do the needful. Otherwise, it will give room to the anti-social elements in that State who are saying that the North is growing and that

[Shri Elayaperumal]

the South is neglected. So, I request once again that Government may consider this case.

श्री अर्जुन सिंह भौरिया (इटावा) :
उपाध्यक्ष महोदय, माननीय मंत्री महोदय ने १९५९-६० का जो रेलवे बजट पेश किया है, उस से रेलवे मंत्रालय के कार्य और विशेषकर भारत में रेलवे के विकास का अनुमान और भन्दाजा लगाया जा सकता है। जैसे तो जहाँ तक अष्टाचार का प्रश्न है, वह तो सारे देश में हर जगह व्यापक रूप धारण करने लगे हैं, लेकिन अगर देखा जाय, तो रेलवे के विषय में लोग जेन खीचने वालों की शिकायत करते हैं या टिकिट-क्लेक्टर वर्गरह के केसिड बहुत पकड़े जाते हैं, जो कि रुपया दो रुपया लेकर अपने बच्चों की हिफाजत करते हैं, लेकिन जहाँ तक लाख, दो लाख, छ लाख, दस लाख के मामलो का संबंध है, उन पर न तो विचार किया जाता है और अगर कभी विचार हुआ भी, तो पता नहीं चल पाता है कि वह मामला सब झगड़ जाता है। मैं इन तमाम शिकायतों के ध्येरे में नहीं जाना चाहता हूँ, क्योंकि शिकायतें बहुत हैं। अगर शिकायतें हैं, तो उन के कारणा को दूढ़ना होगा, जो कमिया हैं, उनकी बजह तलाश करना होगी, तभी हम कुछ भागे बढ़ सकते हैं। जहाँ तक रेलवे को सराबिया और कमियों का ताल्लुक है, महात्मा गांधी ने भी भारतीय राजनीति में प्रवेश करने से पूर्व उनके बारे में कुछ लिखा है। उन्होंने रेलवे में पाई जाने वाली भीड़ और गन्दगी के बारे में काफी प्रकाश डाला है। भीड़ और गन्दगी के अलावा हमारी कार्यक्षमता में हास होता जा रहा है। पहले जहाँ रेल के डिब्बों में भीड़ होती थी, वहाँ सब लोग रेल गाड़ियों के ऊपर भी चलते हैं। अगर माननीय मंत्री महोदय कभी भी किसी पर्व के समय बड़े बड़े तीर्थ स्थानों में रेल-गाड़ियों की दशा देखते, तो उनको पता चल जाता कि रेलों में किस प्रकार की भीड़ होती है और

यात्रियों को केवल बंटे पकड़ कर ही नहीं बल्कि गाड़ी के ऊपर बैठ कर सफर करना पड़ता है और हालत यह है कि अनेक व्यक्तियों को प्रति दिन अपनी जानें देनी पड़ती हैं। एक आजाद मुल्क के रूप में हमारी उम्र बारह बरस होने जा रही है। इन बारह बरसों में हमारी मुसीबतें, दिक्कतें और रेलवे में होने वाली असुविधायें कम होनी चाहिये थी। मैं ऐसा अनुभव करता हूँ कि वे मुसीबतें, दिक्कतें और असुविधायें दिन-प्रति-दिन बढ़ती जा रही हैं। यह बात सही है कि यात्रियों की तादाद भी बढ़ती जा रही है। आज हमारे सामने यह प्रश्न उपस्थित है कि इन बढ़ती हुई मुसीबतों को किस तरह से दूर किया जाय। अब देलना यह है कि भागे के बरसों में हमको किस तरह काम करना है, जिनसे हमारी मुसीबतें और दिक्कतें कुछ कम हो सकें।

जिस समय हम गुलाम थे, उस वक्त जो लोग रेलवे में या प्रशासन के दूसरे अंगों में काम करते थे, उनकी मनोवृत्ति—उनकी जहिनियत—बया थी और आज शासन में काम करने वाले लोगों—हुकूमत की कुरसियों पर बैठने वाले लोगों की क्या मनोवृत्ति है? पहले अगर कोई व्यक्ति रेलवे बोर्ड में होता या गवर्नर होता—जैसे नवाब आफ छगारो थे—तो उसका उद्देश्य यह होता कि अपने स्थान पर, या अपने डिस्ट्रिक्ट हेडक्वार्टर पर रेलवे या सड़क ले जानी है और अगर कोई डिस्ट्रिक्ट बोर्ड का प्रेजिडेंट होता, तो उसका उद्देश्य यह होता कि अपने गांव तक सड़क ले जानी है। हूबहू वही हालत आज भी हमारे बीच में मौजूद है। आज हम देखते हैं कि इलाहाबाद स्टेशन को गिराने के लिये लाखों रुपया खर्च किया जा रहा है। क्यों? वह इतना मजबूत है कि टूटने में नहीं आता। दूसरी तरफ वहाँ पर नए स्टेशन के निर्माण के लिये करोड़ों रुपया खर्च किया जा रहा है। ऐसे मुल्क में, जो कि दरिद्र है, जिसके निवासियों को भर पेट भोजन नहीं मिलता

हो, उस मुल्क में इस प्रकार के स्टेशन से जिसमें उत्पादन नहीं होता है, कपड़ा और अन्न बनकर पैदा नहीं हो सकता है, इलाहाबाद शहर के लिये एक बड़ा शानदार स्टेशन बनना इसलिये जरूरी है क्योंकि हमारे शानदार प्रधान मंत्री उस शहर के हैं और जिस प्रधान मंत्री की कृपा से अगर कोई रेलवे मंत्री हो जाये, तो फिर वहाँ पर रेनई स्टेशन बनाना पहला काम हो जाता है।

एक माननीय सदस्य वह अन्न नहीं है।

श्री अर्जुन सिंह भदौरिया अन्न नहीं है, लेकिन जब रेलवे स्टेशन बनना शुरू हुआ था, उस समय श्री लाल बहादुर शास्त्री ही रेलवे मिनिस्टर थे। शायद वह रेलवे स्टेशन इस लिये बनाया गया हो कि शानदार प्रधान मंत्री उस शानदार स्टेशन पर आयेंगे, लेकिन रेलवे मंत्री शायद भूल गये थे कि श्री जवाहरलाल अन्न गगनबिहारी लाल हैं। उनको अन्न रेलवे स्टेशन पर न उतरना है और न चढ़ना है—वह तो, हवा में, हवाई जहाज से आते जाते हैं।

मैं कह रहा था कि ऐसे मौके पर, जबकि देश में भुलमरी हो, मुल्क में गरीबी हो, अन्न की कमी हो, जनता की सम्पत्ति को बहुत ही सोच समझ कर व्यय करना चाहिये। और अगर हमारा काम इस तरह से चला, तो हम न देश का विकास कर सकेंगे और न हम अपने मुल्क को प्रागे बढ़ा सकेंगे। हाँ, अन्नबत्ता चन्द मट्टी भर लोगो का विकास हो सकता है और हो भी रहा है। अभी सवाल उठा कि आजकल इलाहाबाद के रेलवे मिनिस्टर नहीं हैं। यह बात सही है। लेकिन आज अगर इलाहाबाद के नहीं हैं, तो बिहार के हैं। बड़े मिया सो बड़े मिया, छोटे मिया सुभान अल्लाह। उपाध्यक्ष महोदय, आप देखिये कि जिसने ठेके दिये जा रहे हैं सब के सब बिहार के लोगों को, धारा और पटना के निवासियों को दिये जा रहे हैं। बाहर से बिहार से इम्पोर्ट कर के लोगों को उत्तर प्रदेश में भेजा जा रहा है। कानपुर में अभी एक ठेका दिया जा रहा है।

श्री स० न० बनर्जी (कानपुर) : हर एक प्राविन्स का आयगा।

श्री अर्जुन सिंह भदौरिया श्री शिवपूजन राम को, जो धारा के रहने वाले हैं, कानपुर शहर में फलों का ठेका दिया गया है।

उपाध्यक्ष महोदय : माननीय सदस्य यह बात किस तरह से कह रहे हैं कि सिर्फ इसलिये ठेका उनको दिया गया है कि वह बिहार के आदमी हैं ?

श्री अर्जुन सिंह भदौरिया : दूसरा कारण यह भी होता है कि जो चुनाव में ज्यादा पैसा देता है, बाद में उसको किसी प्रकार लाभ पहुँचाया जाता है।

उपाध्यक्ष महोदय मैं माननीय सदस्य की तबज्जह इस तरफ दिलाऊंगा कि जब तक कोई खास इतिला न हो, सबूत न हो, ऐसे इल्जामात किसी मिनिस्टर या आफिसर के खिलाफ लगाना मनासिब नहीं है। हर एक मेम्बर को अपनी जिम्मेदारी का अहसास करना चाहिये। क्या माननीय सदस्य के पास ऐसे सबूत हैं कि उनको इसलिये ठेका दिया गया कि वह बिहार के आदमी हैं ? उनको मालूम नहीं है कि ठेकेदारो से टेंडर लिये गये या नहीं और किस तरह से ठेका दिया गया। इस हालत में ऐसे इल्जाम लगाना, जो कि सारे मुल्क में जायेगे, मनासिब नहीं है।

श्री अर्जुन सिंह भदौरिया : मैं इस बात का सबूत दे सकता हूँ कि जिन ठेकेदारों ने कम कीमत के टेंडर दिये, उनको ठेका नहीं दिया गया और बड़ा टेंडर देने वाले को दिया गया। मैं उन ठेकेदारो के नाम बता सकता हूँ। अगर आप इस तरह का सबूत चाहेंगे, तो मैं हाऊस में और हाऊस के बाहर इसका सबूत दे सकता हूँ। अगर हमारी बात गलत है तो माननीय मंत्री महोदय को, या अध्यक्ष महोदय या उपाध्यक्ष महोदय को हमारे पर केस चलाने का पूरा हक है। मैं नाम बता सकता हूँ। इस विषय में पार्लियामेन्ट में एक मेम्बर की रिपोर्ट के अन्तर्गत अनरल मैनेजर के यहाँ देखी जा सकती है।

[श्री अर्जुन सिंह भदौरिया]

मैं कोई आकाशी बात नहीं कर रहा हूँ। मेरे पास नमूनागत है, जानकारी है और हमारे पास उन घटनाओं के रिकार्ड हैं। उसके आधार पर मैंने यह बात कही है और यह बात मैं बड़ी मजबूती के साथ कह रहा हूँ। मुझे पूरा विश्वास है कि यह बात सही है और अगर यह गलत है, तो वह न्यायालय में जाकर इन्साफ ले सकते हैं। वह भीतर भी ले सकते हैं और बाहर भी ले सकते हैं—जहाँ उन की तबियत हो, वहाँ ले सकते हैं।

उपाध्यक्ष महोदय : अगर वह न्यायालय में जा सकते हों, तो मैं माननीय सदस्य को कभी बन्द न करता।

श्री अर्जुन सिंह भदौरिया मैं एक दूसरी बात कहना चाहता हूँ। राम बात रेलवे स्टेशन इलाहाबाद की वह बात है। उसका जबकि १०,००० रुपया कम से कम माहवारी किराया मिलना चाहिये या सिर्फ एक रुपया माहवारी किराये पर वह पूरा बड़ा हिस्सा उठा दिया गया है। इससे भन्दाजा लमाया जा सकता है कि जिस स्टेशन का किराया कम से कम १०,००० रुपया माहवार प्राप्त किया जा सकता है उसको सिर्फ एक रुपये में पूरे का पूरा उठा दिया जाये। श्री खोसला साहब को दे दिया जाये, केस कस्ट्रक्शन प्राइवेट लिमिटेड को दिया जाये, तो मैं पूछना चाहता हूँ कि इस एक रुपये पर ही क्यों दिया गया है? क्या इसका एक ही रुपया किराया हो सकता है। यही नहीं, इलाहाबाद के नए स्टेशन का जब ठेका दिया गया और उसके लिये टेंडर आये, हमारे पास सबूत है, उन टेंडर्स में बहुत ही हकतलफी की गई है। मैं फलों के ठेके का जिक्र कर रहा था। श्री लक्ष्मी नारायण, निवासी भारा जिला, बिहार को यह ठेका दिया गया मुगलसराय में। यह बात जब मैं मुगलसराय में था, बताई गई थी। यह मुनासिब बात नहीं है। उन्हें किस आधार पर ठेका दिया है और क्यों नहीं जो पहले का

बनारस का ठेकेदार था उसको किस आधार पर ठेका नहीं दिया गया, यह मैं जानना चाहता हूँ। लेकिन होता यह है कि एक दूसरे प्रांत से आये हुए एक नए व्यक्ति को ठेका दे दिया जाता है

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The hon. Member seems to be making wholesale allegations without any proof whatsoever

Mr. Deputy-Speaker: He says he has got every proof and he takes the responsibility for all the consequences. I have warned him once, twice. He says he is responsible for whatever statement he is making and he has got proof of the same. If he had that, he ought to have given notice to the Minister also who perhaps might have been ready. But I have warned him that he shall take the responsibility for what he is saying

Shri S. V. Ramaswamy: You will be pleased to satisfy yourself whether the hon Member is not abusing his privilege

Mr. Deputy-Speaker: Now, when the hon Member says that he would be responsible and that he has made enquiries, what further can I do in this case? I can only warn him that he must make himself sure. He says he has got all the proof and he is responsible for all the consequences

Shri S. M. Banerjee: You may accept the challenge

Shri Arjun Singh Bhadauria: Yes; let that challenge come

मैं किसी विशेष व्यक्ति का नाम न लेकर के नीति संबंधी बात करता हूँ। मुझे केवल इतना इस संबंध में कहना है कि अगर हम को अपने देश का विकास करना है, अगर हमको रेलों में यात्रा करने वालों को सुविधायें प्रदान

करनी है तो जिस तरह से बिना टिकट चलने वाले प्रवासियों के खिलाफ कार्रवाई की जाती है, उन लोगों के खिलाफ भी उसी तरह से कार्रवाई की जाए, उनके खिलाफ भी उसी तरह से सख्त कार्रवाई हीनी चाहिये जोकि बड़े बड़े माल का चोटाला करते हैं, जो शाकों रुपये का गबन करते हैं। मैं माननीय मंत्री महोदय से दरबन्दास्त करता हूँ कि वह जांच करें, इस बात की जांच करें और देखें कि किस तरह से काम ठीक तरह से हो सकता है। यह उनकी जिम्मेदारी है क्योंकि वह रेलवे मंत्री हैं और साथ ही साथ इसलिये भी यह उनकी जिम्मेदारी है क्योंकि वह हमारे मुल्क के एक बुजुर्ग साथी हैं। आज हमारा मुल्क भ्रष्टाचार है और मुल्क के विकास की जिम्मेदारी देश के हर नागरिक पर है। कोई भी काम किसी को बुरा भला कहने से नहीं हो सकता है। जब अंग्रेज यहां थे, तो हर काम के लिये हम उनको ही कोसा करते थे लेकिन अंग्रेजों की हुकूमत खत्म हो जाने के बाद हमारे ऊपर डबल जिम्मेदारी आ गई है। एक तो हमें बुराई के खिलाफ लड़ना है, अन्याय का प्रतिकार करना है और मुल्क का निर्माण करना है, मुल्क की तरक्की करनी है। इस और हमें अग्रसर होना पड़ेगा। वही दल, वही पार्टी और वही व्यक्ति मुल्क को आगे बढ़ा सकता है जो दो पैरों पर खड़ा हो, जो दो कदमों पर चले। एक तो हमें बुराई को मिटाना है और दूसरे मुल्क की रचना करनी है। मैं आपको अपनी तरफ से और अपनी पार्टी की तरफ से इत्मीनान दिलाना चाहता हूँ कि हमारा काम सिर्फ कोसना नहीं है, हमारे ऊपर भी उसी तरह से जिम्मेदारी आती है जिस तरह से आपके ऊपर आती है। आप भले ही बहुमत में हों और हम भले ही अल्पमत में हों और आप चाहे शासमारूढ़ हों और हम चाहे विरोधी दल में हों, आपकी संख्या चाहे अधिक हो और हमारी संख्या चाहे कम हो, लेकिन हम जो सुझाव देते हैं वे इसलिये देते हैं कि हमारे दिनों में भी टीस उठती है, हमारे दिनों में भी असन पैदा होती है और

देश की आजादी आने में हम किसी से पीछे नहीं रहे, देश को आजाद कराने में जिस तरह से लोग ट्रेडरी बैचिस पर गर्व कर सकते हैं, उसी तरह से विरोधी दलों में बैठने वाले लोग भी गर्व करते हैं। विरोधी दल बाकों ने भी देश को आजाद कराने के लिये अपना खून बहाया है, उन्होंने भी अपना पसीना बहाया है। इसलिये मैंने जो कुछ भी कहा है वह किसी बुरी भावना से नहीं कहा है, उससे किसी को बुरा मानने की जरूरत नहीं है। मैंने वे बातें किसी को अपमानित करने के लिये नहीं कही हैं और न ही मैं किसी को अपमानित करना चाहता हूँ। मैं देश का विकास चाहता हूँ, देश की तरक्की चाहता हूँ और चाहता हूँ कि मुल्क के अन्दर जो व्यापक पैमाने पर भ्रष्टाचार फैला हुआ है, उसमें कमी हो।

अब मैं अधिक न कह करके केवल उस क्षेत्र की बाबत कुछ कहना चाहूंगा जहां से निर्वाचित होकर मैं आया हूँ। मैंने पहले बताया कि इलाहाबाद स्टेशन पर, जोकि एक मजबूत स्टेशन था, ८० ल.ख के करीब रुपये खर्च किया गया। अगर वहां पर उस रुपये को खर्च न करके उसे सारे सूबे में खर्च किया जाता तो कहीं ज्यादा अच्छा होता। आज भी वहां पर यात्रियों को बरसात में भीगते हुये टिकट लेने पड़ते हैं, कड़ाके की सर्दी में उनके लिंबे बैठने का कोई इंतजाम नहीं है और अगर उनके लिये कुछ किया गया होता तो कहीं ज्यादा अच्छा रहता। हमारे यहां पर एक छोटा सा स्टेशन है जिसका नाम पाता है। वहां पर तो टेलिफोन भी नहीं है, शौच नहीं है, यह बात जान कर आपको ताज्जुब होगा। इस तरह के एक नहीं अनेकों स्टेशन हैं जैसे, इकबिल, रत्नरथ, साम्हां इत्यादि। उन स्टेशनों पर टीन डलवाई जाये तो यात्रियों को सुविधा मिल सकती है। जब गरीबी आती है तब हमारों और संकड़ों की तादाद में लोगों को टिकट लेना होता है और टिकट देना तब शुरू किया जाता है जब बड़ी आ पहुंचती है और बस में

[श्री मनजु सिंह भदौरिया]

कह दिया जाता है कि तुम बैठ जाओ, तुम को यहां से निकाल दिया जायेगा। जिसका नतीजा यह होता है कि एक तो यात्री बिना टिकट सफर करते हैं और दूसरे रेलवे की जो धामदानी है वह गिरती है। साथ ही साथ लोगों के घन्दर भ्रष्टाचार बढ़ता है और जब एक बार धामदानी गलती करता है तो फिर घाने के लिये वह गलती उसके खून में उतर जाती है और बराबर इस तरह की वह गलती करता रहता है।

मैं यह भी कहना चाहता हूँ कि अगर उत्तर प्रदेश को मध्य प्रदेश से यमुना, चम्बल और नवारी नदियों के ऊपर पुल बना करके और रेलवे लाइन सीधे मिड से जो जाती है उसको इटावा और फर्रुखाबाद से गांगाजी का पुल बना करके हरदोई तक लाया जाये तो दो खूबों का मिलन हो सकता है। साथ ही जिस क्षेत्र के घन्दर बाकुओं की गम्भीर समस्या है, जहां पर हजारों धामदानी की जानें जाती हैं, और जहां पर लोग अपने घरों में चैन से नहीं बैठ सकते हैं, वहां पर यातायात के साधन सुलभ होने पर लोगों में खुशहाली फैलेगी और जीवन की सुरक्षा भी बढ़ेगी। इस तरह धापका ध्यान दिला कर के मैं चाहूंगा कि तीसरी पंच वर्षीय योजना में इस रेलवे लाइन को लेकर इस इलाके को सुरक्षित किया जाय और वहां के लोगों के घन्दर यह भावना पैदा की जाय कि वे एक धामदानी मुल्क में रहते हैं जहां पर उनको भी जिन्दा रहने का पूरा-पूरा हक है।

Shri Naushir Bharucha (East Khadesh): On a point of clarification, I want to know this. In view of the fact that the hon. Member Shri Bhaduria did not persist in continuing his allegations against a General Manager, may I know whether the portions relating to that allegation will stand or will they stand deleted? In view of what you have said, he did not pursue the matter.

Mr. Deputy-Speaker: I am also thinking over it and I will decide in a minute or two.

Shri M. S. Murty (Golugonda): Sir, I congratulate the Railway Minister in presenting a Budget that is acceptable to the whole House. I also congratulate him in obtaining self-sufficiency in the matter of rolling stock and also in the matter of significant increase in domestic production of railway equipment such as signal equipment and pressure castings, etc. He has referred to the slight fall in goods traffic in his Budget speech because of the rail-road competition and I heard that there is going to be a conference between the Transport and Communications Ministry and the Railway Ministry to have a look into the matter, and I request the hon. Minister not to interfere with the road traffic because that caters to the needs of a number of out-of-the-way stations also.

Coming to the regional imbalance, I am constrained to say that the South has been neglected for the last so many years. There is not a single new railway track coming up in any of the southern portions. Also, there are large tracts which demand the early attention of the Railway Ministry.

We have been demanding a separate zone for Andhra Pradesh, and this demand is not made from any parochial or regional consideration. It is purely an administrative matter. After a new administrative unit, has been formed, as Andhra Pradesh, new troubles have come up. We have got to attend to three zones: one is the South-Eastern zone, the other is the Southern Zone and the third is the Central Zone. It is becoming very difficult to go to these three zonal officers and represent our difficulties to them. They are not in a position to appreciate our difficulties. And this is the reason for our demanding a separate zone for Andhra Pradesh; it is not demanded with an ulterior

motive or with any regional or parochial outlook.

I would plead for a better connection from Hyderabad to Waltair and from Hyderabad to Madras and also from Hyderabad to Bombay. Hyderabad being the capital of Andhra Pradesh, it requires speedy communication from all these places. From Waltair to Hyderabad, it is only about 420 miles and the trains are taking 22 hours to reach Hyderabad according to the time-table, and when the trains are late, it takes some three to four hours longer, and the trains are late almost every day. There are two express trains running from Hyderabad side: the Puri-Hyderabad express and the Howrah-Hyderabad Janata express. They generally come very late and they halt at every alternate station and they go from there very late. They are taking much of the time of the passengers also. Therefore, I request that some fast trains may be given for this section of the railway in that region.

Another thing I want to stress is that there has been an agitation for a new line between Waltair and Hyderabad connecting Kazipet via Bhadrachellam and Kothagudum mines. We have been agitating for that, and in the last year's debate on the railway budget also we have been referring to this question. I request the Railway Ministry to take up this question and proceed with the survey of this area.

I am glad that the Railway Ministry have come forward to sanction the survey of Bailadilla to Kottavallasa for a new line, opening up the Dandakaranya area. Along with that, I request the Ministry to carry out a survey of the line from Waltair to Kazipet connecting Hyderabad by way of a shorter route. It is not because of any shorter route only but the area contains a lot of mineral deposits such as coal, manganese, iron ore, mica and also calcium. So, to exploit the natural wealth of this region, it is necessary that there must be a separate railway track in this area.

Another thing I want to press is that we should have a railway line connecting Kazipet with Nizamabad. That has also been a long-pending problem which I request the Railway Ministry to tackle immediately.

Shri T. B. Vittal Rao: Via Ramagundam.

Shri M. S. Murty: Another proposal is to connect Macherla with Hyderabad. They wanted to have a connection between Macherla and Kazipet also, and Macherla to Hyderabad connecting Nalgonda district. There has also been a proposal to connect Raichur with Nalgonda and Khammameth. I request the Railway Ministry to take up these lines and see that they are implemented quickly.

Then I come to another aspect which is most important. In the Singareni collieries, the coal movement has been going on at a higher rate. Now, there is only a single line between Bhadrachellam Road and Dornakal. If that line is doubled, traffic will increase and the people will very much appreciate the benefit of a double line.

17 yrs.

Mr Deputy-Speaker: The hon. Member might continue tomorrow. I had just warned the hon. Member, Shri Arjun Singh Bhadauria, that he should not make defamatory statements against persons who are not present here. Rule 353 lays down clearly that,

"No allegation of a defamatory or incriminatory nature shall be made by a member against any person unless the member has given previous intimation to the Speaker and also to the Minister concerned so that the Minister may be able to make an investigation into the matter for the purpose of a reply."

If the hon. Member had such intentions to bring forward such allegations, then he ought to have given notice to the Speaker and also to the Minister. Then these things might have been considered and they would have been ready for the reply.

[Mr. Deputy-Speaker]

Now I feel that unwarrantedly statements have been made without notice and—as has been suggested by Shri Bharucha, those portions should be deleted. I agree with him and I direct that those portions that refer to particular or individual Ministers or officers be expunged. I also ask the Press to take notice of that.

Shri Braj Raj Singh (Firozabad): Can we not say something about the Ministers?

Shri Rajendra Singh: You said that if a Member intends to bring out some allegation against somebody who is not a Member of this House or who is not present here to answer it, in that case, the Member has to give prior notice to the Speaker as well as to

the hon. Minister, so that adequate reply could be given to the Member. I want to know what is the time before which that notice has to be given.

Mr. Deputy-Speaker: No time is fixed for that. I invite the attention of the hon. Member to Rule 353. He might read it and then if he has any doubts, it can be discussed.

The House now stands adjourned till 11 A.M. tomorrow.

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, February 26, 1959/Phalgun 7, 1880 (Saka).