

some functions which are inherent in the very membership of this Sabha. There are some functions which we cannot deny ourselves. Why? Because we are to see not only what policy has to be adopted, but we are also to see whether that policy is being implemented or not. That is the function of a welfare State. I believe that this function cannot be denied to any Member of Parliament in a welfare country.

Now, Sir, by taking away all these things from us, by asking us to keep our hands off these nationalised or State undertakings, and all these Boards which we have constituted, you are asking us not to be co-partners in giving reality to the welfare State that we are endeavouring to have in India. I would, therefore, say that the schedule, whether on page 4 or on page 9, was drafted in a hurry. It is said about a very, very good institution that if you do a thing in a hurry, you repent at leisure. I do not want to refer to that institution. I do not want to refer to that name here. I would only say about this schedule that....

Mr. Deputy-Speaker: If he still wants to say more, he might continue the next day.

Shri D. C. Sharma: Yes, Sir.

14.31 hrs.

DISCUSSION RE: LATE RUNNING OF TRAINS

पंडित डा० ना० सिन्धारी (केनरिया) :
उपाध्यक्ष महोदय, हम बात पर जोर देने की आवश्यकता नहीं है कि अनियमित, अनिश्चित और अमान्यिक गाड़ियों के चलने से देश को कितना नुकसान पहुंचता है। जब एक मिनट में हड़ताल हो जाती है तो चन्द हजार घंटे मैनपावर के बर्बाद होते हैं लेकिन गाड़ियों के अनिश्चित समय पर तथा अनियमित समय पर चलने से लाखों घंटे मैनपावर के बर्बाद होते हैं, बर्बाद होते हैं। इसकी

तरफ हमारा ध्यान जाना चाहिये और इसका उपाय करना चाहिये कि कैसे इसमें सुधार किया जा सकता है।

यह पहला समय नहीं है कि इन प्रश्न पर इस सदन में विचार हो रहा है या यह टायिक पहली बार इस सदन के सम्मुख उपस्थित हुआ है। आजादी के बाद से बराबर मॅम्बर सत्रिवान लेट रनिंग ग्राफ ट्रेम के सम्बन्ध में प्रश्न पूछते रहे हैं और उन के उत्तर भी दिये जाते हैं। लेकिन इन प्रश्नों को पूछने का या उनका जबाब देने का क्या फल होता है, यह समझ नहीं आता है। हम लोग प्रश्न इसलिए लाते हैं कि कुछ उसमें तरकीब हो, जो मौजूदा स्थिति है, उसमें कुछ सुधार हो लेकिन जो धाकड़े हम लोग के पास हैं, या जो धाकड़े रेलवे मंत्रालय द्वारा हमको उपलब्ध किये गये हैं उनको देखने में यह मानना होता है कि सुधार की तरफ हम लोग नहीं जा रहे हैं, हम लोग कुछ नीचे की ओर गये हैं, कुछ प्रागे नहीं बढ़े हैं। मसलन एक प्रश्न के उत्तर में १९५७ में जो उत्तर दिया गया था वह यह था कि ७८ प्रतिशत या ७९ प्रतिशत पक्वुएलिटी गाड़ियों में है। अब देखना यह है कि उस समय में आज कोई फर्क हुआ है। कुछ सुधार हुआ है अथवा नहीं हुआ है।

गत सेशन में एक स्टेटमेंट जो हम लोगों को दिया गया था उसमें कहा गया था कि अप्रैल मई, जून, जुलाई में ८० प्रतिशत इंस्टर्न रेलवे में, ८७ प्रतिशत नार्थन रेलवे में, तथा ७७ प्रतिशत नार्थ इंस्टर्न रेलवे में पक्वुएलिटी है। कारण भी बताया गया था कि क्यों गाड़ियां लेट चलती हैं:—

"The main causes for the deterioration in the punctuality performance during May to July, 1958, are:—

- (i) Summer time conditions, which were severer this year,

[Pandit D. N. Tiwary]

as compared with the previous years, such as scarcity of water and a large incidence of sickness amongst staff,

- (ii) Heavy rains and breaches on the Central, Western, Northern, North-East Frontier and South Eastern Railways resulting in dislocation of train services etc.,
- (iii) Extra time taken for engineering restrictions on the different sections over and above that provided in the time-table, and
- (iv) Modifications to the signalling equipment at a large number of stations....” and so on.

The remedies mentioned are:

“(i) Close watch is kept on the running of all Mail, Express and other through passenger trains both at the Divisional and Head-quarter levels; and (ii) Officers are deputed to travel frequently by bad running trains, so as to pinpoint the causes for the late-running... suitable remedial measures to avoid their recurrence.”

और भी बहुत से कारण दिये गये थे और कहा गया था कि इनसे सुधार हो सकता है। जब हम लोग उसके बाद का आंकड़ा देखते हैं तो मान्य होता है कि सुधार के बदले डिटोरिवोरेशन हुआ है।

१८ नवम्बर को एक स्टार्ड क्वैश्चन पूछा गया था और उसके उत्तर में बताया गया था कि अगस्त, सितम्बर व अक्टूबर में सेंट्रल रेलवे का परसेंटेज बाड गेज का ६१ था, मीटर गेज का ६४ था, इस्टर्न रेलवे का ७३ और नार्थ इस्टर्न रेलवे का ३६ था। ये आंकड़े जो करते हैं कि सदन में इस बार चर्चा होने के बाद से कोई सुधार नहीं हुआ है। रेलवे मंत्रालय की सभी कोशिशों के बावजूद हम

सोग धावे नहीं जा रहे हैं। ऐसी स्थिति में हमें कारण ढूँढना होगा कि क्यों ऐसा होता है ?

उपाम्यक महोदय : आज की चर्चा से कैसे फायदा होगा ?

पंडित डा० ना० तिवारी : यही तो अफसोस है कि हम लोगों की चर्चा अररर-रोदन है, कोई सुनवाई शायद नहीं होती है। कोई ध्यान इस धोर नहीं दिया जाता है। इसीलिए आपको भी कहना पड़ता है कि आज की चर्चा से सुधार होगा या नहीं होगा।

श्री कीरोज गांधी (रायबरेली) : जरूर होगा।

पंडित डा० ना० तिवारी : लोग देल चुके हैं कि कहां क्या होता है।

Shri Rajendra Singh (Chapra):
That is the sort of Government that you have.

पंडित डा० ना० तिवारी : इधर हमारे जो डिबिजनल हेडक्वार्टरमें है या डिस्ट्रिक्टम में जो अफसर हैं, उनका रबैया क्या है, उमफं बारे में मैं कुछ कहना चाहूंगा। सोनपुर स्टेशन पर दिक्कत की वजह से मैंने चाहा कि डी० टी० एस० का ध्यान मैं उधर आकषित करूं। इसके लिए फोन किया गया और उन्होंने उतर दिया कि हम से समय मकरंर करने; तब बात करें। उसके बाद मैंने कम्पलेंट बुक में लिखा कि हमको कोई निफारिश्त के लिए भेंट नहीं करना था या किसी अपने काम के लिए भेंट नहीं करना था बल्कि कोई सुधार सुझाने के लिये भेंट करना था। इसके बाद मुझे बिट्टी लिखी गई कि आपको गलत बात बताई गई है। हालांकि मैं वहां पर लड़ा चुन रहा था जो कुछ भी एक पैसंजर गाइड ने फोन पर कहा और उस पर

जो उसको जवाब दिया गया वह उसने मुझे बता दिया। उस पर भी उन्होंने लिखा :—

"It has been stated in the complaint that the passenger Guide could not get any response from the Telephone Exchange and could not get easily a call to the Loco Shed. Enquiries, however, indicate that on the date in question the Exchange was functioning satisfactorily and other subscribers calling at the same time have not reported inattention. It is further unfortunate that you were incorrectly advised that I did not agree to talk to you on telephone. In fact, no such request or suggestion was conveyed to me."

यह मेरे मामले की बात है, मैं वहीं खड़ा था। इसके साथ भी मैंने यह भी लिखा :—

"The lapses on the part of staff concerned are being taken up."

गलती उनकी थी लेकिन अब वे छोटे मुलाजिम को मजबूत करने की कोशिश कर रहे हैं। मैंने उनको जवाब दिया कि आपने जो लिखा है वह गलत था। मैं वहाँ खड़ा था और मेरे मामले में सब कुछ ठीक था और आपका जवाब आया। आपने जवाब को तो मैं नहीं सुन सका लेकिन जो कुछ उस आदमी ने कहा उसको हमने सुना था और साथ ही साथ मैंने यह भी लिखा कि वह आदमी क्यों अपने मन से झूठ बना कर कहेगा।

Shri Rajendra Singh: I had tabled a question as regards this incident and your Secretariat disallowed the question on the plea that it related to an individual. An M.P. was involved.

Mr. Deputy-Speaker: The sanctity of a question cannot be linked up with late-running of trains.

Shri Rajendra Singh: It is not a question of late-running of trains.

Mr. Deputy-Speaker: Order, order.

श्री राजेन्द्र प्रसाद सिन्हा (इत्याद, खान और ईंधन मंत्री के सभा-सचिव) : एक ही जिले की बात है।

पंडित डा० ना० तिवारी : जब भी सूचना मिलता है और जब भी कोई कम्प्लेंट करने की बात होनी है, तो वह हम लोग दर्ज कर देते हैं। लेकिन उसका जवाब क्या दिया जाता है उसका नमूना मैं आपको बतलाना चाहता हूँ :—

"I have to inform you that due to acute operational difficulty the detention of 43 Up at Sitalpur was unavoidable."

कोई भी जवाब दे दिया जाता है जिससे एक नुमाइशी संतोष हो जाए। लेकिन उसकी तरफ उसके बाद से उनका ध्यान जाना है या नहीं यह हम लोगों को मालूम नहीं होता है।

श्री बजरंग सिंह (फिरोजाबाद) : और हमारे जरूरी काम उनके पास होने हैं।

पंडित डा० ना० तिवारी : यह तो मैंने डिस्ट्रिक्ट हेडक्वार्टर्स की बात कही। अब मैं डिवीजनल हेडक्वार्टर्स की बात कहता हूँ। जब भी वहाँ कुछ लिखा जाता है तो उसका जवाब यही आता है कि मीटर इंच रिमीडिंग एटेंशन। उसके बाद क्या हुआ, क्या नहीं हुआ, यह प्रश्न में मालूम नहीं होता है।

गत सेशन में मेनवे एडमिनिस्ट्रेशन पर चर्चा करते हुए श्री अशोक मेहता साहब ने कहा था कि एन० ई० ग्रा० में एक ही ट्रेन है और वह मेल ट्रेन है जिसको लोग ममझते हैं कि वह ठीक समय से चलती है। लेकिन मैं इधर तीन महीने की बात आपसे कहता हूँ कि यह ट्रेन भी अब बंदी ही हो गई है, जैसी दूसरी ट्रेन है। हम लोग जब छपड़ा या सोनपुर से चलते हैं इस उम्मीद

[पंडित डा० ना० तिवारी]

में कि लखनऊ में हमको मेल ट्रेन मिल जाए तो हमारी ट्रेन डेढ़ घंटे लेट हो जाती है जिसका नतीजा यह होता है कि हमको कनेक्शन नहीं मिलता है और हमको रात भर बैठना पड़ता है। और उसमें बाद दूसरी गाड़ी मिलती है वैसेन्जर ट्रेन, तब हम लोग दिल्ली पहुंचते हैं। इधर से जाओ तो कुछ निश्चित नहीं, कोई सर्टोटी नहीं कि कनेक्शन मिल ही जायेगा। तो एक ट्रेन जिसके बारे में लोग तारीफ किया करते थे वह भी इनकी डेटेरियोरेंट कर गई है कि उम का भी कोई निश्चय नहीं।

एक अपर इंडिया एक्सप्रेस है। उस के सम्बन्ध में मैं क्या कहूँ। वह कभी भी समय पर नहीं पहुंचती है।

उपाध्यक्ष महोदय फिर तो रेगुलैरिटी हुई।

पंडित डा० ना० तिवारी: इस को इरेंगुलैरिटी कहा जाय, अनपक्वुयलिटी बड़ा जाय या चाहेजो भी नाम दिया जाय। बारबार अलबारा में इस के सम्बन्ध में निकलना रहता है। लेकिन हमें यह नहीं मालूम होता कि इन अलबारा को कटिंग हमारे रेलवे मंत्रालय के पास जानी है या नहीं या उन पर बहा कोई ध्यान दिया जाता है या नहीं। "टेस्ट थाफ दि प्वांडिंग इन इन दि ई.डिंग थाफ इट"। कोई भी स्टेप लिया जाय, उम की उपयोगिता तो नभी मालूम हो सकनी है जब उसमें कुछ मुधार हों। दिल्ली में एक ट्रेन विनय नगर में चलनी है। उम का पाच या छ मील का रन है यह डेढ़ या दो घंटे में पहुंचनी है। मुना है कि निजामुद्दीन में उस का इजिन बदना जाना है।

श्री राजराम सिंह: लोग पंदन क्या नहीं चले जाते ?

पंडित डा० ना० तिवारी यहा लोग इतने हिम्मतवर नहीं है कि सारा सामान

अपने माचे पर ले कर जायें: यह वहां की सुबरबन रेलवे है। यही पर रेलवे मंत्रालय है फिर भी उस की यह वसा है।

इसी तरह से अगर चलने के समय के बारे में देखा जाय तो पता चलेगा कि एक रास्ते के लिये एक अप ट्रेन होती है और एक डाउन ट्रेन होती है। उस के उधर से आने में रफ्तार कम है और इधर से जाने में तेज है। ११ अप ट्रेन है। पटना से यहाँ तक आने में उस को साठे इक्कीस घंटे लगते हैं जबकि इधर में जाने में साठे बीस घंटे लगते हैं। वैसे ही तूफान में है। इधर से जल्दी पहुंचती है और उधर से धीमे आती है।

कुछ माननीय सदस्य उधर में चढ़ाई है।

पंडित डा० ना० तिवारी: इसी तरह से अपर इंडिया ट्रेन है। यहा से शाम को छ बजे चलती है और शाम को सात बजे पटना पहुंचती है, २५ घंटे बाद। उधर में एक बजे चलनी है और यहा साठे ग्यारह बजे पहुंचनी है साठे बाइस घंटे बाद। मेरी मसल में नहीं आना है कि जब टाइम टबल बनता है तो इस इन्कमिस्टेमी की तरफ ध्यान दिया जाना है वा नहीं। हम लोग सजेशन देने हैं लेकिन उन पर कोई अमल नहीं होता।

एक माननीय सदस्य हमारा मजाक उड़ाने हैं।

पंडित डा० ना० तिवारी में मजाक उड़ाने की बात नहीं कहूंगा। मैं नहीं कहूँ कि रेलवे मंत्रालय जान बूझ कर ऐसी बात करता है। लेकिन उनके यहा इस तरह के एक्सपर्ट नहीं है कि सारे सिस्टम को सोच कर और समझ कर टाइमिंग को ठीक से नियत कर सकें। और यही कारण है कि ट्रेन्स समय पर नहीं पहुंचतीं।

एक घीर बात है। हमें जो फिगर सप्लाय किये गये हैं वह बहुत डिफिस्टिक्ट हैं। कौसे? इसलिये कि सिर्फ़ रीफिंग टाईम दे दिया जाता है। जो डेस्टिनेशन है, वहां गाड़ी कब पहुंचती है यह दे दिया जाता है, लेकिन बीच में गाड़ियां कितनी लेट रन करती हैं, यह नहीं बताया जाता। मान लीजिये कि कोई ट्रेन कलकत्ता से चली, बीच में तीन घंटे लेट हो गई, लेकिन दिल्ली आने वाली उस ने दो या तीन घंटे भेक भ्रप कर लिये और हम तरह से दिल्ली पहुंचने का टाइम ठीक हो गया। इस दृष्टि से ७० परसेन्ट या ३० परसेन्ट कुछ भी हो सकता है, लेकिन बीच के स्टेशनों में बड़ा गोलमाल है। वहां पर पहुंचने के समय का कोई ठिकाना नहीं है। इन सब कारणों की तरफ हमें देखना है। एक कारण तो यह है कि जो ट्रेन पर काम करने वाले हैं वे पैसेन्जरों की इनकॉनवीनिअंस की तरफ ध्यान नहीं देते। वह यह नहीं देखने की गाड़ी छूट जाने की वजह से पैसेन्जरों को कितनी दिक्कत होगी है। वह तो यह सोचने है कि काम चलता रहता है और गाड़ी किसी तरह से ठुनकनी चलती है। मैं आप को एक उदाहरण दूँ। दिल्ली में ठीक समय से १२ डाउन गाड़ी चली और कानपुर पहुंची। वह १२ सितम्बर की बात है। गाड़ी ठीक समय पर चली, लेकिन १०० गज जाने के बाद वह रुक गई और १५ मिनट तक डिटेन रही क्योंकि धार० एम० एस० का कुछ सामान देर से आया था और उसे चढ़ाना था। धार० एम० एस० वालों को भी ध्यान नहीं है कि वह ठीक समय पर अपनी डाक को ले आयें ताकि गाड़ी ठीक समय पर चल सके। जो हमारे कंट्रोलर हैं, जो बतलाते हैं कि कौन ट्रेन कहाँ पर डिटेन होगी, कौन सी मेल ट्रेन उसे पास करेगी वहां का तमाम सिस्टम डिफिक्टिव है। उनको धन्दाबा नहीं है कि कितने मिनट पर कौन मेल किस स्टेशन पर किस गाड़ी को धाबरटेक करेगी। उसने

गाड़ी को धाबा घंटा के लिये डिटेन कर लिया। पैसेन्जर बाड़ी है लेकिन कोई पूछने वाला नहीं है, हालांकि वह इतनी देर में दो स्टेशनों की पार कर सकती थी।

दूसरी वजह गाड़ियों के ठीक समय से न चलने की यह है कि इंजीनियरिंग स्टाफ और ट्रेफिक स्टाफ में पूरा कोआपरेशन नहीं है। एक ड्राइवर गाड़ी को स्टेशन पर ठीक समय पर ले आता है, लेकिन गाड़ी खलनी है पांच मिनट के बाद। पर उस को जो स्लिप मिलती है गाड़ी को चलाने की वह ठीक समय की ही दी जाती है। मान लीजिये कोई गाड़ी १२.०५ पर चलती है, लेकिन वह ऐक्चुअली रवाना होती है १२.०६ पर। मगर स्लिप पर गाड़ी के चलने का टाइम ठीक १२.०५ ही लिख दिया जाता है। अब चूँकि गाड़ी लेट हो गई है इस लिये ड्राइवर टाइम को कवर करने के लिये तेज गाड़ी चलाते हैं। जो मामूली स्पीड होती है उससे अधिक तेज चलाते हैं जिससे थोसा होने का सन्देह होता है, ऐंकिस्टेंट होने का सन्देह होता है, और होता भी है। लेकिन इन सब चीजों पर ध्यान नहीं दिया जाता।

एक बार का किस्सा है। मोतिहारी जिले की बात है। नारकटिया गंज साइन के किछी स्टेशन का स्टेशन मास्टर किछी बारात में गया हुआ था। गाड़ी के आने का समय छः बजे था और वह सा गई। गाड़ी सिगनल पर बाड़ी है लेकिन सिगनल नहीं हो रहा है। वहां पर वह धाबा घंटा बाड़ी रही। उस के बाद प्वाइंट्समैन जाकर उस को स्टेशन पर लाया। उस के बाद लगभग साढ़े छः बजे गाड़ी चली। इस इस तरह के इन्टेन्सेज हैं। वहां पर प्रक्सर कहा जाता है कि फेलियोर आफ ह्यूमन एलिमेंट है। यह बात भी ठीक है। हमारे डिप्टी मिनिस्टर प्रक्सर कहा करते हैं कि गाड़ियों के लेट चलने का कारण यह है कि स्टाफ के लोग ज्यादा बीमार पड़

[श्री. डा० ना० सिबारी]

जाते हैं, पुलिस आफ वेंस बहुत ज्यादा होता है। मैं मानता हूँ कि पुलिस आफ वेंस होता होना, लेकिन गाड़ियों के सेट चलने का यह काफी कारण नहीं है। दूसरे कारण भी हैं, जो कि मैंने अभी बतलाये और जिन के कारण गाड़ियाँ सेट चलती हैं। यह तो मैंने रेल-गाड़ियों के सेट चलने के कारण बताये। अब हमारे सामने यह है कि हम इसको कैसे सुधारें।

कुछ दिन पहले जब हमारे वर्तमान रेलवे उपमंत्री महोदय पार्लियामेंटरी सेक्रेटरी के तो वह रेलगाड़ियों में इनकोगनिटा जाते थे और स्टेशनों पर स्वयं चैक करते थे। वे रेलवे के किसी रेस्टुरेंट में चले जाकर वहाँ का खाना वगैरह चैक करते थे। मैं कहूँगा कि आज भी उस तरह की चैकिंग की जरूरत है और वे अपने महल से निकल कर इन डिस्ट्रिक्ट रेलगाड़ियों में चले और सरप्राइज चैक करें

उपाध्यक्ष महोदय : अब इतनी देर के बाद वे कैसे इनकोगनिटा चल सकते हैं जबकि सब लोग उनको जानते हैं ?

श्री. डा० ना० सिबारी : भाड़िनेरी सेंचर के रूप में यदि वे चलेंगे तो अभी भी बहुत कम लोग उनको पहचानेंगे और कम से कम रेलवे स्टाफ के लोग तो नहीं जान पायेंगे

एक माननीय सदस्य : वह तकलीफ कौन उठाये ?

श्री. डा० ना० सिबारी : उन्होंने तकलीफ सही हुई है और तकलीफ सहने की उनको भावत है।

श्री. अजयराज सिंह : अब जो दूसरे नये भाव हैं उनको चलने दीजिये।

श्री. डा० ना० सिबारी : अगर इस तरह से इनकोगनिटा वे चलेंगे और सरप्राइज चैकिंग करेंगे तो उनको मान्य होगा कि रेलवे स्टाफ अपने काम में कितनी दिलचस्पी लेता है और कहां कहां सँप्लेड हैं। जब रेलवे मंत्री महोदय प्रोग्राम देकर नोटिस के साथ जाते हैं तब तो सब काम टिपटोप रहता है क्योंकि उनको पहले से वीरे का पता रहता है और वे पूरी तरह सतर्क रहते हैं और तब कोई गलती डिटेक्ट होने का चांस नहीं रहता है। मेरा यह कहना है कि इस तरह के इन्स्पैक्शन और वीरे के बाद यह समझ लेना कि कहीं कोई गलती नहीं है और सब काम ठीक हो रहा है यह भ्रम में डालने वाली बात है और उससे यह नतीजा निकाल लेना कि रेलगाड़ियाँ ठीक समय से और निश्चित समय पर चल रही हैं और पहुंच रही हैं, ठीक नहीं होगा।

Report of the Indian Railway Delegation to the Soviet Railways and other European Railways में मा. वयट रेलज क पंचएल्टी के बारे में यह लिखा है :

"Long distance passenger trains run with 14 to 17 coaches totalling up to 900 metric tons. A punctuality of 99 per cent. for long distance trains, and 100 per cent. in the case of suburban trains is claimed by the Soviet Railways. Detailed figures of this performance are not available, but from the journeys performed by the Delegation it can be stated that punctuality must be good as all the trains arrived at the destination to time."

और किसी देश के बारे में तो इसमें ब्योरा दिया नहीं है लेकिन सोवियट रूस की रेलों के बारे में यह दिया हुआ है।

एक माननीय सदस्य : व्हाट एवाउट स्पीड ?

बंकिम दा० ना० तिवारी : स्वीड के बारे में तो मुझे बहुत नहीं करनी है। मुझे धीरे धीरे कंट्री की रेलवेज के धाकड़े तो नहीं मिले। लेकिन हर कोई जानता है कि जर्मनी देश को सन् १९१८ के महायुद्ध से बर्बाद हो गया था और दूसरों के अधीन हो गया था वहीं जर्मनी फिर १९३४-३५ में अपने अध्यक्षताय, परिष्कार और लगाने से इतना अधिक मजबूत हो गया कि उसकी गणना संसार के उन्नत राष्ट्रों में की जाने लगी। १५-१६ वर्षों के भ्रस में उसने इतनी अधिक प्रगति कर डाली जबकि ११ वर्षों की आजादी के बाद भी हम कोई उल्लेखनीय प्रगति नहीं कर सके। और यह कोई हमारे लिये शोभा की चीज नहीं है। अन्य देशों की अपेक्षा हम प्रगति करने की रफ्तार में धीमे रहे हैं। जापान को ही ले लीजिये। वह भी दूसरों के अधीन हो गया था। लेकिन हमने देखा कि थोड़े ही भ्रस में उसने कितनी अधिक प्रगति कर डाली कि सब लोग उस की मुक्त कंठ से प्रशंसा करते हैं। आखिर क्या बात है जो ११ वर्ष की आजादी के बाद भी हम लोग काफी तरकी इस ओर नहीं कर रहे हैं। मैं इससे इंकार नहीं करता कि रेलवे में बहुत सुधार हुआ है। रेलगाड़ियां अधिक धी गई हैं और नये नये इंजिन आये हैं। मैं इससे भी इंकार नहीं करता कि पिछले महायुद्ध के दौरान लाईस डिस्मैटिल्ड हो गयी थी लेकिन सारी ही रेलवे लाईस डिस्मैटिल्ड नहीं हुईं। वह तो नार्थ ईस्टर्न रेलवे है जो कि बर्बाद हुईं हैं और उसको ले कर यहां पर काफी चर्चा और बहस भी हुई है लेकिन सब कोशिशों के बावजूद, तमाम प्रायोजनाओं के बावजूद रेलवे मंत्रालय का ध्यान उबर कम जाता है क्योंकि कलकत्ता, बम्बई और मद्रास के लिये मेन लाइन है और बाह्र वेज है जब कि मीटर गेज में तो हमारे जितने छोटे छोटे लोग ही रहते हैं और मीटर गेज लाइन पर बड़े बड़े लोग जाते ही नहीं और रेलवे मंत्रालय का उबर कम ध्यान जाता है। अगर नार्थ ईस्टर्न रेलवे में कुछ सुधार हो सके तो मैं समझूंगा कि बाकी कोई सुधार हुआ है।

पर्सनल एमनिटीज पर रेलवे मंत्रालय ने काफी अधिक ध्यान खर्च किया है लेकिन मैं समझता हूँ कि सब एमनिटीज एक तरफ हैं और रेलगाड़ियों का ठीक और निश्चित समय पर चलना और ठीक समय पर स्टेशनस पर पहुंचना दूसरी तरफ है। अगर इस एमनिटीज को ध्यान मारन्टी कर सकें और अन्य एमनिटीज में यदि कुछ कर्म भी हो जायें तो उस की अधिक परबत हो नहीं करेगा।

मैं ध्यान जो चर्चा कर रहा हूँ वह इस दृष्टि से नहीं कि मैं रेलवे ऐडमिनिस्ट्रेशन को कोई क्रिटिसाइज करूँ बल्कि इसलिये कर रहा हूँ कि हम लोग सामूहिक बूढ़ि लगा कर यह सोचें कि इस में कैसे सुधार हो और कैसे हमारी रेलगाड़ियां ठीक और निश्चित समय पर चल सकें।

Raja Mahendra Pratap: On a point of order. I think my hon. friend could have said in simple words that it is all due to the Congress party.

Mr. Deputy-Speaker: Order, order. Members should first appreciate what a point of order is. The discussion before the House is on the late running of trains and failure of Railway staff to keep to scheduled timings. I have got about 14 names and there might be others who are yet to give their names. So Members would appreciate how much time each Member would get.

14.58 hrs.

Shri Feroze Gandhi: Mr. Deputy-Speaker, replying to a cut motion on the late running of the Grand Trunk Express in February 1948 the then Railway Minister, Dr. John Mathai, said:

"I fixed fairly early targets and I am going to do whatever I can to see that these targets are observed. Since it is going to take a little time—and that is my view

[Shri Feroze Gandhi]

of the position—it would be dishonest on my part to say, as Mr. Sidhwa wants me, that within a month I am going to set the position right. I am unable to do that. These things take a little time. All that I can promise is that I will see that the time is as short as possible."

Mr. Deputy-Speaker, ten years later, Shri Jagjivan Ram, fifth in order of succession, has this to say about the late running of the Grand Trunk Express:

"The history of the Grand Trunk Express and its punctuality is well-known to all the hon. Members, and I cannot assure for some time yet that we can guarantee punctuality of the Grand Trunk Express."

Now I would like the Railway Ministry to reconcile these two statements and let us know whether ten years is "little time" and what Shri Jagjivan Ram means ten years later by asking for "some time". In the meantime, i.e., in the last ten years, we have spent on track works between Delhi and Madras a sum of Rs. 641 lakhs and on line capacity works Rs. 1,416 lakhs—the latter work would include signalling etc.—a total of Rs. 2,057 lakhs. Still we do not seem to have got anywhere.

15 hrs.

His Deputy Minister, Shri Shah-nawaz Khan, replying to a question by my hon friend, Shri Harish Chandra Mathur, said with regard to what is being done about running trains punctually:

"Officers responsible do exercise proper vigilance."

He went on to say further:

"General Managers were asked to launch a very special drive to improve punctuality."

This is all very encouraging but I would like to read out to you what

these officers do when they go out on tour and how the General Managers have been asked to exercise vigilance as also how their orders are treated by their subordinates. I will read out a very spicy paragraph from a particular Railway report:

"On our visit to a certain Divisional Headquarters, we found that the Divisional Superintendent had personally issued circular instructions to his Divisional and Assistant officers and to his Inspectors to conduct a prescribed number of night inspections every month. We were, however, surprised to find that some of the Divisional Officers had completely neglected the instructions and with the rare exception of an officer or an Inspector no one had conducted the prescribed number or anywhere near the prescribed number of tours. The scale laid down for these inspections by the Divisional Superintendent was most reasonable and the matter that struck us most was that the Divisional Superintendent had taken no notice of the fact and was indeed completely innocent of the knowledge that his specific orders had been dealt with rather cavalierly by supervisors at all levels. With impunity were the inspections neglected"

I hope the House will not mind this militant language. It was written and signed by the same Shri Shah-nawaz Khan.

What do these officers do when they go out on tour? How do they carry out inspections? Let Shri Shah-nawaz Khan describe it. In para 47 of the Railway Accidents Enquiry Committee Report, he says:

"At another Divisional Headquarters, we called for the travelling allowance journals of the Divisional Operating Superintendent for the whole year 1953. We found that in the month of Jan-

vary he left his office for three days accompanied by the Inspector of Special Trains and the Government Inspector of Railways. In February, he stayed put throughout in his office. In March he went out for two days to attend a meeting of the Chamber of Commerce. April was again a month of no movement. In May he moved only for one day to attend a court of law and incidentally also inspected a station. In June he was out for two days for inspection and in July he did not go out at all. Thus over a period of seven months this Divisional Officer holding an important portfolio conducted practically no inspections and evidently his Divisional Superintendent was not perturbed about the state of affairs."

This is not what I have to say. These are the words of Shri Shahnawaz Khan, the Deputy Minister of Railways.

It is not so easy to deal with this question of punctuality. There is no published material on the subject. Therefore, we have to rely more or less on questions and answers given in the House, a sample of which I have just read out.

There are different aspects of punctuality. One is, as my hon. friend, Shri Tiwary said, the punctual arrival of trains. Trains should arrive punctually. The other is an aspect which was pointed out in 1948, i.e., ten years ago, by a prominent Member of this House, Shri Ananthasayanam Ayyangar. This is what he had to say in February, 1948:

"May I ask the hon. Member in charge why even at the starting stations delay is caused both at Delhi and Madras?"

Of course no answer was given.

I may add here that on the 2nd October, 1958, i.e., ten years later, the

Kalka Mail left Delhi at 5.35 in the morning. It is supposed to leave at 22.00 hours. A train which is supposed to leave at 10 o'clock in the night leaves at 5.35 in the morning. It is really strange. I just cannot understand it. I tried to understand it. I asked people. I tried to fathom why it has happened, but I do not seem to find any explanation. On that particular day there was fair weather; there was no summer and so there could be no water difficulty; the staff were on duty; it was October—nice and cool . . .

An Hon. Member: Engine trouble.

Shri Feroze Gandhi: . . . there were no breaches on the line; no monsoon, but this train left at 5.35 in the morning, which is more or less its arrival time at Kalka. I would like the hon. Minister to give the House an explanation as to how this happened, why it happened and what action has been taken to put things right.

Another aspect of punctuality is that it is a continuously deteriorating percentage. In the last six years, it has been steadily going down, not improving. The causes as stated by the Railways fall into certain categories which are mentioned in the Annual Reports of the Railway Board. These are:

"Punctuality deteriorated due mainly to the impact of the *mela* and pilgrim traffic, heavy rains, breaches on the lines and high incidence of alarm chain pulling."

You will find that year after year this paragraph appears in the Reports of the Railway Board. It is the same paragraph year after year. I do not think there is any change except one year when I find that the Avadi Congress affected the punctuality of the passenger trains right through the year. That was in 1954-55 Annual

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Report. Therefore, nicely and squarely, the Railway Board put the blame on the shoulders of the hon. Minister himself saying, "It is your Party which is responsible. What can we do?"

The general causes we will have to take up separately as it is rather a complicated subject. However, the causes are the same. If a question comes up in the House during summer, it is water difficulties and the staff is on leave. If it comes during the monsoon, there are breaches on the line. If it comes during winter, there is a very interesting explanation, which I shall read out. What happened during winter? This is again what Shri Shahnawaz Khan says.

Shri Naushir Bharucha (East Khansdesh): Seasonal explanations!

Shri Feroze Gandhi: On 15th December 1954, Shri Shahnawaz Khan said:

"The fall was mainly due to the special causes operating about this time every year, viz., overcrowding and consequent excessive alarm chain pulling during the marriage season."

This is the explanation. Anything seems to be handy. I should have thought that during the marriage season newly married couples would like to be left alone rather than pull alarm chains and invite the attention of the entire railway administration.

Mr. Deputy-Speaker: That is why they pull the alarm chain so that the overcrowding might be lessened.

Shri Feroze Gandhi: Let us take summer months first.

When this question was tabled, it was with regard to summer months and punctuality going down. Shri Shahnawaz Khan and the hon. Minister both of them explained to the House that in the summer, conditions

are bad, water salinity in the Sealdah division, staff going on leave. Very good. We accept the explanation as the Speaker asked us to do. But I fail to understand this explanation when we separate the punctuality percentage of mails and expresses from the punctuality percentage of slow moving passenger trains. Let us see what happened on the Eastern Railway, where salinity had occurred and staff was on leave. We will take the worst months. The figures are of the Railway Ministry. We take the month of June. The punctuality percentage of slow moving passenger trains was 75.5—in the month of June on the Eastern Railway. The punctuality percentage of mails and expresses was 60 per cent., that is, 15.2 per cent. less. On the North Eastern Railway, the punctuality percentage of 79.7 per cent. was maintained on the slow-moving passenger trains. The punctuality percentage of mails and expresses was 38.3, that is, minus 41.6 per cent. On the South Eastern Railway, the punctuality percentage of passenger trains was 73.4 and the punctuality percentage of mails and expresses was 38.3, that is, 29.6 per cent. less. If the House wants, I will go on giving figures. You will find there is some peculiar reason, known best to the Railways themselves that the punctuality percentage of passenger trains is much higher than the punctuality percentage of mails and expresses. On the Eastern Railway, may I ask—I do not know which Minister is going to reply; I hope both the Senior Minister and the Senior Deputy Minister will not pass on the baby to the new man.

The Minister of Railways (Shri Jagjivan Ram): No, no. The Deputy Minister in charge will reply.

Shri Feroze Gandhi: I would like to have an explanation for this because the Minister said that it was due to salinity. Salinity affected, may I know, only the mails and expresses? Was some bad water used for mails and expresses, and some special water

for the passenger trains and saline water was put only into the mail engines?

Shri Jagjivan Ram: Salinity affected only in the Sealdah division.

Shri Feroze Gandhi: Sealdah would come in the Eastern Railway or South-Eastern?

Shri Jagjivan Ram: Eastern Railway.

Shri Feroze Gandhi: Then, staff was on leave. Did the staff of mails and expresses only go on leave? What happened to the staff of passenger trains? This explanation has become a little too hackneyed: water difficulties, staff on leave. It must affect the punctuality equally. The results seem to show that the thing is quite the other way round.

Mr. Deputy-Speaker: Probably the explanation would be that the fast trains are almost running to their utmost capacity.

Shri Feroze Gandhi: I will accept that when you become the Railway Minister.

Mr. Deputy-Speaker: I do not know; I will not say.

Shri Feroze Gandhi: We will come to the next argument. Breaches on the line, July, August, September have been the worst months. They are monsoon months. Punctuality, according to the Railways, should be poor. In the winter months, November, December, January and February, these are months of fair weather, very few breaches on the line, the staff has come back from leave, there is no summer, and good water is there. Let us compare July with November. In the month of July, the punctuality percentage was 78 on the B.G. The number of breaches on the track were 38. This is from the Report of the Railway Board, Vol. I. The major breaches are given; but it is an indi-

cation. It is 78 per cent. in July, 38 breaches. In the month of November, when it should be better according to the arguments advanced, the punctuality percentage is 76.7 and the number of breaches is one. It has come down. In the month of August; punctuality percentage has risen to 79.1, and the number of breaches is 28. In the month of December,—fair weather, staff has come back, all these things are there—punctuality percentage drops to 75.7. The number of breaches is zero. In the month of September, the punctuality percentage is 78.9 and the number of breaches is 12. In the month of January, the punctuality percentage is 77.5, again a drop. The number of breaches is zero. When there are no breaches it appears the punctuality goes down. When there are more breaches, the punctuality improves at least according to the figures of the Railway Ministry. These are figures of the Ministry themselves. With regard to summer and monsoon, all the arguments seem to work the other way round.

With regard to winter, going through all the questions and answers for ten years I have not been able to find any explanation. Except for the marriage season, there is no explanation and I have not been able to understand the explanation. Probably, the Ministry may think of something else.

What is punctuality? How is punctuality defined? Yesterday, the Speaker arrived two minutes late in the House. Probably he was held up at the Great Place by a policeman. According to the instructions issued by the Railway Board, on the basis of which this percentage is calculated, the Speaker arrived in time. He was not late. I will show you how. This is how punctuality is defined. A train not losing time is to include all mail and important through-trains terminating right time. This means that a train is said to have arrived punctu-

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ally if it terminates right time. In a thousand mile run, it may be one or two hours late. Shri C. D. Pande should know on the way some connection may have been missed and passengers put to inconvenience; but it would not be reflected in the punctuality percentage as stated by the Railways. The Railways have a very special advantage. Look at the advantage in statistical compilation. A train runs from Delhi to Howrah and it is late by half an hour or one hour by the time it reaches Kanpur or Allahabad, and then it makes it up. Everything is all right because it has terminated right time.

There is something here, which I must explain. Here is an explanation how the compilation is to be made. Look at the margins that the Railways keep to themselves. "Train F starts right time on homeline and it is delayed 30 minutes *en route* at a junction with a foreign line";—that is the policeman who stopped the Speaker—"due to waiting for connection with a foreign line train, it terminates thirty minutes late."

"This train is not to be considered to have lost time." If you can make head or tail out of that, if the House can make head or tail out of that, they are welcome.

With regard to the time-scheduling of all trains, during the regime of Dr. John Matthai, the Railway Board and the Railway Ministry both thought of a new idea: these trains refuse to run punctually; let us do something. So they extended the running time of almost all the trains by two hours, four hours, one hour, half-an-hour, according to what they calculated. In spite of that, today, we find that, even after these trains have been running on an extended time schedule, the trains are not running punctually. I hope the hon. Minister will let us know the explanation for this particular decline.

Proper maintenance of rolling stock would go a long way to improve punctuality, because, if rolling stock keeps failing all the way along, it is going to upset the schedule of punctuality. I shall illustrate how rolling stock affects punctuality by reading out from a report of an accident made by the Chief Government Inspector of Railways.

The accident took place between Chanpatia and Bettial. A passenger train was involved in it, and it was passing over a girder bridge. "The storm ripped up the roofs of three passenger bogey carriages, the wooden framework of which had been extensively pock-marked with screws and nails due to repeated removal and re-fixing of roof sheets during periodical overhauls." You can understand when the roofs of three passenger coaches blows up and the train is on a bridge how unkind it is to the passengers sleeping in it at night in the upper berths, to see the sky above and the river underneath. The Government Inspector of Railways found that this accident was entirely due to the negligence of the workshops, and if the coaches had been overhauled properly, this might not have occurred.

I would like to explain another aspect, how goods trains can upset the time schedules of passenger trains if they are not in proper condition. If the wagons are not properly serviced, not properly attended to, and if the train fails on the way and occupies the track, the passenger train that comes from behind has either to slow down or stop completely.

It is very surprising to find the kind of train examination that we have, and the kind of trains that are passed as fit to run. I shall read out from the Railway Accidents Enquiry Committee Report a description of a particular goods train and the condition in which it was allowed as fit to travel.

First wagon: 4 truss bar split pins defective.

Second wagon: 2 buffer socket bolts loose.

Third wagon: Truss bar nut with syphon pipe-clip as washer.

Fourth wagon: Truss bar split pins defective.

Fifth wagon: Brakes completely inoperative.

Sixth wagon: One brake plug worn out and two buffer socket bolts loose.

Seventh wagon: Axle guard sufficiently expanded to get out of the axle box grooves. (It is a very dangerous thing in a wagon or a coach).

Eighth wagon: Brakes inoperative.

Ninth wagon: 3 buffer socket bolts loose.

And so it goes on.

If we are going to allow trains like this to move, then I am not quite sure what we are doing with our train examining staff. I have travelled, just as all others have travelled, and I have found occasionally that a train has to be delayed because a coach has to be removed due to a hot axle after it has travelled hardly a hundred miles. I am sure this kind of thing can never happen if train examination has been properly and effectively done.

Lastly, I would like to mention something which I forgot. Besides summer, monsoon and winter, there is another cause, i.e., the heavy incidence of alarm chain pulling. I have got the figures for 1954-55 and I find that there were 43,295 cases of alarm chain pulling. This works out to about 118 a day. We are running 4,000 passenger trains a day. May I ask whether this is a good enough explanation? Four thousand trains

are running every day, and 118 incidents of alarm chain pulling do not seem to me to be very high to justify the continuously declining percentage of punctuality.

The heaviest incidence of alarm chain pulling was on the Eastern Railway, not on the North-Eastern—I do not know why it has got such a bad name. Out of a total of 43,295 cases, 13,578 alarm chain pulling incidents took place on the Eastern Railway. The North-Eastern Railway was a close second with 11,225 cases. You will find that the Western Railway, which has the cleanest record, reported only 418 incidents. What has happened on the Western Railway? Has punctuality improved on the Western Railway? Has it improved in all this time?

Therefore, my fear is that these explanations which are given to the House are not justified. There is some other cause, there are some other reasons. I do not know them. I am not a railwayman, I am not an engineer, I do not know anything about them. I think the causes are quite different from what the railways seem to advance from year to year.

That there is a general fall in efficiency, there is no doubt. I know of cases where station masters are afraid of their staff. They are really afraid. There is general indiscipline. I do not say only the workers are to blame. I have already read out to you what officers do. It appears both officers and staff have somehow gone, what we call in Hindi, *dheela*.

15.28 hrs.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

I have a suggestion to make to the Railway Ministry. In the last six years punctuality has been continuously going down as I stated. My suggestion is: let there be a commission of enquiry. I am a great believer in commissions of enquiry, even

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though their reports are kept secret. I think that such a commission or a committee may be appointed in which railwaymen should be there. The Railway Board Members could be there; some Members of Parliament, if you do not mind, could be there. I am quite sure that if this work is entrusted to a committee to go into the real causes of unpunctuality, it would be able to come to certain conclusions, and it would be good both for the Railway Ministry and for the public generally, because it is good that the public should know the causes. Four million passengers travel every day. Every 24 hours 38 lakhs of people are travelling continuously. It is in their interest, and also in the interest of the Government itself, that the causes of this fall in punctuality should be made known, should be found out. I am quite sure that if the hon. Minister agrees to appoint a committee, we will know the real reasons.

Shri A. K. Gopalan (Kasergod): We are discussing the late running of trains. It has been pointed out that the reasons given by the hon. Minister several times are not the real reasons. Not only are trains running late. When they reach the destination, trains also start late. So, there is late running and running late. Both things are there.

None of the reasons given so far, viz., severe summer, salinity of water, alarm chain pulling, heavy rains etc., suffice. I think there are some other reasons why trains also start late. I shall, however, not go over the points which have been very elaborately explained by the hon. Member who spoke before me, to show how there is absolutely no punctuality.

It had been stated ten years ago that the punctuality of the Grand Trunk Express would improve, but we know that the hon. Railway Minister has said in the Budget session that its punctuality cannot be improved for some time. In this connection,

I have only to point out what the Estimates Committee have stated in their report:

"The Committee was rather surprised to know that even on the main route over which the Grand Trunk Express passes, there are sections containing non-interlocked stations which require the trains to be slowed down to ten miles per hour while passing through such stations. The Committee desire that the earliest steps should be taken to make such stations fully interlocked."

As far as the implementation of this recommendation is concerned, the railways have stated that they have interlocked some stations. But from our experience we do not find whether anything has been done over the route over which the GT express passes. It may be that five or ten stations may have been interlocked, but we find that generally it had not been done.

The last suggestion that was made by the previous speaker was that there should be a commission of inquiry. He also said that even if the decisions are not implemented, let there be a commission of inquiry. I do not disagree with that suggestion. But the Estimates Committee's report has very definitely pointed out that there is no question of the appointment of a committee or commission of inquiry, because even the recommendations of the previous inquiry committees have not been implemented. I do not want to read fully what they have stated. But at page 44 of their Thirty-third Report, they have stated:

"Even though the same committee has recommended that the railways should obtain records of the condition of track by the use of test marks or instruments twice a year and that the annotated records should be in the hands of the permanent way supervising

staff expeditiously, not much progress appears to have been made."

There are many other recommendations in respect of which also it is the same story. So, while even the recommendations of the Estimates Committee are still to be implemented, there is no point in having a commission of inquiry. If only those recommendations had been implemented, I think there would have been some kind of improvement, but, unfortunately, that is not the case.

As far as the late running and late starting of trains are concerned, the reasons that have been given do not count much. My information is that there are certain other reasons why they are running late. It is said that the largest number of engine failures was in 1956-57. There is no proper maintenance, and there are no proper repairs, and as a result, there are also accidents. Besides, there is no proper supply of spare parts also. It has, in fact, been admitted by the Ministry also that there is shortage of spare parts. When the engine is on the line, and the man wants to start it, he finds that there is something wrong either with the boiler or some other part; if he wants to repair it and set it right, then he must have spare parts for that purpose. But the spare parts are not available either from the loco sheds or from the other sheds. This has also affected operational efficiency. And not only that, there is also delay in fulfilling the indents. When the man finds that the engine cannot move, he somehow sets it right and the engine starts, but after running for some miles, the engine suddenly stops. This is because the people do not get the spare parts for a long time. The shortage of spare parts and also the non-fulfilment of indents also cause delay.

The third reason is that there is considerable increase in goods as well as passenger traffic, but there is no

corresponding increase in the number of workers required to handle them. There are more trains both passenger as well as goods, but there are not enough people to handle them. Where 117 people were there to handle it, now only 75 people are there. Due to the heavy overload of work, there is no time for them to do proper checking and to see that they are in a perfect condition. They just hurry up and take the engine to the line, and that is the reason why they are not able to keep the engines in perfect condition. This is also another reason for late running of trains.

During the last Budget Session, one hon. Member had pointed out that there must be some job analysis, and this must be undertaken in all seriousness. But that was not done. Consequently, there is delay in fulfilling indents for spare parts, which again contributes to delay.

Then, I would point out that the number of trains has now shot up to a big figure, and they can run perfectly and safely only if the old system of working is done away with, and appropriate modern systems are introduced. Under the old system, there is longer detention of trains at the stations. The trains reach near the station, but they are not able to reach the platform. This also contributes to delay.

Apart from the various reasons that have been advanced such as failure of the engine on the way, failure of rolling-stock, derailment and blocking of the track, under-staffing in certain sections, there is also another very important reason which has not been referred to so far, and I would like to deal with that mainly.

The Estimates Committee have stated in their report:

"The machinery in the railway operations is essentially human in character, and unless the human

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touch is deliberately maintained, the administrations must become impersonal and much of the good work which follows from a sense of traditional loyalty would be lost if the rank and file neither recognise nor are recognised by their top officers."

The most important thing, therefore, is the recognition of the rank and file by the top officers and *vice versa*. But this is lacking. That is the reason why there is no discipline. It is true that in some sections, there is lack of discipline, and the efficiency is also less. Why is the efficiency less? I have already pointed out the reasons so far as the lack of efficiency in regard to engines and other things are concerned. But the main thing is the recognition of the human value, and that is lacking.

The *Rail Flash*, which is the official organ of the station masters and assistant station masters, has quoted authorities and then stated:

"Today, it is termination of the services of the employee in the name of prevention of accidents. Do these removals help either to correct the staff or to prevent accidents? The answer is, no. They only serve to infuse a fear complex in the other staff. They widen the gulf between the staff and the officers. On the one hand, the railway loses the services of a trained and experienced worker on whom much has been spent."

There are no joint committees for discussing the various problems. When this suggestion was made last time, the hon. Minister said that the railways would implement it, so that all those who worked in the different sections could come together and discuss. One might say it was because of engine trouble; another might say it was because of signal trouble and so on. They can discuss together and come to an understanding as to where the difficulty lies. But we find that

these joint committees are not functioning. Besides, what is happening is—and the station masters and assistant station masters have given so many instances—where they point out the difficulties, instead of it being seen whether their report is correct or not, they are punished. I want to give the example of the assistant station master of Ghaziabad. Eight months ago, he pointed out to the authorities that the old system of sending memo in the form of a line advice book should be changed and arrangements made early to communicate this information electrically to see that the platform over which the tram was to be received was clear and free from any other obstruction. He gave an instance. He said that when this information was sent under the present system, by the time the information came the train also came. So he suggested that this information should be conveyed quicker by electrical method. What happened when he gave this suggestion was that he was transferred from that post to another and then his pay was stopped for two months. Then he had to file a case under the Payment of Wages Act. Now he has been suspended. So when an assistant station master really wants to do his duty sincerely and makes a suggestion to that effect, due to the increase in the number of trains always on the line, his pay is stopped and he is suspended, instead of either acting on the suggestion or telling him why his suggestion could not be implemented.

If this is the sort of attitude towards the employees, it adds force to the statement of the Estimates Committee that as far as the railway is concerned, it is the human material that counts and is important and confidence should be enthused in them. A human attitude should be adopted towards them as far as their demands are concerned so that they can do their duties properly. But here when he wants to faithfully do his work, he is punished and sometimes dismissed.

There is another case, a case of a ticket examiner. He has to report about chain pulling and other things. There was a ticket examiner who was travelling in the train to Cochin Harbour. He saw a certain officer travelling in first class. There was a lady in the same compartment but with a second class ticket. He met them at Arkonam and asked them to pay either the excess or get down from the compartment.

At Olavakot, he reported the matter to the Station Master and the Railway Police and sought their help, because one passenger was travelling in first class with a second class ticket. The officer told the ticket examiner that he would pay him 'something'. But the ticket examiner refused and said that he should pay the excess. The matter was reported to the Station Master at Olavakot. Of course, the excess was paid. But in the process, the train was late by five minutes. The ticket examiner was charged with delaying the train for five minutes and now his promotion is stopped!

How can the ticket examiner, a young man, who wants to do his duty and prevent loss to the railways by people travelling above their class, continue to do his duty faithfully if this is the sort of treatment meted out to him? In fact, a charge is levelled against him that he delayed the train for five minutes and his promotion is stopped on that account.

As far as the Southern Railway is concerned, I do not want to go in detail into the question of recognition of the unions. There is no opportunity afforded to the representatives of the railway workers to ventilate their grievances. Instead, they ask the workers to represent themselves. I went to the General Manager with other people when there was a hunger strike by Shri Nambiar, a former Member of this House, in connection with the grievances of the workers.

He said that the workers could represent themselves; but when the workers represent their cases, they are punished. So unless the worker is very bold he will not go and represent his case for fear of punishment.

This is the main reason why workers think that even if they want to do their duty faithfully, even if they are loyal, even if they want to make suggestions for better working, there is no place where they can go and make their suggestions, there is nobody with whom they can discuss it. Once they report to the authorities, they are punished and sometimes even dismissed.

So as far as the station masters and assistant station masters are concerned, you will understand why they get angry, because when they try to improve the performance of the railways by making suggestions, they are punished; so it is not their fault. It is the fault of some one else. They are not able to see that the trains come and leave the station in time. When they point out the difficulties, instead of removing these difficulties, and effecting punctuality of trains, they are punished.

Regarding the Olavakot Division, there are so many complaints regarding non-payment of overtime allowance. For four, five, six or seven months, workers are not paid their overtime and other allowances. So naturally, they are not enthusiastic about their work. It is said that some officials are appointed to go into the question of arrears and settle this question. It was admitted by the General Manager himself that there are arrears and they are going into the question and settling it. But I do not know how this will be settled even if some officers are appointed for this purpose, because neither is the worker directly approached nor is any representation favourably entertained from him; if the worker makes a report, he is punished.

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As far as the ticket examiners are concerned, they are the people who check ticketless travelling. But they have no houses to live, no rest houses and no places to stay during their duty. They cannot sleep even in the first class waiting room; they cannot use the latrines etc. They have to sleep on the platform. Then there is nobody to call them when they are asleep when they have to wake up for their duty. That is why we find that these people are missing from their duty.

So far as the human conditions are concerned, they are human beings and they have certain difficulties. These difficulties must be removed. If these difficulties are considered and removed by the railway authorities, there will certainly be a kind of organisation by which they will be able to understand the difficulties of the workers and enforce discipline. Otherwise, you can give the reason that it is due to salinity of water and so on and escape responsibility for the unpunctuality of trains. But certainly if the grievances of the workers are not removed, conditions will continue as they are and there will be no improvement.

श्री आक्षर (रत्नागिरि) : सभापति महोदय, रेलों के देरी से चलने के बारे में यहाँ चर्चा होने में कोई लाभ होगा, ऐसा भाव तक का जो अनुभव हमारा रहा है, उस से नहीं लगता है। लेकिन किस तरह से सुधार हो सकता है, इस के लिये क्या प्रयत्न किया जाना चाहिये, यह बताना मैं अपना कर्तव्य समझता हूँ।

जो ट्रेन्स लेट चलती हैं, इस का एक ही कारण है कि आप के जो अफसर लोग हैं, विशेषतया जो रेलवे की ग्रार्थोर्गिटीड हैं वे इतनी केयरलेस हैं कि कुछ कहने की बात नहीं। उन की केयरलेसनेस के कारण ही यह सब कुछ हो रहा है। इस के बारे में दो तीन इन्स्टेंस मैं बताना चाहूँगा।

जो बात मैं कहूँगा वह कास तीर पर सेंट्रल रेलवे के बारे में ही कहूँगा।

पूना और लोनावाला के बीच एक लोकल ट्रेन चलती है। कई लोकल ट्रेन्स के बारे में तीन चार बरस से झगड़ा चल रहा है। एक भी ऐसा समय नहीं आया जबकि यह लोकल ट्रेन ठीक समय पर चलती हो या ठीक समय पर पहुंचती हो। मैं मानता हूँ कि देहू और लोनावाला में बहुत सी एम्प्लुनिशन फेक्ट्रीज हैं और बहुत से कर्मचारी जो उन में काम करते हैं इन्ही ट्रेन्स से ट्रेवल करते हैं। रेलवे के बहुत से दूसरे कर्मचारी भी जो काम पर जाते हैं इन्ही ट्रेन्स से ट्रेवल करते हैं। उन लोगों की मांग कि तादाद बढ़ाई जाय, अभी तक पूरी नहीं हुई है। इस का नतीजा यह हुआ कि पूना से जो ट्रेन निकलती है वह एक एक और दो दो घंटा लेट पहुंचती है या पहले ही लेट चलती है। इस के परिणामस्वरूप लोग ठीक समय पर दफ्तर नहीं पहुंच पाते हैं और उन को बड़ी मुश्किल का सामना करना पड़ता है। जब भी इस बारे में प्रश्न पूछा जाता है तो कोई कारण बतला दिया जाता है। एक कारण यह बताया गया था कि चैन पुलिंग होता है इस वास्ते ट्रेन्स लेट होती हैं। किन्तु क्या आप ने इस का पता लगाने की कोशिश की है कि चैन-पुलिंग क्यों होता है। इस का आप ने कभी प्रयत्न नहीं किया है। जो लोग देहू और लोनावाला नौकरी के लिये आते हैं, बजाय इस के कि उन की सुविधा के लिये और लोकल ट्रेन चलाई जाते, पहले ही जो ट्रेन्स चलती थीं उन में से भी एक कम कर दी गई जिस के परिणामस्वरूप गाड़िया एक एक और दो दो घंटे लेट पहुंचने लगी। मैं समझता हूँ आप को कोई ऐसी व्यवस्था करनी चाहिये जिस के उन लोगों को सुविधा हो। ऐसा टाइम-टेबल आप बनायें, जोकि उन को सुविधाजनक हो।

अब मैं बम्बई की लोकल ट्रेन के बारे में कहना चाहता हूँ। आप को याद होगा कि

बम्बई के थाना जोन नौकरी के लिये आते हैं और दूसरी जगहों पर भी नौकरी के लिये आते हैं। उन ट्रेन्स की हालत यह है कि वे एक एक और धाध धाध चंटा लेट चलती हैं। कभी कभी तो वे पहले ही लेट निकलती हैं और कभी कभी रास्ते में लेट हो कर लेट अपने डेस्टिनेशन पर पहुंचती हैं। ये सर्विस करने वाले लोग हैं और इन की सुविधा का धाप को ध्यान रखना चाहिये और देखना चाहिये कि एक तो इन की तादाद काफी हो और दूसरे वे ठीक समय पर चलें। अगर वे लोग देर से आफिन पहुंचते हैं तो उन को एक्सप्रेस मार्क कर दिया जाता है और फिर कई परेशानियों का उन को सामना करना पड़ता है। इस के बारे में बहुत से रिप्रिजेंटेशन किये गये हैं और एक डेपुटेशन मिनिस्टर साहब से भी मिला था लेकिन कोई कदम नहीं उठाया गया। मैं चाहता हू कि इन लोगों की सुविधा के लिये यह देखा जाना जरूरी है कि ये ट्रेन्स ठीक समय पर चलें।

धब में धाप की जॉ प्रेग्टीज ट्रेन है जिस को डेकन मेल कहा जाता है, उस के बारे में कहना चाहूंगा। यह ट्रेन पिछले महीने में जबकि मांसम भी अच्छा था तथा कोई दूसरी खराबी भी नहीं थी एक एक और दो दो चंटे लेट चलती रही। मैं धाप को अपना अनुभव बतलाना चाहता हू। १६ दारोस को मैं जब आया तो मुझे पता चला कि यह ढाई चंटे लेट है। यह निकलने के बाद ढाई चंटे लेट बहा गई। बाद में २२ दारोस को जब यहां से डेकन क्वीन छुटी तो भी करीब करीब डेढ़ घंटा लेट हो गई। इस का कारण जब मैं ने पूछा तब बताया गया कि रास्ते में गुड्स ट्रेन आ जाती है, जोकल ट्रेन आ जाती है, जिस की वजह से उसे रकना पड़ता है और वह लेट हो जाती है। पूरा से एक गाड़ी छूटती है। मालगाड़ी है। कब कब वह किरकी से छूटी तो उस में १६ बीबीस थीं। और इतनी सन्धी गाड़ी

वहां से छूटी कि मुझे लगता है कि कस्याध धान तक शायद उस का कोई ऐसा स्टेशन नहीं मिला जोकि उस को साइडिंग दे दे। इस का परिणाम यह हुआ कि डेकन क्वीन डेढ़ घंटा लेट हो गई।

जो मेल ट्रेन हैं उन के लेट हो जाने का दूसरा कारण यह बताया गया कि रेलवे के अधिकारी उन पर ट्रैकल करते हैं। रेलवे मंत्री हों या दूसरे रेलवे अधिकारी हों, उन के लिए स्पेशल कोचज लगाई जाती हैं। मैं मानता हू कि बहुत ज्यादा काम होने के कारण उन को स्पेशल कोचज की आवश्यकता है। लेकिन इन कोचज को लगाने के लिए हर एक स्टेशन पर धाधा धाधा चंटा गाड़ी लेट कर दी जाती है। इनकी लेट होने का कारण यह है कि अगर यह कोचज एंजिन के पास लगाई जाय तो कोयले के उड़ने से बहुत परेशानी होती है और अगर धाखीर में लगाई जाय तो धाके बहुत लगते हैं, साथ ही मिट्टी उड़ने की परेशानी भी होती है। इस लिए अगर किसी स्टेशन पर किसी खाम गाड़ी को लगाना होता है तो उस को बीच में लगाने की आवश्यकता होती है। और जब कोच को बीच में लगाने का प्रयत्न किया जाता है तो उस की वजह से हर स्टेशन पर गाड़ी पंद्रह बीम मिनट या धाधा घंटा लेट हो जाती है। मैं एक दफा बम्बई से आ रहा था। भोगान में गाड़ी करीब धाधा चंटा लेट हो गई। मैं वहां पर पूछा कि आखिर गाड़ी लेट क्यों हो गई है तो मुझे बताया गया कि इस गाड़ी से रेलवे के आफिसर्स जा रहे हैं और उन की कोच को बीच में लगाना है। इस को बीच में लगाने के लिए गाड़ी को साइडिंग में लाना आवश्यक है। साइडिंग बीजुद न होने के कारण गाड़ी धाधा चंटा तक खड़ी रही और इस की वजह से गाड़ी लेट हो गई। मैं चाहता हू कि इस बारे में इस दृष्टि से विचार किया जाय कि धाध जब हम सोसलिस्ट पैटर्न आफ गवर्नमेंट बनाने

[श्री भास्कर]

जा रहे ह, उस समय हमारी स्थिति क्या है। हमारी स्थिति यह है कि स्पेशल कोच लगाने के लिए गाड़ी को आधा आधा बंटा लेट किया जाता है। यह चीज ठीक नहीं है क्योंकि इस से जनता में फस्ट्रेषन पैदा होता है।

हमारे राष्ट्रपति एक बार पूना से ट्रेवल कर रहे थे। बम्बई से उन को पंढरपुर जाना था। उन के लिए बम्बई में कोच लगाना था। हमेशा उस गाड़ी में १२ बोगीज रहती हैं, लेकिन उस दिन १७ बोगीज लगा दी गईं। वह तो कहिये कि घाट पर कोई गड़बड़ नहीं हुई, लेकिन घाट से निकलने के बाद उस की कप रिग टूट गई और उस के टूट जाने से गाड़ी को ढाई घंटे लेट करना पड़ा। लेकिन इस के बारे में कोई अपनी रिस्पॉसिबिलिटी को लेता नहीं है। वहां पर क्वेश्चन का जवाब नहीं दिया जाता है। जब हम अपने राष्ट्रपति को इस तरह से क्वेश्चनली ट्रीट कर रहे हैं और उन को इस तरह से ट्रेवल करा रहे हैं तो भी हमें अपनी सुविधा की ओर कौन ध्यान देगा। इस की ओर कोई नहीं देखता कि १२ बोगियों के बजाय १७ बोगियों के लगाने से गाड़ी डेढ़ दो घंटे लेट हो गई। मैं कहना चाहता हूँ कि इस तरह से क्वेश्चनलेस हम को नहीं करनी चाहिये और इस पर बहुत गहराई से विचार करने की आवश्यकता है।

इसके बाद मैं आप को बतलाऊँ कि दीवा में एक्सप्रेट हुआ। वहां पर जो डी० एस० रहता है उसका प्रमुख कर्तव्य है कि वहां पर वह तुरन्त जाय। लेकिन मैं ने देखा कि वहां पर भी बहुतलाप वाही है। दीवा में एक्सप्रेट हुआ, वहां से टर्मिनस आया, उसके आते ही डी० एस० को वहां स्पेशल ट्रेन से जाना चाहिये था लेकिन गये वह दूसरे दिन। पूना से सुबह छः बजे जनता एक्सप्रेस चलती है लेकिन जनता एक्सप्रेस में तो यह जा नहीं सकते क्योंकि उन को फस्टे क्लास में चलना चाहिए। जनता एक्सप्रेसके बाद जब डेकन क्वीन आई

तो उस वक्त डी० एस० वहां पर नहीं थे। पंद्रह मिनट तक गाड़ी खड़ी रही और लेट हो गई। उस के बाद गाड़ी चली। उस के चलने के बाद मैनेज प्राई कि वह अपने घर पर हैं। मैं बतलाना चाहता हूँ कि जहां पर उन का रास्ते में घर है वहां पर गाड़ी खड़ी कराई गई और जब डी० एस० गाड़ी पर चढ़ चुके तो गाड़ी चलाई गई। यह तो हमारे आफिसर्स की हालत है। जब हम कहते हैं तो कहा जाता है कि इस तरह के बहुत अच्छी तरह काम किया जा रहा है, लेकिन वहां क्या हो रहा है यह कोई नहीं देखता। इसी लिए मैं ने यह दो तीन बातें बतलाई हैं।

कुछ महीने हो गये, लोग सफर करते थे तो पाते थे कि फस्टे क्लास में लाइट भी नहीं है। मैनेजर्सों ने कम्प्लेंट किया कि लाइट नहीं है और गाड़ी का समय हो गया और कंडक्टर बेचारा डूब रहा है कि एनॉक्विटी वाला कहाँ है, लेकिन एनॉक्विटी वाला कहीं भी नहीं। गाड़ी चलने के टाइम के बाद भी पाच मिनट हो गये। उस के बाद बहुत देर में डूब कर लोग बिजली वाले को मायें और कहा कि इस लाइट को ठीक करो। काम शुरू करने के बाद उस को ठीक करने में आधा घंटा लग गया और गाड़ी इतनी लेट हो गई। मुझे इस बारे में यह कहना है कि जब ट्रेन आती है तो उस को ठीक करने वाला जो स्टाफ है उसका हाजिर होना आवश्यक है। उसको बुलाने की आवश्यकता नहीं होनी चाहिये। हर एक जगह यही स्थिति है और इस लिये भी गाड़ियां लेट होती हैं। इसका बहुत बुरा प्रभाव पड़ता है, यह मैं बतलाना चाहता हूँ।

मैंने अभी विशेष रूप से यह बात बतलाई थी कि जनता में इन बातों से बहुत फस्ट्रेषन फैल रहा है। इसका बुरा कारण यह है कि अगर कोई कम्प्लेंट करता है तो उस कम्प्लेंट का कोई जवाब नहीं दिया जाता। आज बम्बई

की परिस्थिति ऐसी है कि जगह जगह पर लोकल ट्रेन चलती हैं, डेकन क्वीन और जनता गाड़ियां चलती हैं उनकी धीरे जास ध्यान रखने की आवश्यकता है। इसी तरह से पूना से लोण बम्बई तक आते हैं, उनका वहां पर समय पर पहुंचना आवश्यक होता है। लेकिन होता यह है कि अक्सर गाड़ियां लेट आती हैं। धीरे लोण समय पर अपने काम पर नहीं पहुंच पाते हैं और उनका समय बहुत खराब होता है। थोड़े दिन पहले मैंने एक डेली पैसेंजर नाम की कहानी पढ़ी थी। उसमें बताया गया था कि कोई एंडीटर साहब थे वह हमेशा लोकल ट्रेन में जाते थे अपने गांव को। हमेशा गाड़ी लेट चला करती थी, इसलिए उन्होंने गाड़ी से जाना छोड़ दिया क्योंकि बार महीने में एक दिन भी ऐसा नहीं हुआ कि गाड़ी ठीक समय पर पहुंचे। वह फस्ट्रेट हो गये। इस तरह से छ. महीने हो गये। उसके बाद उन्होंने सोचा कि आज चलो पैसेंजर गाड़ी में चलने का ही प्रयत्न करें और पैसेंजर ट्रेन पर बैठ कर ठीक समय पर गाड़ी में अपने गांव आ गये ? और पैसेंजरों में पूछने लगे कि आज यह गाड़ी कौन ठीक टाइम पर आ गई ? वहीं पर स्टेशन मास्टर भी खड़े थे, उन्होंने उन से पूछा तो उन्होंने कहा कि नहीं साहब गाड़ी ठीक टाइम पर नहीं आई है, यह २४ घंटे लेट आई है। तो २४, २४ घंटे तक गाड़ी लेट जा सकती है। इस पर मैं समझता हूँ अच्छी तरह से विचार होना चाहिये। इस बारे में सोचा जाय और इसको ठीक करने का प्रयत्न किया जाय। मैं इस सम्बन्ध में एक पत्र पढ़ कर सुनाना चाहता हूँ, जिसमें पता चलेगा कि जनता की रेलों के बारे में क्या गय है।

"This Association has to draw your immediate attention to the shabby state of affairs going on in the Central Railway. Once upon a time under the management of G.I.P. Railway this railway was one of the jewels of transportation of this country.

259(A1) LSD-8.

Now that it has become the most unreliable organisation. Besides, many times the train services on this Railway, particularly, Bombay Poona section, has been running late to reach destination on and off during the last fifteen days and the passengers are losing confidence over the services."

यह है जनता की राय और इस पर आप को सोचना चाहिये।

Mr. Chairman: Shri Vidya Charan Shukla. I do not find him in the House. Shri Harish Chandra Mathur.

16 hrs.

Shri Harish Chandra Mathur (Pali): Sir, this discussion regarding the punctuality of the trains emerges out of the unsatisfactory answers given by the hon. Railway Minister during the Question Hour in the last session. My hon. friend who has spoken before me from this side has dealt with this matter at length. He had taken great pains to collect all the information and has laid before the House certain very interesting facts in their true perspective, exposing how the explanations offered by the Railway Administration from time to time are inconsistent and unimaginative. Without giving proper thought they have been advancing certain hackneyed arguments and explanations which do not hold good when you examine them. I would not like to go into those very facts or even try to multiply the instances of the late running of the trains. It is accepted on all hands that the trains are running late and if I give you another fifteen or twenty examples, it will serve no useful purpose. But I wish to convey that we who are criticising the general late-running of trains are quite aware of the difficulties of the Railway Administration which is working under a great stress and strain in respect of personnel as well as material, track repairs, etc. But

(Shri Harish Chandra Mathur)

while we do not want to be uncharitable in our criticism and we fully appreciate the difficulties of the Railway Administration, we do wish to convey to the Railway Administration that there is a general feeling among the people, for good reasons, that the Railway Administration has not been able to give satisfaction to the people and that the late-running of trains is not excusable. It is definitely a matter which requires serious consideration of all concerned, and most certainly, the Railway Administration in particular. There is no use of trying to find explanations and excuses. Let us go into the real causes and the difficulties and let us see what we can do in the present circumstances.

After these questions, the Railway Administration has taken one step—to extend and change the timings for the running of trains. It is a sort of superficial satisfaction which it wants to give us; it will not help matters or improve them. Instead of the train leaving from Delhi to Jaipur at 10.35 p.m., it leaves at 10.15 now and arrives there a little later than before, thus allowing another half an hour or one hour for the Railway Administration. Thus, the late-running of trains, about which there were complaints, was sought to be covered up by the extension of the scheduled timings. These are only superficial methods. If the previous time-tables were based on certain criteria and certain facts, I do not see why they should try to just lay this thin cover to hide the real state of affairs. I wish the Railway Administration to throw some light on this subject. By adopting such methods we do more harm to ourselves because it throws the Railway Administration into a sense of complacency. I would like to know what would be the effect of these extensions in timings. Extension of time means less utilisation of the staff and material; it means that the operation cost will be a little higher because of these reasons. What would be the impact of these extensions? I want to know that. Were these

extensions in timings justified on any grounds?

I would rather welcome a thorough enquiry into the whole matter. It would be helpful to the Railway Administration if certain people from outside the Railway Administration make a thorough probe into the matter. That will bring a fresh outlook and a sort of a scrutiny which are not otherwise possible for various reasons. I need not go into it but that would be very helpful.

We know of certain reasons and I want to appraise the hon. Minister of those reasons. One of the reasons which I have felt is that there is complete lack of co-ordination between the various zonal railways. The Western Railways which are steaming into Delhi are not accorded the same treatment—it is really very funny—as is being given to the Northern Railways steaming into Delhi. I can understand one reason. Perhaps the Delhi Railway Station which is administered by the Northern Railways wants to improve its own performance and give a better account of itself in respect of punctuality. So, they do not mind if the Western Railway which are steaming in are stopped at the signal or somewhere. It may be justified from a very narrow outlook but it gives a very bad account of the overall situation. It does not end here. I have got numerous instances where lack of co-ordination is exhibited in such a manner that one really fails to understand whether there has been one integrated administration or not. Recently, the timings have been revised in such a manner that the Northern Railways had taken absolutely no notice of the changes made by the Western Railway and stations which used to be served by proper connections before are now no more served by these Railways. I will just give you an example.

For Jodhpur we had previously four connections. Now, we are left only

with two connections from Phulera because the others leave earlier before the trains come in. This lack of co-ordination is there.

I would also like to emphasise the lack of a sense of responsibility on behalf of the officers. When I say this, I also tried to know why it is so. My feeling is that there is generally creeping a slackness all over. It is not only in the particular Railways; it is a general feature. There is a sort of demoralisation among the officers and they feel that they could not be as effective as they ought to be if the Administration is to be efficient.

You will remember, Sir, that I asked a question here about the Conference of the General Managers, held sometime back. I asked the hon. Deputy Minister who was answering the question whether he had discussed any question regarding the enforcement of discipline. He said that he had discussed it, but he will not be able to give that information because it was something confidential and that he will be able to tell me something at a later stage. That is on the record. I do not understand what is the confidential nature of a discussion where we are thinking how to make our officers more effective and how to enforce a better sense of discipline. Until and unless we are able to have a better sense of discipline, until and unless our officers are going to be effective, it will have a double effect. Our officers, some of them are already slack. Others who want to do a little bit of work will also begin to feel irresponsible. They know that there are some difficulties but if they actually try they can get things done. They will also begin to feel, why take all this responsibility and trouble. I think the hon. Minister should tell us now on the floor of this House whether they have given mature consideration to this matter and whether they have been able to find a solution. I think it is now time we should take courage in our hands and stick to certain principles which are so

essential for a good administration. I feel, Sir, that we must, as a matter of fact, give all the amenities and all the facilities to the staff, but we must see that the staff works well.

The last point which I wish to urge with all respect to the hon. Minister is that he will do no service to his own administration by throwing himself into complacency and by trying to justify on the floor of the House something which cannot be justified. He must face the facts. I can understand that it is always a natural tendency for every Minister to defend his Ministry and try to give a good account of the Ministry. But if he himself is not fully satisfied and he gives lame excuses and explanations which are untenable and which in the eyes of the public are no good, what happens is that it creates again a great sense of irresponsibility in the minds of officers. It creates a sort of feeling of contempt, I might say, in the minds of the people at large. It is much better that we give proper thought to the whole matter. What is the harm in saying, well, these are our difficulties, these are the reasons why we have not been able to do it, these are the reasons why we have failed in doing it, we wish our officers do much better, we are giving them these directions, we are giving them these facilities and we are making it possible for them to administer in a really efficient manner?

Sir, this is the general feeling in the House. This is the general feeling outside. Everywhere there is a feeling that there is a great deterioration in the Administration in general. The Railways come in for much criticism because they have a direct contact with the people, because we know what happens if something is delayed. If something is delayed in the Secretariat here, people will not come to know about it. But if a train is late by five minutes thousands of people who are travelling by that train feel about the deterioration in the Railway Administration, about the inefficiency of the Railways. We

[Shri Harish Chandra Mathur]

come in direct contact with it. Though this is a good explanation, it is again the reason why we expect the Railway Administration to be much more efficient. They should do everything to give full satisfaction. There is no denying the fact that there is a strong feeling in the minds of the people that the late running of trains is inexcusable and that something really serious must be done to see that we get our trains to run not only punctually, but to run quicker and also punctually in the circumstances as we stand.

Shri Hem Barua (Gauhati): About the late running of trains, I feel this is an inter-connected problem which cannot be isolated into a single pattern. What are the problems that are inter-connected with this aspect of things? When I examine it, to my mind it comes like this. There are at least three primary factors that contribute to the late running of trains. One is the human factor, another is the mechanical factor—I would like to describe it like that—and the third is the attitude of some of the passengers.

About the human factor, when I read the statistical report of the Safety Committee prepared on the Central Railways for the years 1955 to 1957 I found that out of 179 cases of trains passing at danger signal points almost all of them excepting four were due to the failure of human element. That is the primary factor, I would rather say, but it does not dominate over other factors that contribute to the late running of trains, almost in an equal measure.

When I speak of the failure of the human element, Sir, naturally, the things that come to my mind are the temperamental defects, negligence and carelessness on the part of the employees. But there are other factors also. I always find a lack of co-operation between the officials at the top and the workers at the bottom.

Somehow or other the officers are converting themselves—not all, of course, but to a large extent—into a class. That is what is happening today in this country. I do not speak of the Railways only; it is reflected in every aspect of our national life. If they have imitated anything, they have imitated only the worst aspect of the Englishmen's life and not the brightest aspect of it. That is the legacy here

Now, for instance, the workers want their unions to be recognised. They want the officers to listen to their problems. But, instead of getting sympathy from the officers, instead of getting some sort of an understanding from the officers, they only get a rebuff from them. That is my experience, Sir, being connected with a Railway Union in the North-East Frontier Railways. When you pull the workers like that, snub them like that or turn a deaf ear to their problems, you cannot expect good work from them, because they are also human beings.

About the officers, I find that they take to luxury and go about cruising in the Brahmaputra with their wives and a couple of other pretty girls. I have seen that with my own eyes. The Railway Administration is providing so many facilities for the officers. In Pandu, Sir, I have seen officers living in a luxurious atmosphere having electric bulbs attached to their playgrounds while the children of the workers staying within 25 yards from the officers' bungalows are not able to do their lessons for want of kerosene oil.

That is what is happening. That is why I did not like the wording here in the resolution when it says that it is due to the failure of the railway staff to keep to scheduled times. There are reasons for this. I do not want to say that they do not have their defects. They have defects to a certain extent, but there are reasons for that.

Take the question of starting of trains from the starting stations in time. Very often it does not. Recently I was travelling from Lumding and the train was to start for Badarpur. The train did not start. I tried to find out the reasons. Nobody could give me the reasons. It took 70 minutes for me to discover that the train was not running according to schedule because of the fact that the train was not till then examined. One felt like shouting: "What the hell you had been doing so long from sun-set to 11 00 pm?" That is my experience. This is a factor that has to be taken into account.

About the receiving stations, they are not ready to welcome the incoming trains and the trains have to wait outside the signal for a long time. It may be for a few minutes, but often it is more than a few minutes. The trains usually wait outside the receiving stations and whistle to receive the welcome signal from the station. Why is it that the receiving station is not ready in time to receive the incoming train?

There is another element, as I have said, and that is the mechanical element. The engines very often fail because most of the engines are in a dilapidated or damaged condition. Recently there was a passenger riot at Sealdah about the late arrival of the down local Krishna Nagar train. The train arrived late and the employees could not attend their offices. It is quite natural for them to get perturbed and there was a riot. I remember what the driver of the engine told the press-reporter. He said very significant things. I find this not only very significant but also very illuminating. He told the press-reporter like this:

"It is a vicious circle; you cannot blame anybody. If passengers are impatient, it is because of the

irregular running of trains. For failure of engines which disrupts the services several factors are necessary. But the drivers who have no hand in it have to face the music."

He pulled out his sola hat and showed that there were several marks on it, because these passengers pelted stones and damaged his hat.

Then this driver took the press-reporter to the repairing shed and there he showed the engine. All the pipes in the engine were leaking. He said that there were six or seven items of defects which had to be repaired. The repairing shed did not have the time to repair all of them, and in fact the railway engine had to go on the rails and perform its services with certain defects still remaining there and without any repairs whatsoever. This is what happens.

I can understand one thing, namely, the calamities like monsoons and floods, damaging bridges and all that. That is what very often comes before this House for consideration. But what about other countries. In other countries they have an aim before them. The administrations there have an aim before them. Possibly, if necessary, they would like to split the second in order to be punctual. Here we do not have any aim. If there is late-running of trains in western countries, that is due to certain natural calamities, the lines might be blocked by fogs and snow-falls and all that. But in our country there are natural calamities and the people have accommodated themselves to the natural calamities. If the trains run late, they are sometimes due to natural calamities like floods or monsoons—might be as Feroze Gandhi has pointed out marriages but marriage is not a natural calamity—and people do not object to such natural calamities whatsoever, because they have accepted them as they are.

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

Shri Hem Barua: I shall be very brief. There is another thing that I want to say. Our trains have lost their virility. Psycho-analysts are of the opinion that when a man dreams of a journey by train, that shows his virility. Recently I have engaged in reading a monumental book by Fosco Maraini—*Secret Tibet*. I find a passage there about the railways. These are very beautiful words and that is why I want to quote them:

"What could be more virile, more youthful and crazy than a train hurling through stations and plunging through mountains in a headlong, exciting clatter of metal, with the sensation of irresistible power and will?"

Somehow or other, I find that our trains have lost their irresistible power and will, because of the dilapidated and damaged engines. Whenever our people—a man here or there—dreams of a railway journey, possibly, he does not show any sign of virility; it shows his fear or apprehension. There is reference to the clatter of metal in that quotation. But when our metals clatter, there is also the apprehension of the locomotive or the engine running off the rails, creating damage to passengers and resulting in accidents and all that.

There are so many problems, and that is why I agree entirely with Shri Feroze Gandhi when he said that there should be some enquiry into the matter; they are trying to camouflage the entire thing by all sorts of statements, just in order to defend themselves because this combative instinct or the instinct of self-defence is the primary instinct of human beings. Instead of playing on that or trying to defend one's own position by all sorts of camouflaged statements, I would rather very much welcome the Minister to pay attention to this

problem, and as suggested by Shri Feroze Gandhi, to hold an enquiry into the late-running of trains and try to improve matters not only for the well-being of the Railway Ministry or the administration but also for the well-being of the travelling population at large.

The Deputy Minister of Railways (Shri Shahnawas Khan): Sir, I am very grateful to all the hon. Members who have participated in this very interesting debate and I am very grateful to them for very useful suggestions which they have made; suggestions which are worth taking up will certainly receive due consideration.

Shri Feroze Gandhi: You appoint a Committee; you will find out everything.

Shri Shahnawas Khan: At the outset, I wish to say that I will not try to say that there is no unpunctual running of trains.

Shri Braj Raj Singh: You cannot say that. Everybody knows it. How can you?

Shri Shahnawas Khan: I will not try and defend it. It will be our constant endeavour to try and improve matters, but I would seek the indulgence of the House and request the Members to listen to some of our difficulties. The hon. Members have given various reasons why trains are not running punctually. They have also tried to prove how the reasons advanced by us are not the correct reasons, and that perhaps there are some other reasons besides the reasons that are given out. I shall conceal nothing and I shall place the true picture of our railways very frankly before this House so that the hon. Members are in a position to judge the things dispassionately.

In the figures which I shall give later on, I will be dealing with the calendar years 1955, 1956, 1957 and up

to October, 1958. Some hon. Members said that the Indian railways should fix definite targets up to which they should run their trains in relation to punctuality. The House is aware that the Estimates Committee have laid down the targets. The Estimates Committee fixed the following targets. For all trains, they fixed a target of 90 per cent. punctuality. For mail and express trains, they have fixed a target of 85 per cent. For electric suburban trains, they fixed a target of 95 per cent. and for other passenger trains they have laid down a target of 90 per cent. The Railway Ministry have accepted these targets. It is quite true that we have not been able to come up to these targets fully on all the sections. In some cases we are very near the targets.

I have no hesitation in admitting that there has been certain deterioration in the performance of trains on the broad gauge.

Pandit K. C. Sharma (Hapur): What is the percentage of improvement?

Shri Shah nawaz Khan: I shall give the figures in relation to all the trains on the broad gauge. The punctuality has come down from 77.3 per cent. in 1955 to 75.3 per cent. in 1958.

Shri Feroze Gandhi: This could be misleading. In 1952-53 it had reached 82 per cent., and since then it has dropped. You are taking two years where the drop is only 0.8 per cent.

Shri Shah nawaz Khan: I am going to substantiate the point. I would also admit that the deterioration in the mail and express trains has been more marked, and it has fallen from 69.4 per cent. in 1955 to 66 per cent. in 1958. This is the deterioration in regard to the broad gauge.

I was surprised when some hon. Members said that there was great deterioration in the operation and punctuality of metre gauge trains. That, I beg to submit, is not correct.

On the contrary, on the metre gauge sections, there has been a steady progress. In the year 1958, the punctuality figures for all metre gauge trains was 74.2 per cent and in 1958, it is 80.8 per cent. This certainly does not show any deterioration.

Shri Feroze Gandhi: The published figures by the Railway Board seem to be quite different from what the hon. Minister says. I am reading from the *Indian Railways 1956-57* where the figures are given year by year. From 83.57 per cent. in 1952-53 it has dropped to 74.52 per cent. in 1958-57. I would like to know from where the hon. Deputy Minister is giving the figures.

Mr. Chairman: It appears that the periods of comparison are different.

Shri Shah nawaz Khan: The hon. Member has given the figures for a certain period. I am giving the figures for a later period.

Regarding the metre gauge trains, my hon. friend, Shri Tiwary, made out a case as if there was absolute chaos on the North-Eastern Railway and no trains run to time.

Shri Tangamani: What about mail and express trains?

Shri Shah nawaz Khan: I would give the latest figures I have got, viz., for the month of October, 1958.

Pandit D. N. Tiwary: What was the position in August, 1958?

Shri Shah nawaz Khan: The punctuality figures of the mail or express trains on the North-Eastern Railway are: 55.7 per cent. in October 1957 and 80.5 per cent. in October, 1958. For November, I can inform the House that the figure is even better. One very prominent Member of this House returned recently after travelling in a section of the North-Eastern Railway and he came and congratulated the

[Shri Shah Nawaz Khan]
hon. Railway Minister on the punctuality performance of the trains on the North-Eastern Railway.

Pandit D. N. Tiwary: A reply to a starred question in November says that in August, the figure came down to 39 per cent. for mail and express trains.

Shri Shah Nawaz Khan: If it is so, I am glad to see that in two months it has risen from 39 per cent. to 80.5 per cent.

On the metre gauge section of suburban trains in the Secunderabad and Madras Divisions the punctuality figures are 92.1 per cent. This is very near the target which has been fixed by the Estimates Committee.

Hon. Members have given various causes for late running of trains. I would also like to come out perhaps with the oft-repeated causes, which were not accepted by my hon. friend, Shri Feroze Gandhi. The causes responsible for late running of trains can be divided under three heads: operational causes, seasonal causes and other causes.

Taking the first cause, namely, operational cause, the reason why there has been deterioration in punctuality of trains is that there has been a very heavy increase in the goods traffic. That means on the same section, we have to run a much greater number of goods trains. To give some idea, in 1948-49, the goods train miles were 4,03,75,000 miles. In 1957-58, it has increased to 6,28,62,000 train miles. Taking the index of 1948-49 as 100, the increase in the year 1957-58 in train miles alone has been to the extent of 155.7 per cent. So, it has increased very considerably. The increase in the case of metre gauge trains is even more. Taking the index of 1948-49 as 100, in 1957-58, it has risen to 186.5 per cent. There has also been a great increase

in the density of traffic. On a particular section in the year 1938, the train miles per running track mile per day on the broad gauge was 13.8, whereas in 1957-58 it has risen to 20.1. In 1947, the figure was 14.1. It stands to reason that if there are more trains running on one particular section, then we have to carry much heavier traffic and a much larger number of passengers. The other facilities have to be increased accordingly. I might say here that the density of passenger traffic has increased by over 300 per cent. which means the number of passengers travelling on the railways has increased by over 300 per cent.

16.39 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

In train miles, the increase is 106 and odd per cent.

As the tempo of the Plan is developing, we are constantly faced with the problem of carrying more and more goods traffic. As production increases more and more, we have to carry all the traffic. So, more trains are necessary. At the same time, the population of our country is increasing very rapidly. Naturally, that also affects the position.

Mr. Deputy-Speaker: Family planning comes in.

Shri Feroze Gandhi: May I suggest that the hon. Minister should confine himself to the arguments advanced by the railways, which we have refuted, and see how things stand? Why bring in new things?

Shri Shah Nawaz Khan: There are some other arguments, which I want the hon. Members to consider. On the one side, there is a constant demand for the running of more goods trains. On the other side, there is need for running of more and more passenger trains. Then, there is a constant demand from all quarters of this hon. House that the

kisans must be given facilities to tour round the country. So kisan specials must be run. Then, the students must see the various development works in the country.

Shri Hem Barua: Is that not a lame excuse—excuse about special trains for kisans and students?

Mr. Deputy-Speaker: In the opinion of the hon. Member it may be lame; but it would be good in the opinion of others.

Shri Shahnawaz Khan: There is a constant demand for running of more and more trains. This creates more density and more congestion on the track. Suppose there are two trains running either way on one section, that—two trains from either would entail four crossings; at four places, the trains will have to cross each other. That means that there will be a certain amount of detention of the trains. Suppose we introduce one more train either way. In that case, the detentions would not be at six places but nine places. The trains will have to be detained at nine different places. If we have to increase it by one more, then there will be 16 crossings.

Shri Feroze Gandhi: But don't you make some allowance for all that in the time-table?

Shri Shahnawaz Khan: Our main difficulty is that the capacity of the track is limited and all our main line tracks are working more or less to saturation point. The only remedy is that either the track must be doubled or it must be electrified. These are steps which naturally take time.

As the House is aware, a few months back we used to have constant complaints that passengers have assaulted the railway employees between Howrah and Burdwan and that they have taken law in their own hands. Another thing is that if

a particular train is late at one station, both the trains will have to be held up. Now, if one train is first allowed to pass, the passengers of the other train will come and sit on the track asking "why should that train pass first and not this train?". These were the difficulties which we were facing and the House was naturally perturbed. Then we electrified the railway line between Howrah and Burdwan, etc. a distance of 88 miles. I have recently been there and I have seen how happy the people are. Trains are running very punctually. They are maintaining the figure of 90 per cent. punctuality. There is no over-crowding, which was so intense at that time, because with electrification we are running more trains. Where we were running 90 trains we are now running something like 110 trains. But it cannot be done overnight. Further, it is a very expensive business. A lot of material is imported and we have to cut the cost according to the cloth. We have to function within the amount that is given to us.

Shri Hem Barua: Cutting the sherwani.

Shri U. L. Patil (Dhulia): What about the late running on branch lines? Will you believe me when I say that on the Dhulia-Chalisgaon Branch line punctuality is not even one per cent.?

श्री म० सा० द्विवेदी (हमीरपुर) .
मैरी भी शिकायत है कि जहाँ ब्राच-लैन्स हैं, जहाँ पर गाँडिया रक्चमली चलाई जा सकती हैं, वहाँ पर भी कर्मचारियों की हिलार्ड की बजह से गाँडिया देर से चलती हैं। इनका कोई उत्तर मंत्री जी ने नहीं दिया है।

अध्यक्ष महोदय प्रती तो वह उत्तर दे रहे हैं।

श्री म० सा० द्विवेदी हम बाली उत्तर नहीं हम कार्य चाहते हैं।

श्री कान्हुमबाबू जी : मैं सिर्फ इतना ही कहना चाहता हूँ कि जहाँ बाँच लाइनें हैं और जहाँ गाड़ियों के चलने में कोई डिफरेंस है, अगर धानरेबल मेम्बर भूख को बतायेंगे तो मैं पूरी कोशिश करूँगा कि वे गाड़ियाँ ठीक टाइम पर चलें।

What I was submitting was that in order to cope with this great increase in the goods traffic and the great increase in the number of passengers we are busy either with doubling the line somewhere or electrifying the line somewhere or creating more line capacity works or remodelling the yards. Signalling also has an important bearing on the operation of trains. Wherever the intensity is very very high we have automatic signal system.

My hon. friend, Shri Feroze Gandhi, said that the standard of signalling was low on certain main lines. We are taking steps to improve the standard of signalling.

While I am on the subject of signalling, I may refer to what one hon. Member—I think it was Shri Feroze Gandhi—said about the late departure of the Kalka Mail by several hours. That is a very regrettable thing. I remember that very night one hon. Member of this House rang me up from the Railway Station at one o'clock.

Shri Hem Barua: 1 a.m. or 1 p.m.?

Shri Shahnawaz Khan: I immediately found out the cause of it.

Shri Feroze Gandhi: Mrs. Swaminathan is in the Rajya Sabha and not in the Lok Sabha.

Shri Shahnawaz Khan: No. This was another hon. Member from the Opposite Benches.

The reason was that we were improving the signalling equipment. We were overhauling lever frames in two cabins of Delhi West. Overhauling of

lever frames of cabins was taken in hand on the 2nd October (inter-ruption).

I would like hon. Members to first listen to this and then appreciate our difficulties. The overhauling of lever frames of two cabins was taken in hand on the 2nd October. This was the first day when normal cabin inter-locked system of working at this extremely busy nerve centre was suspended. Eight temporary *gunnies* were set up and 32 additional Station Masters and other staff had been posted at various points as required by the temporary working instructions specially framed to ensure safe train working. All facing and trailing points had to be padlocked—and there are hundreds of them in Delhi yards—for train movements during the time of heavy grouping of important trains. The fact that one train had arrived 2 hours and 32 minutes late resulted in further difficulty as this was running out of the path of a number of other important trains. The yard was dislocated. Unfortunately, during this difficult period two coal cranes also failed in the loco shed, thus delaying the coaling of shunting and train engines. These are some of the difficulties.

When signalling equipment fails each train has to be piloted. There are so many different points. Each point has to be set. An A.S.M. has to be posted on that point for this purpose. It has to be padlocked. That train has to be got safely through and then another train has to be brought in safely. All this is inevitable in the process of improvement. I know it is very annoying. We are trying to make it as painless as possible.

Shri Braj Raj Singh: The pain is increasing.

Shri Shahnawaz Khan: This is inevitable in the process of improvement. I have no doubt that when we have completed all these works, our

trains will run very punctually and our passengers will be as happy as those on the Howrah-Burdwan section. (Interruption).

Mr. Deputy-Speaker: It is a continuous chain; we should not worry about it.

Shri M. L. Dwivedi: In the process of improvement, the timings are deteriorating very considerably; not in places where lines are made, but where no work is being done.

Shri Shahnawaz Khan: My time is very limited, Sir.

As I said, there has been a very phenomenal increase in the volume of passenger traffic.

An Hon. Member: It has decreased recently.

Shri Shahnawaz Khan: Taking the index of the year 1938-39 as 100, in the year 1957-58, it was 306: over 300 per cent. increase in the number of passengers. On the metre gauge, the index had increased from 100 in 1938-39 to 210. The passenger train miles have not increased in the same proportion. Taking 1938-39 as 100, the passenger train miles in 1957-58 are only 106.9. Hon. Members will appreciate that on the one hand, passenger traffic is increasing immensely—it has multiplied by 300 per cent.—and on the other, the passenger train miles, the trains that we have been able to add up so far has increased from 100 to 106.9. That is the index of train miles. On the metre gauge, the position is somewhat better. Taking the year 1938-39 as 100, the number of passengers in 1957-58 was 210.5, whereas the index number of train miles has increased from 100 to 137. The situation in the metre gauge section is better. I refute and I deny what my hon. friend Pandit D. N. Tiwary said on the metre gauge section.

Shri Narayanankutty Memon: From this very point, are we to understand that because of the additional number of crossings, the time for the crossing is to be taken over and above the time given in the time table?

Shri Shahnawaz Khan: Every crossing adds to the detention and difficulties on lines which are fully saturated already. That was the point that I was trying to make.

Mr. Deputy-Speaker: Hon. Members have put it to the hon. Minister that these things can be considered when preparing the time table. The Railways have got sufficient experience of what the difficulties actually are. These may be taken into account when the time table is being prepared and a latitude given there so that time may not be lost.

Shri A. K. Gopalan: It was considered also. A train that has to start at 5 o'clock starts at 2 o'clock and reaches late.

Mr. Deputy-Speaker: Now, the hon. Minister may be allowed to proceed uninterrupted.

Shri Shahnawaz Khan: I will give just one illustration regarding the G. T. Express. The distance from here to Madras is over 1300 miles. Out of that, in spite of all our efforts, there are still 1200 miles of single line track between Delhi and Madras. Constant work on the improvement of the track and remodelling of yards is going on throughout the line. We take one block section, we include that in the time-table. In between the period, we start work on another. That cannot be taken. So, there is constant activity, and hon. Members who travel from here either south or east or west would observe the activity like a beehive on the railway tracks. We are all busy trying to improve things.

[Shri Shahnawaz Khan]

Another thing which militates against punctuality is the over-aged stock that we have to keep in service. The position today is that on the broad gauge we have to maintain 29.82 per cent. of over-aged locomotives and 36.14 per cent. of coaches. On the metre gauge the number of over-aged locomotives is 19.35 per cent., and coaches 18.7 per cent. We would very much like to get rid of this over-aged stock because it is a constant headache to us. An engine which is over-aged is giving constant trouble. It is breaking down. There are engine failures, but we must run the trains. We are faced with the situation where either we have got to keep the old stock in service and run trains anyhow, or run no trains. That is the situation on certain sections that we are faced with. That is why we are forced to maintain a high percentage of over-aged stock in service.

We are also trying to see, under the constant urge of this House, that we should not waste our money in purchasing things from abroad which we can manufacture at home. Luckily we are almost self-sufficient in locomotives and in coaches. We are trying to produce these in our own country. That is why we are not importing from abroad. For one thing, we are very short of foreign exchange, and we are trying to conserve that, with the result that we are trying to make even old locomotives work somehow or other in spite of difficulties.

Another great difficulty which the railways have to face, which is connected with this over-aged stock, are the engine failures. In the year 1957 there were 1,624 cases of engine failures, roughly about 135 cases of engine failures every month. These engine failures are mainly due to the old condition of stock. I would also like to take the House into confidence. As I am not trying to conceal anything. I would say that a large number of these failures are due to the

poor quality of coal that the railways are getting. We have taken up this matter with the sister Ministry. At present we are getting coal from the Coal Commissioner. We have already taken steps so that the railways may be allowed to make their own arrangements to obtain coal from collieries which produce first grade coal, and also for the proper inspection of coal, we are thinking of setting up a coal inspectorate at Dhanbad. That matter has already been accepted by the sister Ministry and arrangements are going ahead with the setting up of a coal inspectorate of railways so that we can at least go and inspect the coal that is going to come to us.

Shri Feroze Gandhi: All these measures are not going to improve punctuality. It will further deteriorate because of the general inefficiency of the railways which you refuse to accept.

Shri Shahnawaz Khan: Another cause has been the signal and control failures.

Shri Feroze Gandhi: It is surprising that the Deputy Minister has not answered even a single point that I had raised.

17 hrs.

Shri Assar: He has not also answered my question.

Shri M. L. Dwivedi: All these things were there when the trains were punctual.

Shri Shahnawaz Khan: I am very glad that a number of hon Members in this House have focused attention on the growing indiscipline among the staff and other workers on the railways. That is a thing that has been disturbing the minds of the Ministers, the Railway Board and the people who are in charge of train operations. I know of certain instances where the inquiry committees have reported that station masters al-

most felt paralysed because of the fear of the class IV staff there. All that I can say is that we are determined that indiscipline will not be tolerated in any form, and I would request all the Members of this House to help us restore discipline of a very high order.

Some hon. Members compared the punctuality of trains in Japan and Russia and Germany with the punctuality of our trains. I have not been lucky enough to go to Germany or to Russia. But I did spend a few days in Japan, and on one day, I went and met the president of the Japanese railways. It was just a courtesy call that I paid, and I asked him 'How do you tackle your ticketless travelling problem?' He gazed at me very blankly and asked me 'What do you mean?' I said 'I am referring to those people who do not buy any tickets and who travel without tickets.' He said 'Such a thing never happens on our railways. It is unheard of.' Then, I asked him 'How do you tackle the persons who pull chains?' He said, 'These things never happen on our railways.'

Shri A. K. Gopalan: Because there is no chain.

Shri Shah Nawaz Khan: The discipline amongst the workers and also amongst the general population there is so high. I am hoping that it will be a good day for us when our workers and our general public are as well-disciplined as these people are.

All that I can say is that I would request the hon. Members of this House to instil a sense of discipline amongst our workers. Many a time, the workers are incited. Often, the question is raised here, 'Oh, the officers behave like lords, and they look down upon the staff.'

Shri Hem Barua: Of course, they do that.

Shri Shah Nawaz Khan: I beg to submit that that distinction is wearing off on the railways, and the less of interference there is with our workers from outside, the more efficiently will our railways work (*Interruptions*).

Mr. Deputy-Speaker: Order, order. At least, there should be some discipline here.

Shri Shah Nawaz Khan: I was really amazed when a responsible Member of the House like **Sari A. K. Gopalan** said that the staff were punished for making suggestions.

Shri A. K. Gopalan: Would the Deputy Minister allow me to place before him all the facts so that he can understand them and then give his judgment? I had not explained when I had spoken, because I had no time.

Mr. Deputy-Speaker: If the hon. Member had no time then, then how could he expect to have time now?

Shri A. K. Gopalan: I had no time then. Otherwise, I would have explained the position. I shall prove it.

Mr. Deputy-Speaker: The hon. Member may wait for some other opportunity.

Shri A. K. Gopalan: Then, let the Minister also wait for some other opportunity.

Shri M. L. Dwivedi: Some more time should be given for this discussion because there are so many things to be said.

Mr. Deputy-Speaker: Shall we start the debate again?

Shri Shah Nawaz Khan: I would like to inform my hon. friend, **Shri A. K. Gopalan**, that we have set up committees on every railway where suggestions from workers are invited.

[Shri Shah Nawaz Khan]

Many of those suggestions are accepted and they are given rewards.

Shri A. K. Gopalan: The reward is punishment

Shri Shah Nawaz Khan: Some useful suggestions have been given to us. We have accepted those suggestions. All credit to the workers who have given those suggestions (*Interruptions*).

Shri Feroze Gandhi: I have given several ideas.

Shri Keshava (Bangalore City): Decentralisation of power may be one of the remedies.

Shri Jagjivan Ram: It is already decentralised.

Shri Shah Nawaz Khan: Shri Harish Chandra Mathur referred to the lack of co-ordination between zones and pointed out how discrimination was shown against trains coming from another zone.

Shri M. L. Dwivedi: That is a fact.

Shri Shah Nawaz Khan: That is not quite a fact. The real position is that at a station the reception facilities—the number of platforms—are limited.

Shri M. L. Dwivedi: But they give priority to the trains of their own zone and not to others.

Shri Shah Nawaz Khan: When trains are coming in at almost at the same time....

Shri M. L. Dwivedi: Even when trains come at different times, discrimination is there

Shri Shah Nawaz Khan: ...some trains are stopped at the outside signals. It might happen that one day one train from one zone is held up and another day another train from another zone is held up. But the difficulty is not the lack of co-ordination but lack of reception facilities.

Shri M. L. Dwivedi: It is wrong. Trains from the same zone are held up. I say it repeatedly.

Shri Radhe Lal Vyas (Ujjain): Mathura and Bhopal.

Shri M. L. Dwivedi: And Kanpur. I wrote several letters and there has been no response.

Shri Shah Nawaz Khan: With these words, I would again say that we in the Railway Ministry are not satisfied with the punctuality of trains. We are trying to improve it.

Shri M. L. Dwivedi: They are not doing anything.

Shri Shah Nawaz Khan: We seek the indulgence of the House. I placed before them the main difficulties that stand in the way. We are trying to improve matters by doubling lines, by electrification and all those other methods, and I hope the situation will improve.

17.08 hrs.

The Lok Sabha then adjourned at Eleven of the Clock on Wednesday, the 3rd December, 1958.