

12.20 hrs.

RAILWAY BUDGET—GENERAL  
DISCUSSION

**Mr. Speaker:** The House will now take up the general discussion on the Railway Budget, for which 14 hours have been allotted. I might state that according to the usual rule that we have followed, there will be a time-limit of fifteen minutes for each individual Member, and about twenty minutes to half an hour in the case of Leaders of Groups, or hon. Members who are set up as the spokesmen of their Groups; I am prepared to extend this extra time to them also. But let not the Leaders of the Groups stay behind and push forward the other Members so that each one may have thirty minutes. For, I am finding it difficult to adjust the time.

So far as cut motions are concerned, I would like the Leaders and spokesmen of the various Groups to meet this evening and specify the cut motions. Otherwise, all the cut motions are put before the House, and there is once again a general discussion on those cut motions. Let each party choose one or two cut motions, and according to the time allotted, and according to the numbers that they command, they may draw pointed attention to those cut motions, so that the Ministers may be able to explain particular things during this general discussion. I suppose they will meet this evening or some other time and give me the numbers of those cut motions, and I shall pass them on to the Minister, and if necessary, they may have the hon. Minister also with them and decide upon the points which are to be brought up for discussion elaborately when the cut motions are taken up.

**Shri S. M. Banerjee (Kanpur):** Am I to understand that no cut motion other than these cut motions will be allowed?

**Mr. Speaker:** It is not that I am not allowing them....

**Shri S. M. Banerjee:** My submission is that those Members who may not get a chance to speak now may while moving their cut motions bring up certain important points. That is my submission.

**Mr. Speaker:** I agree. But let them all decide upon particular cut motions. I am prepared to allow, but not two hundred odd cut motions; that does not carry us any further; it becomes another general discussion once again.

**Shri T. B. Vittal Rao (Khammam):** It would be appropriate if I begin this debate on the Railway Budget by paying my humble tribute to the eleven lakhs railwaymen who have been keeping this life-line of the Indian economy going, notwithstanding the terrible floods and various other handicaps under which they have been working.

**Mr. Speaker:** May I take that the hon. Member is the spokesman for his party?

**Shri T. B. Vittal Rao:** I am the first speaker from my party.

**Mr. Speaker:** The last speaker also may be the spokesman. Is the hon. Member the spokesman of his party?

**Shrimati Parvathi Krishnan (Coimbatore):** Yes.

**Mr. Speaker:** For, I have to decide whether I should allow thirty minutes or not.

**Shri T. B. Vittal Rao:** Having paid my tribute to the railwaymen, I would like to say a few words about the operational efficiency of the railways. The index of operational efficiency of the railways is gauged by the average speed per hour of the goods trains. If we examine the figures that have been supplied, we find that there has been a definite fall in the operational efficiency. For broad gauge, the speed of the goods trains in 1956-57 was 9.60 miles per hour, and in 1957-58 it was 9.32 miles per hour, and in 1958-59 it was 9.42 miles per hour. Though there is a slight improvement in 1958-59 over the figures

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of the previous year, it is lower than the figure for 1956-57. In the metre gauge, the average speed is 8.27 miles per hour in 1956-57 as against 8.35 miles per hour in 1957-58 and 8.07 in 1958-59. So, there is a definite fall in the operational efficiency. The metre gauge section of the Indian railways constitute about 15,000 miles as against the 16,000 miles of the broad gauge sections. So, these figures clearly indicate that there has been a slight drop in the operational efficiency and not an improvement, as stated by the hon. Minister in his budget speech.

I now come to the other aspect of the question regarding goods trains. The originating tons moved by the railways are likely to be, during the current year, that is, the budget year, 162 million tons. When the reappraisal was done by the Planning Commission, it was stated that the railways would have to be called upon to move 168 million tons. I do not know how the hon. Minister now says that he will fulfil the target of the Second Five Year Plan, even though there is likely to be a shortfall of 6 million tons in the originating tons in regard to freight traffic.

The Railway Minister has also posed certain very important problems. The first is the question of the utilisation of the wagons during the lean season. He has stated that the industry should be able to take all the raw materials to the place of consumption for utilisation during the lean season, because wagons are not available during the busy season. This is a very important question. We do not know whether the industries will be prepared to move the raw materials required by them during the lean period, because that would mean stocking all the raw materials which would inevitably mean the locking up of working capital for a period of two or three years. At the same time, the hon. Minister has also stated that we cannot have a large number of wagons, as that would result in uneconomic utilisation. This prob-

lem has been before us for well over six or seven years, and I do not know why a solution is not being found. If this question had been remitted to a committee consisting of the Railway Board and the representatives of the industries, I think a solution could have easily been found.

I venture to suggest to the hon. Minister that he may give some concession during the lean period, in the matter of freight charges, so that the industries will have some incentive to move the raw materials during that period. Some sort of concession has been given during the lean period for passenger traffic. The same thing may be considered for goods traffic also. Otherwise, the position is likely to remain as it is.

The hon. Minister has also referred to the development works which have been undertaken. He has stated that about 600 miles of new railway lines have been opened for traffic, and that the Railway Board is confident of fulfilling the target for new constructions laid down in the Second Five Year Plan. Under the Second Plan, we were supposed to construct 842 miles of new railway lines. These 600 miles of new railway lines include certain of the railway lines which were in the process of construction during the First Plan period. The sum of Rs. 1,125 crores allotted to the Railways in the Second Five Year Plan was given on the basis that there would be 842 miles of new railway lines constructed, and a list of the new railway lines which had to be taken up by the railway lines was also given. When I take that into consideration, I do not know what has happened to the Guna-Ujjain rail link which is about 175 miles, and the Robertsganj-Garhwa Road railway line. I do not know how many years more it will take to complete these lines, because another 100 miles are still to be constructed. Similarly, in the Central India coal-fields, there was to be construction of 125 miles of new railway lines. In the central coal-fields area not a single railway line has been opened for traffic. That shows that

out of the 842 miles of railway lines, 400 miles have not been taken up at all. With regard to the Guna-Ujjain link, only surveys are being taken up. With regard to Robertsganj-Garhwa Road, not even the embankment work has started. That indicates that there is going to be a short-fall during the Plan period to the tune of 50 per cent. with regard to new railway construction, whereas the amount allotted for new construction, Rs. 66 crores, is going to be exceeded. This is the position with regard to development work.

Then I come to the increase in freight charges by 5 per cent. You are aware that a Railway Convention Committee is going to be appointed. A Committee consisting of Members of Parliament is going to examine this question thoroughly. At a time when this question is to be remitted to this Committee, how does the Railway Minister come with an increase in freight charges. Could he not have waited for another four months? He has posed the question of increase in the wage bill due to implementation of the Second Pay Commission's recommendations and has come forward with a proposal to increase freight charges. This is not the way the problem should have been tackled. Nothing would have been lost if he could have waited for four months. If the Railway Convention Committee recommended a similar increase in freight charges, then his hands would have been strengthened. I know the Convention Committee would make certain recommendations regarding the various allocations. What would have been lost if the Railway Minister had waited till the Committee came out with their recommendations? But he has already come with a proposal to increase the freight. He is going to increase the freight charge on foodgrains. He is going to increase the freight on coal which is an important raw material for the industrial development of the country. Is it desirable at this stage to increase the freight on coal? Already, prices have been increased during the course of the last two or three years to the extent of 10 to 15 per cent. Even in 1956, there was a phenomenal

increase in the price of coal. To come to the House at this stage with an increase in freight charges does not stand to reason. As a matter of fact, I would say the Railway Ministry is standing in the way of the rapid industrialisation of the country.

Then again, take the question of foodgrains. The consumer price index has touched a new high of 126 points. This increase in freight would be reflected in the prices of foodgrains and there will be a further increase in the cost of living. It has been stated in this House that the Government should see that there should be some sort of price-level maintained. Even the other day, the Prime Minister was telling us as to what would be the approach towards the Third Plan. He has clearly stated that there should be a controlled price-level during the Third Plan period. Since the last ten years, we have reached a new high in the figure of consumer price index of 126 points. I am obliged to say, I am compelled to say, that the Railway Minister was not well advised by his advisers in increasing the freight charges at this stage. Therefore, I very strongly appeal to the hon. Minister to withdraw this impost from this year's Budget.

Then I come to the question of World Bank loans. The time has come when we should say: 'No more loans from the World Bank'. I say this because the percentage of interest we pay to these loans is very high. In 1949, when we had a loan from the World Bank, it was at the rate of 4 per cent. Today we pay interest on two loans from the World Bank at the rates of 5½ per cent. and 6 per cent. When we take into account the dividend that the railways pay to general revenues on the capital invested—it is only 4 per cent—how is it that we are able to pay such a high rate of interest on World Bank loans? It will go against the very interest of the efficient working of the railways. Therefore, the time has come when we should say that we should not have any more loans from the World Bank at this exorbitant rate of interest. If we want

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machinery and stores immediately, we will have to go in for loans from various countries, not from the World Bank at this rate of interest. We have been successful in negotiating certain deals with regard to our steel plants where we have to pay only a very low interest rate of 2½ per cent. on foreign loans. Is it impossible for us to get machinery on foreign loans at lesser rates of interest? I am afraid this has not been explored by the Ministry. Therefore, I would strongly urge that if it comes to a question of stopping some of our developmental works, we should not go in for World Bank loans at these exorbitant rates of interest.

Then I come to the important question of zones obtaining on our railways. There are now 8 zones. From my experience, I can say that the economy and efficiency expected to result from the constitution of these zones have not been achieved. Neither do we get a clear idea of how these zones are working. From a perusal of the figures, we do not find that there has been any economy effected, nor efficiency increased.

I was reading the other day an article written by Shri Natesan who was connected with the Railway Ministry for some time. In that, he has given complete figures of the profits earned by each railway zone. The whole thing is a jumble. A clear picture does not emerge from it. Take the question of profits. In the Southern Railway Zone from Rs. 33 lakhs a few years ago, it jumps to Rs. 4.77 crores in 1958-59. We are supposed to get in 1959-60 a profit of Rs. 4.50 crores. In the Eastern Zone, as against Rs. 1.96 crores in 1958-59, we are going to get Rs. 2.21 crores in 1959-60. How is this? Where was the mistake? Have goods traffic or passenger traffic enormously increased? Or has there been a reduction of working expenses? We are not able to find what is the reason. In the South-Eastern Zone, from Rs. 10 crores last year, we are going to have a profit of Rs. 18 crores.

I do not know how these figures have been arrived at. He has been an economist advising the Government in financial matters. These are the figures that have been given in a South Indian paper.

Then I come to the question of divisionalisation. Divisionalisation was adopted with a view to increase the efficiency of the Railway Administration. On the other hand, when I go there sometimes, I am given files. I find a regular correspondence from the Divisional Office to the Railway Administration—from Secunderabad. Only correspondence goes on. Nothing materialises. Even for small decisions, they will have to approach the Railway Administration, which is far away. Those decisions are not got in time. The idea of divisionalisation was that certain powers would be given to tone up efficiency. But it has not been done.

Therefore, these big zones with 6,000 miles should be done away with forthwith. This is necessary if you want to really increase the operational efficiency, if you want to move the additional 90 million tons envisaged during the Third Plan period as a result of rapid industrialisation of the country. As the Railway Corruption Inquiry Committee recommended, a zone should not have more than 3,000 miles as the route mileage. Only then will there be proper attention paid to all the aspects of the working of the railways by the railwaymen and railway officers, thus adding to the efficiency of operation.

I want, in brief, to refer to the problems confronting railwaymen. The most important question is that of participation in management. When the Labour Panel drew up the chapter on the programme for labour and policy to be adopted towards labour during the Second Plan, it laid great emphasis on participation of labour in management. Four years of the Plan period have gone. I am told that in some places some joint councils have been set up. But effective steps to imple-

ment that with the same spirit with which it was evolved has not yet been taken on the railways. Have these joint councils been set up at the Railway Board level? They have not been set up at the administrative level and the divisional level, or even at the station level. I am told it has been done here and there. The proper functioning of these joint councils would really enable us to know the difficulties confronting us in increasing the efficiency of the railways. If they had been set up at the workshop level, they would have enabled us to know how best to utilise these workshops so that there can be a decrease in the expenditure in the workshops. This has not been done. I fail to understand why that has not been done.

You are not willing to take the railwaymen into confidence. I am glad that the Railway Minister has stated that when the committee to go into the question of the economy of consumption of fuel was appointed on the Southern Railway, he appointed an experienced locomotive driver as a member. An experienced locomotive driver who has got firsthand knowledge and experience would be able to assist us in getting at the facts and figures and finding out the ways and methods of economising fuel.

There have been some units in the country where these joint councils have been set up and are working. Some have been working properly and some have not been working properly. You know that also. But the sooner the Railway Ministry does it, the better will it be for the Railways.

Then, there is the permanent negotiating machinery. I may say that this has been working very well at the level of the Federation and the Railway Board. But it has not been functioning properly at the lower levels and the zonal administration levels. In some places, they are functioning in a certain way but not in the same spirit with which this machinery has been evolved. I am told that they are giving only two days for the members of the unions to attend these meetings. That is just the time required for them to

come from the outstations to the headquarters and go back. That shows that they are not at all serious about the proper functioning of this permanent negotiating machinery.

Certain facilities which the workers should have under the Industrial Disputes Act and other Acts have been taken away from the workers. These facilities have been removed because of the rules and regulations in the Establishment Code. When we are removing such facilities, it is but proper that they are substituted and replaced by a very useful machinery. I hope some steps will be taken to see that that machinery is functioning properly and efficiently.

I come to the confirmation of temporary men. The other day in reply to a question the hon. Minister said that they are only 10 per cent. I would request him to kindly peruse the figures that have been published by the Railway Board in their Second Annual Report. I have worked out those figures. Even today there are 2 lakhs railwaymen who are temporary as against the total complement of 11 lakhs; and the percentage works out to 19. Is it right for us to carry on with such a huge percentage of 19 of temporary men in the railways? They should be confirmed.

We are in a developing economy. The Railways are developing. The workshops are expanding. Second shifts are being put in some places. Therefore, I would strongly urge that the confirmation of the temporary staff should be taken up. Even the Central Pay Commission have recommended that there should not be such a huge percentage of temporary men and that they should be confirmed.

The Finance Minister has accepted that 80 per cent. of the temporary men should be confirmed straightway. I do not know what steps the Railway Ministry will take for the confirmation of these temporary men because in the report I do not find any mention of it except that a few thousands here and there have been confirmed.

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Then, this *Ad Hoc* Tribunal. This Tribunal was set up in the year 1952. The award came after 5 years of waiting—in 1958. We are told that for the implementation of this *Ad Hoc* Tribunal's award they will have to await the recommendations of the Central Pay Commission.

**Mr. Speaker:** The hon. Member has got 4 minutes more.

**Shri T. B. Vittal Rao:** Sir, the recommendations of the Central Pay Commission have come. I do not know how long they will take to implement them. It is stated in the speech that it will not be possible to implement the recommendations of the Central Pay Commission now and that it will take one year. I do not know how many more years it will take for the implementation of the award of the *Ad Hoc* Tribunal in the light of the recommendations of the Central Pay Commission.

The new deal was there. Some posts have been upgraded. We were told in the south that specific assurance was given that this new deal—these new grades will be implemented from 1-4-1956. In many cases, it has not been implemented from 1-4-1956. In some cases of station masters, in the Central Railway in Secunderabad, it has been implemented from 1-4-1957 in the case of some and from 1-4-1958 in the case of some others. It is a great injustice that an assurance given should be taken away in this fashion. It is not fair.

Then, I come to certain facilities, the passes and the P.T.Os. I hope the Railway Board will consult the National Federation of All India Railwaymen and the All India Railwaymen's Federation and see that there is no curtailment of the pass and P.T.O. facilities.

About the accounts staff. They have been urging for a long time that for a section head the Appendix II examination should be done away with and all should be promoted if they are found suitable, without having to pass

this examination. The accounts staff are very much discontented on this score. Government may give some consideration to their representations.

Assistant Surgeons on the Railways. While a medical graduate appointed in the State Medical Service gets a gazetted rank and while it is so in the Central Services also, I do not understand why the Assistant surgeons on the Railways should be treated only as subordinate and senior subordinate service people. Their scales of pay should be increased and they should also be treated as gazetted officers.

Gangmen: Unfortunately, the Central Pay Commission has not gone into this question thoroughly. These gangmen who have to work in the sun and rain under very difficult conditions should be treated as semi-skilled people and all the recommendations which have been made by the Tapasse Committee should be implemented.

Finally, one more point and I have done. That is regarding corruption on the Railways. The Railway Minister while referring to corruption on the Railways—the reference was a little complacent—said that it depends upon the general morality prevailing in the country. Who is responsible for this? I will just point out only one instance. I have been putting questions regarding this—the corruption that was involved in the doubling of the Raj Kharaswan—Barajamda railway. The gentleman who brought it to the notice of the Railway Minister long ago was given an assurance by the officials that this case would be brought to the notice of the Railway Ministry. He was even called by the official to come and meet the Railway Minister but when actually that person came, the interview was not arranged and ultimately he got disgusted. He approached us and he told us a whole story as to how this was going on. He mentioned to me a staggering figure and I did not believe it at that time. In the whole South Eastern Railway section

where huge works were being carried on, there is corruption to the tune of one crore of rupees. However, I examined certain of the things he gave me. From my own experience and understanding of the railway working. I could take out certain things of what we were told and then we put a question and we were told that the Deputy Chief Engineer and the Divisional Engineer of the South-Eastern Railway in charge of construction were suspended and the Railways had not yet assessed the amount of loss involved. Subsequently we were told after a lapse of six full months after the first question was raised—this was raised in May, 1959 and in December a statement was laid on the Table of the House following assurances here—that the loss was computed at Rs. 24 lakhs. A few days ago, we were told that the loss was Rs. 9 lakhs. There is such a wide gap of Rs. 15 lakhs in this transaction. Who examined them? Either the person who initially examined and investigated into these was wrong or the person who did it later on must be wrong. In either case, I want action to be taken against the officer who was wrong, after going into the matter thoroughly. Unless strong action is taken at the top level, I am afraid we cannot root out corruption on the railways. I hope a departmental enquiry has been held. Let the Minister proceed taking action on the basis of the report received from the departmental enquiry and not wait for a report from the Special Police Establishment. Finally I once again pay a tribute to the railwaymen who have kept this life-line of our Indian economy going.

**Mr. Speaker:** Shri Frank Anthony. I will call Seth Govind Das next.

**Shri Frank Anthony** (Nominated—Anglo-Indians): Mr. Speaker, Sir, I realise that there is bound to be criticism of certain aspects of the Railway Budget. I also realise that there are certain features in the budget which represent patches of shade. But this year I have sought to approach the Minister's speech on the Budget in a certain context and to remember the gigantic character of this greatest of

our national undertakings, the inevitable complexities and the difficulties, the legacy of our almost chronic backlog in respect of the rolling-stock and the unprecedented burden which the Railways have been called upon to face because of our plan programmes. In this background I feel that the Minister and his Administration deserve our congratulation.

I have often been critical of the Minister and his predecessors but I am here to say without reservation today that I have found particularly in the last year or so he has shown an increasing readiness to discuss problems, to seek to understand and to resolve them.

Certain aspects of his report, I feel, deserve special notice in this House. I was particularly gratified at his drive to achieve self-sufficiency in the matter of rolling-stock which has been one of our principal bottlenecks. I think the House should greet with satisfaction the statement that we have achieved self-sufficiency or near self-sufficiency in the matter of steam locomotives. He also expects to achieve self-sufficiency in the matter of wagons. I also notice the improved turn-round of wagons and there has been increase in the percentage of traffic carried. My friend behind me has just now questioned the figures with regard to the increase in the speed of goods trains. I think there has been an overall increase. Some of it is due to special effort. Crack specials have been run and the speed of goods trains on an overall basis has increased. There is a fear that the crack specials may lead to a kind of over-working of your wagons and your wagons capacity. I am told that the incidence of hot axles and things like that has gone up because of this drive to increase in speed in goods trains. I was very glad to notice from the Minister's speech that there was no tendency to complacency and that he realised that we have got to be alert and vigilant if the Railways are going to continue their vital role as literally the wheels on which the Indian economy is to be run.

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In order to do this I feel that it is absolutely necessary that we should keep certain broad features before us with regard to the Railway Administration. I myself have always been against the Railway Administration painting an unduly rosy picture. Two things follow from that. If the Minister seeks to give the House the impression that the Railway Administration is financially well-off or even over well-off, there is a tendency to complacency in the House and the country. But perhaps a worse reaction is this. The railwaymen generally feel that the Railways are literally minting money, that they are flushed with money and I am constantly being asked by them as to why, when the Railways are so flushed with money, why some of that money should not be ploughed back to the railwaymen in the way of increase emoluments. I have tried to analyse the figures and I feel that there is no justification for presenting an ultra-rosy picture of the railway finances. My own feeling is that in the Third Plan, we will be in a precarious financial position. I do not know whether we will be able to balance our resources against our expenditure.

I was reading a rather knowledgeable article in one of the leading dailies written by a former Financial Commissioner of the Railways and I feel that his conclusions deserve the notice of the Ministry. He has said that at the end of the Second Plan, the position with regard to the over-aged engines will be slightly better. He has also said that with regard to the coaching stock the position will be slightly worse. He has underlined a feature which we cannot forget that the position with regard to the renewal of track will be infinitely worse. I shall deal with it a little later.

My own feeling is that the railway finances have reached the maximum of the limit to which they can be strained. Now, the position will have to be faced by the Railway Minister as to whether we are going to base our finances on loans and yet more loans. You will have noticed that the loan

for 1959-60 has been stepped up by Rs. 4 crores. We anticipated that a loan of Rs. 10 crores would be sufficient. Now the Railway Minister has told us that we will have to take a loan of Rs. 14 crores. He also envisaged a further loan in 1960-61 and tells us that he hopes that it will be smaller. I only hope that this hope materialises. But noting the general upward trend of the Railway estimates, I feel that the amount may be larger than the one we have estimated for. What I feel that we have to underline is that the Railways have no money to spare; still less have they any money to waste. This is not a matter which one can nail to the counter in so many figures or in terms of so many lakhs or crores. There is this general trend of upward estimate. Every time there is an estimate, or a revised estimate or a final estimate, there is always an upward trend and it goes up by some crores. And this year too we have got that general feature of an upward trend. The excess is Rs. 34.98 crores, as against the former estimate. Now, the Minister has told us that much of this is accounted for by the railways having to implement the recommendations of the Pay Commission. I still feel, however, that there is much avoidable waste on the railways. That is a general proposition. Most railwaymen agree with that. They feel that there is a tendency to waste money on the railways. At the same time, I would ask the Minister, in his proper drive to effect economy, not to let the economy be misconceived. I have noticed that the Railway Minister has drawn pointed attention to the need for economy in fuel consumption. I am completely with him on that score. But I am underlining the fact that there should be no false or misconceived economy. I know to what extent the running staff are having to bear the burden of misconceived economy. The Minister perhaps does not know it. I do.

13 hrs.

How are these tests in respect of fuel consumption carried out? They



are carried out under perfect conditions. The finest, the highest quality of coal, is used under unusual, extraordinary conditions. Then the norms reached under those perfect conditions with the finest quality of coal are imposed on the railwaymen. In their actual day-to-day working, when they work with the worst coal, they work under the most difficult conditions. If then they do not adhere to these norms, they are constantly being penalised.

I feel that economy should not be effected on comparatively pettifogging matters. There was a proposal, for instance, to do away with box-boys for running staff. Then, I was inundated, on the Southern Railway, with protests because they were going to do away with trolleys for A.P.W.Is. They did not materialise. But what I am asking is.....

**The Minister of Railways (Shri Jagjivan Ram):** Old story.

**Shri Frank Anthony:** But there are certain new stories that are emerging. This tendency to economise in a pettifogging way only creates resentment and, in the final analysis, it does not enhance but it reduces efficiency.

I feel that the line capacity position, particularly, will have to be carefully watched. I have already referred to the analysis by a former Financial Commissioner where he has said that the locomotive position may be slightly better; that the coaching stock position will be slightly worse; and that the arrears in track renewals are going to be much worse. If that is the correct analysis—I do not see why a former Financial Commissioner should not be capable of arriving at that conclusion—it is going to pose to us with several serious problems. There are bottlenecks. Let us admit it. I am not blaming anybody. There has been this backlog in respect of rolling stock. You have got enough wagons which you cannot use. The Minister has impliedly admitted this. He has put forward a suggestion that the

business people should co-operate and they should stagger their demand, so to speak; how they are going to stagger them I do not know, and I was reading a comment on it today, saying that it is impossible to stagger them. This means that when the wagons are cleared or not, there are bottlenecks. I feel that this is largely due to the fact that you have not got your line capacity; you have not got your yards; you have not got sufficient yard capacity or the terminal capacity. You cannot use your wagons to the maximum extent and thus you have got your inevitable bottlenecks.

Because of that I feel that this estimate with regard to our receipts from goods traffic is an over-estimate. Last year, what was the position? The Minister estimated that the increase in goods traffic would be 14 million tons. In fact, it was 10 million tons. The reason given was that there was some kind of economic recession. I do not know whether that was the real reason. The Minister anticipates in 1960-61 a certain amount from goods earnings. I do not know whether that estimate is going to be realised.

While I am on this subject, I may draw the attention of the Minister to this fact that the maintenance section leaves a great deal to be desired. I am constantly getting complaints throughout the country. Whatever the reason is, your maintenance section is not pulling its weight. The men say "we book repairs, but repairs are not carried out." There are engine failures and there are other kinds of failures. Ultimately, the men who have to bear the burden and who are unnecessarily penalised are your running staff. I would ask the Minister to look into this position.

Normally, when I speak on the railway budget, I do not refer to matters which may affect particular community because I have always sought to speak for all railwaymen, irrespective of caste or community. But, unfortunately, there is a reference here in

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the Minister's Budget speech. It is a short reference, but for the Anglo-Indian railwaymen it is a vital reference. I am talking about the announcement of the Minister that there will be full remission of fees in the primary section for railwaymen's children in all the railway schools. But then he has gone on to say that this remission or privilege will only apply to those schools run through the medium of an Indian language. I saw the Minister in the lobby. We have not been able to discuss it fully. I know his two main reasons. If he is to apply this facility to the English-medium schools, there will be such a tremendous demand that they will not be able to cope with it, and in any case you require the fees in order to pay comparatively higher scales of salaries to the teachers. I have analysed the position. I have had deputations from Anglo-Indians waiting on me,—I mean the railwaymen—and they have greeted this proposal with considerable resentment. I am going to ask the Minister to revise this decision, because I have looked at it also from the point of view of a lawyer. I feel that it will not be legally tenable. The Minister has said 'quite rightly that under the obligation cast on us by the directive principles we have to provide free education, but he has in effect said—I shall analyse it—that the only people who will not get the benefit will be the Anglo-Indian railwaymen. Though every section of the railwaymen will have to get the benefit up to the primary stage, the effect will be this: that the Anglo-Indian railwaymen alone—you have not said that, but that is the effect will not get free education for their children up to the primary stage. I do not think that, if the position is looked at from the purely legal point of view, it is tenable.

There is another article in the Constitution—350A—which places an obligation on State Governments to provide facilities to linguistic minorities for education through the medium of their mother-tongue. Under that arti-

cle, if a Government is providing schools in the language of a particular minority, it will have to give the pupils free education up to the primary stage. Here, you are saying that to all the others—they may be minorities or not and they may be Tamils, Telugus or whoever they are—"since we have these schools and since they are there, we will give you free education up to the primary stage". You say to the Anglo-Indian railwaymen we have English 'medium' schools, and "you alone will pay for your education through the mother-tongue". I know that you will say that to all those who go to the English-medium schools. But remember this. There is a constitutional obligation in respect of linguistic minorities. You may say to people whose mother-tongue is not English,— "You shall pay. You have no right to go to an English-medium school at any rate, in the primary class." But you cannot say that to the Anglo-Indians; their mother-tongue is English. Under article 350A, if you provide facilities up to the primary class, you are bound to give it to them free. That is why I am going to ask the Minister at least to revise this decision and say: "All right; so far as the English-medium schools are concerned, we will charge fees, but where English is your mother-tongue, up to the primary stage, you do not pay". Beyond that, everyone will pay. I would ask the Minister to reconsider it in that light.

The Anglo-Indian railwaymen come and say to me: "We do not care; you are a lawyer. You look at it from the legal point of view. But we look at it from the moral and the human point of view. After all, ours is a small community. We do not have the percentage on the railways that we used to have. But the railways have been literally built on the blood, the bones and the sacrifices of the Anglo-Indian railwaymen". Now, the Minister says, in effect,—it may not be his intention for he also represents a minority which faces its own difficulties and his intention certainly was not to discriminate—but the effect is that the children of

the Anglo-Indians alone will have to pay for their education up to the primary classes.

I shall now refer briefly to certain recommendations of the Pay Commission. I am not going to say anything about the proposed increase in the hours of work. But I do feel that merely increasing the hours of work is not going to increase the actual quantum of work and the quality of work. There is this general feeling among railwaymen—I do not know why. I was on a fairly extended tour the other day and I met them at every railway station. They are always complaining that they have got a sense of frustration and resentment. When I ask them why, they say, "because nobody listens to us". I would ask the hon. Minister to consider whether the personnel problems cannot be handled better. At present it is organised on a divisional basis. There is a D.P.O. and two A.P.Os. and they deal with the whole division. It is quite impossible; they do not deal with the problems.

My suggestion is this. The Minister may not increase the number of personnel officers, but I would ask him to consider whether he can allocate to each personnel officer a special section of work and hold him responsible. If there are grievances on that section, it means he is not working adequately. I would ask him to do that, because the railwaymen are always telling me that these difficulties continue to be there.

So far as the recommendations of the Pay Commission are concerned, I know the railways are going to carry this increased financial commitment. But I would ask him to remember this. Railwaymen are not highly educated people and they look at the factual position. They tell me, "We have lost". I asked, "What do you mean?" They say, take a man getting Rs. 200. He was paying Rs. 20 as house rent previously. Now he pays Rs. 28, because it is calculated on Rs. 200 plus Rs. 65 merged D.A. Regarding the provident fund contribution, he says "After I am dead, my widow will get

it. My P.F. contribution has gone up from Rs. 17 to Rs. 22". So, actually a man who is getting a salary of Rs. 200, is getting Rs. 13 to 14 less a month.

**Mr. Speaker:** Does he not get the provident fund as soon as he retires?

**Shri Frank Anthony:** Most of them do not live to retire. They say, the immediate effect of the Pay Commission's recommendation has been that in fact, we get Rs. 12 to Rs. 13 less a month. That is the immediate effect, though in the ultimate analysis, the provident fund contribution may increase.

This is a very sore point with railwaymen. In 1954, I think, the house rent was put up by 45 per cent. The average railwayman feels that the railways profiteer. Most of their old houses are getting older and nothing is being done about them. Now because of the merger of D.A., the house rent has gone up still further. The Minister says, the increased commitment is Rs. 20 crores. This is what they ask me: Is it Rs. 20 crores, because while he is giving some people Rs. 5, most of them are paying more in the way of enhanced house rent? Has the Minister actually calculated the extra amount that the millions of railwaymen will have to pay to him as a result of enhanced rent? Probably he has not. When that is calculated, the commitment in respect of the Pay Commission's recommendations will, perhaps, not be Rs. 20 crores.

There is another matter. My friend has referred to it very briefly. I would ask the hon. Minister to consider it very seriously. There is very deep resentment against the proposal that the passes and P.T.Os. of railwaymen should be reduced. They look at it this way and I feel they are justified. They say, when we entered Government service, we entered on the basis of a contract. Passes and P.T.Os. were concomitants of that service; we would not have

[Shri Frank Anthony]

entered railway service but for that. I met a railway officer, a young chap, who was getting Rs. 800 to Rs. 900 in a commercial firm. He came to the railways on Rs. 400 and one of the reasons, according to him, was the privilege by way of passes. Suddenly, *post facto* retrospectively, you seek to withdraw it. So far as the subordinate staff are concerned, they say, "In fact, we are getting no extra money; why take away these things?"

**Mr. Speaker:** Are postmen allowed free postage?

**Shri Frank Anthony:** It may not be. May I submit with great respect that the premise there is wrong? If they were allowed free postage, if the convention of free postage was allowed for generations, if they had entered the postal service on the understanding that they would get free postage, suddenly after 20 years, if you take away free postage, they will feel that you are divesting them of one of their original conditions of services. The railwaymen now feel that you are divesting them of what was always made an integral part of their conditions of service.

The railwaymen say, we are not the only hard-working Central Government servants, but certainly it is wrong to attempt to equate our position with that of the other Central Government servants who go to office at 10, come back at 5, and have all their nights in bed. Look at some sections of railwaymen—engineering, mechanical and transportation staff. Our work is not only strenuous, but it is of gruelling character. All these things have been taken into consideration when you gave us our passes.

There is another matter which I would particularly underline. Please on no account reduce the casual leave. The other Government servants get some days off, but the Minister knows that certain sections of railwaymen do not—they are not entitled officially—to get 1 day off in the year, includ-

ing Sundays. If you are going to reduce their casual leave from 15 to 12 days, this misconceived idea that adding a few days to the number of working days will add to the quantum of work: it is a false theory. If you cut the casual leave by 3 days; it means that people will not be able to get leave when they really need it.

I now come to this question of unconfirmed staff. The Pay Commission has sought to give relief to temporary employees. They have given no relief to officiating employees. The position is getting worse and not better. I would ask the hon. Minister to look into it. Here at his door-step, in the Northern Railway, normally men officiate against permanent vacancies for 4 or 5 years. I can give specific details. The Pay Commission has not considered their case. People are not opting for the pension scheme, because the pension is calculated on the average of emoluments over the long unconfirmed period. They say, "If you confirm us in one or two years, we would get more pension and we would opt for it. But otherwise, the average is very much less". I would ask the hon. Minister to look into this and try to give them some relief.

Finally, I want to say a word about selections. This is a favourite target of mine, because it deserves to be a favourite target. Nepotism is continuing in an unashamed manner and people are not selected. I can give instances on the Northern Railway; favourites are taken and put into the next higher grade. They are not even on the panel. Three selections are called and they survive three selections. They carry on for four years; they are not called for a selection. It has created, it creates and it will continue to create a great deal of bitterness. I know the Minister has literally millions of problems to look into; I would ask him to look into this also.

**Mr. Speaker:** We have heard a spokesman of the Communist Party

and also an Independent Member. But what are the steps taken by the railwaymen and the persons who lead them to lessen the pilferage in the railways and also to avoid wastage? The hon. Minister may make his contributions also. If Rs. 5 crores are wasted each year by way of compensation, he may give Rs. 50 lakhs if progressively the pilferage goes away. So long as the British Government was here, we were concerned only with the conditions of service. Hereafter hon. Members must advise the railwaymen and see that there is lesser wastage and pilferage, so that whatever balance remains may go to them. The House and the country naturally expect that persons who are in charge of the various trade unions, etc. will also advise them to improve the standard of service to the community and legitimately claim higher emoluments and other benefits for them.

**सेठ गोविन्द दास (जबलपुर):** अध्यक्ष जी, यह रेलवे मंत्री जी जानते हैं कि मैं सरकार का एक बहुत बड़ा समर्थक हूँ। होना भी चाहिये, क्योंकि अपने सार्वजनिक जीवन का मैंने आरम्भ ही कांग्रेस में आकर किया, कोई चालीस वर्ष पहले। और ३६ वर्ष से कांग्रेस की तरफ़ में ही मैं यहाँ पर भी हूँ। पर आन्ध्र बन्द करके किसी चीज़ का समर्थन करना यह मेरे दायरे में नहीं है। इसीलिये कुछ साफ़ साफ़ बातें भी मैं सदा कहा करता हूँ। और इसी वृत्ति के अनुसार आज एक तरफ़ मैं श्री जगजीवन रामजी को तीन बातों के लिये बधाई देना चाहता हूँ और कुछ रचनात्मक मुझाव भी उनके सामने खना चाहता हूँ।

पहली बात जिस पर मैं उन्हें बधाई देता हूँ वह उनका ही एक छोटा सा कथन है। उन्होंने अपने भाषण में कहा है कि "वास्तव में अब हम ऐसी स्थिति पर पहुँच गये हैं जब हम भाप के इंजिन बाहर भेज सकते हैं। हमारे देश में निर्माण का स्तर ऊँचा है और हमारी लागत दूसरे देशों की तुलना में कम आती है।

इसी तरह माल डिब्बों और सवारी डिब्बों के लिहाज से भी हम आत्म निर्भर हैं और उनका निर्माण भी हम निर्यात के लिये कर सकते हैं।" स्वराज्य के पूर्व जिस देश में एक मुई भी नहीं बनती थी उस देश में आज निर्माण की इस अवस्था पर किस देश से अनुराग रखने वाले व्यक्ति का हृदय आनन्द से पूरित नहीं हो जायेगा, और यही कारण है कि हमारे निर्माण को देखकर जो भी हमारे देश में बाहर से आता है, चाहे वह पूंजीवादी देश से आये चाहे वह साम्यवादी देश से आये, हमारी भूरि भूरि प्रशंसा करता है।

दूसरी बात जिस पर मैं रेलवे मंत्री जी को बधाई देना चाहता हूँ वह यह है कि उन्होंने अधिक ट्रेनों चलाकर भीड़ को कुछ कम किया है और लम्बी यात्रा में बिना अतिरिक्त किराया लिये उन्होंने मोने की व्यवस्था की है। बहुत दिन से यह मांग चलती आ रही है। आज से ३६ वर्ष पहले यह मांग हुई थी और स्वराज्य के बाद इस मांग की इस तरह से पूर्ति हमारे लिये हर्ष की बात है।

तीसरी बात जिस पर मैं उनको धन्यवाद देना चाहता हूँ वह यह है कि यात्री और माल की उनकी जो अनुमानित आय है वह भी इतनी तक सफल रही। ये तीन बातें हैं जिन पर, जैसा मैंने आपसे निवेदन किया, मैं उन्हें बधाई देना चाहता हूँ।

लेकिन उसी के साथ कुछ आलोचना की चीज़ें भी हैं। श्री एंथनी साहब उसी नगर से आते हैं, जबलपुर से, जहाँ का मैं रहने वाला हूँ, और एक नगर में रहने वाले होने पर भी उनका मेरा सदा चौथा चन्द्रमा रहता है। हम लोगों का एक मत बहुत कम बातों में हुआ करता है।

**श्री जगजीवन राम :** जबलपुर का अक्षर उन पर नहीं पड़ा है।

**सेठ गोविन्द बास** : लेकिन आज उन्होंने रेलवे की आर्थिक स्थिति के संबंध में जो कुछ कहा उसमें सहमत हूँ। मुझे खुद ऐसा लगता है कि हमारी रेलों की आर्थिक स्थिति कुछ बहुत भन्तोषप्रद नहीं है। हमारी आरक्षित निधियों की टोक हालत नहीं है। पांच वर्ष पूर्व घिसाई आरक्षित निधि का आरम्भ ६८ करोड़ रुपये से हुआ था, जो अब घट कर १५ करोड़ की हो गयी है। फिर रेलवे विभाग पर कर्ज बढ़ रहा है। सन् १९५८ में रेलवे ने विश्वबैंक से ८ करोड़ ५० लाख डालर कर्ज लिया, पांच करोड़ डालर और लेने की बात हो रही है। अमरीकी विकास ऋण की निधि से तीन करोड़ डालर लेने की भी चर्चा है, यानी दो वर्षों में ८२ करोड़ ५० लाख रुपये के विदेशी कर्ज से मैं बहुत खबरता हूँ।

फिर तीसरी बात यह है कि केन्द्रीय राजस्व निधि से हर वर्ष कर्ज लेने की परिपाटी सी पड़ती जा रही है। श्री जगजीवन राम ने भी अपने भाषण में इस संबंध में चिन्ता व्यक्त की थी, और जैसा मैंने अभी निवेदन किया, मैं एंथनी साहब से सहमत हूँ कि हमारी रेलों की आर्थिक अवस्था कुछ बहुत अच्छी नहीं है।

अभी तीसरे दर्जे के यात्रियों को भी बहुत सुविधाओं की आवश्यकता है। लम्बी यात्रा में सोने की उन्होंने एक सुविधा दी है। इसके लिये धन्यवाद है। परन्तु इसी के साथ मैं यह कहना चाहता हूँ कि लम्बी यात्रा पर जाने वाले तीसरे दर्जे के मुसाफिर गिनती के रहते हैं। इसलिये उन्हें कम से कम दो बातें अत्यन्त आवश्यक हैं। अभी भीड़ की कुछ कमी हुई है लेकिन फिर भी बहुत अधिक भीड़ होती है और भीड़ के साथ ही डिब्बों की बहुत गन्दगी है। दूसरी बात यह है कि इन के लिये विश्रामालयों की कमी है और उनमें गन्दगी है। रेडियो द्वारा गाने बजाने और फिल्मों द्वारा मनोरंजन और पुस्तकों की सुविधा के लिये साधुवाद, पर ये बातें अभी रोकी जा सकती थीं। जो मैंने दो बातें कहीं उनकी तरफ ध्यान देना चाहिये। मैं दुनिया के प्रायः सभी देशों

को गया हूँ और मैं कहना चाहता हूँ कि नीचे दर्जे के यात्रियों को हमारे देश जितनी असुविधाएँ कहीं भी नहीं हैं।

फिर व्यय आय के अनुपात से अधिक बढ़ रहा है। जहाँ तक भ्रष्टाचार का सम्बन्ध है, यह मानी हुई बात है कि आज भ्रष्टाचार की शिकायत सभी मुहकमों में है। मैं पहले भी कई बार कह चुका हूँ और मैं फिर यह निवेदन करता हूँ कि भ्रष्टाचार निवारण के लिए जो कार्रवाई अब होती है उसके नियमों में परिवर्तन होना चाहिए। कि इसके लिए कानूनों में परिवर्तन होना चाहिये। इसके लिए नियमों में परिवर्तन होना चाहिए। मैं एक दृष्टांत दूंगा। रिश्वत के सम्बन्ध में, एक यह नियम है कि पहले रिश्वत देने वाले की रकम किसी न किसी प्रामाणिक अफसर के द्वारा देखी जानी चाहिए, या उस सम्बन्ध में चर्चा उसे सुननी चाहिए। या माकूल गवाही पेश करनी चाहिए। यह भ्रष्टाचारी काफी चतुर और चालाक होते हैं, वह मंत्री जी और मेरे सदृश जो आदमी हैं उनको भी चरका दे सकते हैं। फिर यह आशाएं कि यह सब बातें होंगी और जब साबित हो जाएगा कि भ्रष्टाचार है तो कोई कार्रवाई की जाएगी पूरी होने वाली नहीं है, और इस प्रकार भ्रष्टाचार का निवारण होने वाला नहीं है। मैं मानता हूँ कि हमारे नैतिक चरित्र में सुधार होने पर ही भ्रष्टाचार का सर्वथा उन्मूलन सम्भव है, लेकिन, जब तक यह नहीं होता है, तब तक कुछ तो कानूनों में परिवर्तन होना चाहिए, कुछ नियमों में परिवर्तन होना चाहिए, जिस से भ्रष्टाचार के मामले सरलता से निपटाए जा सकें।

रेलवे कर्मचारियों की समस्याओं पर भी हमें ध्यान देना चाहिए। पे कमीशन की सिफारिशें आप के सामने हैं। आप उन के सम्बन्ध में कुछ करने वाले भी हैं। रेलवे कर्मचारियों को एक शिकायत और है और

वह है कि उनको रहने के लिए उचित स्थान नहीं मिलता है । मैं जबलपुर के नजदीक कटनी का दृष्टांत दूंगा । मेट्रल रेलवे में इस चीज की शिकायत बहुत अधिक है । जबलपुर में कटनी में एक यार्ड बना है नया, लेकिन उस यार्ड में अभी क्वार्टरों की बहुत कमी है । तो यह बात भी देखी जानी चाहिए ।

इसी तरह से छट्टियों के घटाने के सम्बन्ध में भी मैं एन्थनी साहब से सहमत हूँ । छट्टियाँ घटाने में कोई बहुत बड़ा फायदा होने वाला नहीं है । १५ दिन की जगह १२ दिन कर देने में, तीन दिन में बहुत लाभ नहीं होगा, पर इसका लोगों पर बहुत बड़ा मनोवैज्ञानिक असर पड़ेगा । इसलिए हमें ऐसा नहीं करना चाहिये ।

अब मैं रेलवे के सम्बन्ध में एक और बात कहना चाहता हूँ । सब रेलें भारत सरकार की हैं, पर जहाँ दो जोन मिलते हैं, वहाँ जोन वालों को आपस में बात कर के गाड़ियों का समय तय करना चाहिए, जो कि इस समय नहीं होता है । एक गाड़ी में दूसरी गाड़ी बदलने के लिए जो समय आवश्यक होता है, उस और अधिक ध्यान देना जरूरी है । इस सम्बन्ध में मैं आप को केवल एक ही दृष्टांत दूंगा, क्योंकि मेरे पास समय काफी नहीं है, हालाँकि बहुत से दृष्टांत दिए जा सकते हैं । दिल्ली में मद्रास जाने वाली ग्रांड ट्रंक एक्सप्रेस नागपुर साढ़े चार बजे अपराह्न पर पहुँचती है और नागपुर से जाने वाली हवड़ा एक्सप्रेस साढ़े चार बजे ही चल देती है । जो ग्रांड ट्रंक एक्सप्रेस मद्रास से दिल्ली आती है, वह नागपुर ६-५५ बजे प्रातः काल को निकलती है और हवड़ा एक्सप्रेस ६-५० बजे आती है । मेरे प्रान्त के छत्तीसगढ़ के निवासियों को इस व्यवस्था में बड़ा कष्ट होता है ।

अपने प्रान्त के सम्बन्ध में मैं मुस्तसर में कुछ बातें कहना चाहता हूँ । मैं रेलवे मंत्री जी का ध्यान फिर उस बात की तरफ

आकर्षित करना चाहता हूँ कि जब वह नया बड़ा प्रान्त बना, तो उस समय राज्य पुनर्गठन आयोग की रिपोर्ट में कहा गया था कि जहाँ तक इस प्रान्त के यातायात का सम्बन्ध है, उस तरफ विशेष ध्यान दिया जायगा यह अभी तक नहीं हो रहा है और इसी लिए यहाँ पर श्री कन्हैयालाल खादीवाला के सदस्य व्यक्तियों को, जो कि हमेशा से ही इस बड़े प्रान्त के बनाने के विरोधी थे, यह कहने का मौका मिलता है कि इस प्रान्त के टुकड़े टुकड़े कर दिए जायें । श्री खादीवाला जी का यह विचार नया नहीं है । पहले वह मध्य भारत और पुराने महाकोशल को मिलाने के खिलाफ थे । किसी तरह वह मिल गए । अभी भी जब कभी उनको मौका मिलता है, वह इस प्रकार एक ग्राध छड़कर छोड़ देते हैं । अभी शाहडोल में जो प्रान्तीय कांग्रेस कमेटी का अधिवेशन हुआ, उस में भी उन्होंने यह बात कही । इस नए प्रान्त के निर्माण में दो आदमियों का कुछ हाथ रहा है । एक तो स्वर्गीय पंडित रविशंकर जी शुक्ल का, जो कि उस समय हमारे मुख्य मंत्री थे, और मेरा । मैं उस समय प्रदेश कांग्रेस कमेटी का अध्यक्ष था । महा-कोशल प्रदेश कांग्रेस कमेटी ने जो मेमोरेण्डम राज्य पुनर्गठन आयोग के सामने रखा था, ठीक उस के अनुसार इस प्रान्त का निर्माण हुआ और यदि हम को इस प्रान्त का भविष्य उज्ज्वल देखना है, तो खादीवाला जी और उन की तरह सोचने वाले व्यक्तियों का हम को घोर विरोध करना चाहिए और मैं उन का घोर विरोध करना चाहता हूँ । मैं यह भी कहना चाहता हूँ कि बम्बई के प्रदन का इस में कोई मिलान नहीं हो सकता है ।

श्री जगजीवन राम : खादीवाला जी मौजूद नहीं हैं ।

सेठ गोबिंद दास : यदि वह मौजूद नहीं हैं, तो यह भाषण उन के पास चला जायगा ।

[सेठ गोविन्द दास]

बम्बई प्रदेश में गुजराती और मगठी दो भाषाएँ हैं, जब कि यहां पर एक भाषा है। हमारे प्रान्त का भविष्य इस पर निर्भर है कि इस प्रान्त को हम ऐसे का ऐसा रखें और इस के लिए यातायात के साधनों का बढ़ाना नितान्त आवश्यक है।

इस के बाद मैं कुछ छोटी छोटी बातों की ओर रेलवे मंत्री जी का ध्यान आकर्षित करना चाहता हूँ।

जबलपुर के दो पुलों के सम्बन्ध में न जाने कब से मैं कह रहा हूँ। जबलपुर शहर बड़ा हो गया है। इन दो पुलों के बनने से वहां कोई बड़ा खर्च नहीं होने वाला है। इसी तरह रायपुर और रायगढ़ के भी कुछ पुल हैं।

भोपाल में ग्रांड ट्रंक एक्सप्रेस में लगने वाली बोगी—भोपाल स्टेशन बनने वाला है, वह एक अलग बात है—एक ऐसी जगह लगती है कि लालटेन ले कर दूढ़ना पड़ता है कि वह कहाँ है। उस से बड़ी तकनीक होती है। उस को किसी ठीक जगह पर लगाया जाना चाहिए।

रायपुर-धमतरी की रेल को रायपुर से धमतरी तक ४८ मील पहुँचने में पांच घंटे लगते हैं, जिस से ज्यादा तेजी से तांगा पहुँच सकता है। बस्तर, जाने वाली जो लाइन बनने वाली है—शायद वह जन्दी बने—मेरा निवेदन है कि वह धमतरी हो कर जानी चाहिए।

जबलपुर से दमोह तक लाइन बनाने का आन्दोलन हो रहा है। जो कि मदन महल से माड़ोताल, बेलखाड़, बोरिया, भिलौदा, कटंगी, सिग्रामपुर, जवेरा, हरदुआ, नोहटा, अमना आदि स्थानों से हो कर जायगी। केवल ६६ मील और ४ फरलांग का यह मार्ग है और इस का सर्वेक्षण भी हो चुका है। मैं

समझता हूँ कि तीमरी योजना में इस को भी लेना चाहिए।

एक जनता ट्रेन कलकत्ता और बम्बई के बीच में चलनी चाहिए, जो कि जबलपुर हो कर जानी चाहिए।

एक माननीय सदस्य : वह हो गया है।

सेठ गोविन्द दास : यह खुशी की बात है। मैं ने पढ़ा नहीं है। इस के लिए मैं धन्यवाद देता हूँ।

माननीय मंत्री महोदय को जा कर देखना चाहिए कि रायपुर का प्लैटफार्म किस हालत में है।

इलाहाबाद-इटारसी पैमेंजर इटारसी तक तो जाती है, वह इटारसी से आगे भोपाल तक बढ़ा दी जानी चाहिए। यह कोई बड़ी बात नहीं है। एक घंटे का रास्ता है।

भोपाल स्टेशन तथा बन रहा है, लेकिन छः लाख रुपये में वह कैसे बनेगा? आखिर भोपाल को हमारी राजधानी बनाया गया है और इसलिए उस के अनुरूप तो स्टेशन बनना चाहिए।

जबलपुर का डिबीजन सब से छोटा है। उस को खंडवा तक कर देना चाहिए।

जबलपुर और इटारसी के बीच में जितनी गाड़ियां चलती हैं, वे सब रात को जाती हैं। एक गाड़ी जैसे गटल के रूप में कटंगी और जबलपुर के बीच में चलती है, जैसे इटारसी और जबलपुर के बीच में भी चले।

अन्त में मैं कुछ किराये और भाड़े की दरों के सम्बन्ध में कहना चाहता हूँ। भाड़ा न बढ़ाया जाता, तो अच्छा था और फिगया तो घटना चाहिए। अमरीका और ग्रेट ब्रिटेन से यहां के किराये की तुलना उचित नहीं है।



वहाँ के लोगों की भाय और यहाँ के लोगों की भाय का भी मुकाबला कीजिये। एशिया के सबसे अधिक औद्योगिक और समृद्धिवाली देश, जापान, के किराये और भाड़े से भारत के किराये और भाड़े बहुत कम नहीं हैं। नये पैसों में जापान का प्रति मील भाड़ा है ६.६१ पैसे और भारत का ५.१८ पैसे। जापान का किराया है प्रति मील ३.१८ पैसे और भारत का है २.७६ पैसे। यह हर्ष की बात है कि हम वर्ष हमारे रेलवे मंत्री जी ने किराया नहीं बढ़ाया है। जैसा कि मैंने निवेदन किया है, भाड़ा न बढ़ता, तो अच्छा था और किराये के बारे में मैं विशेष कर कहना चाहता हूँ कि वह घटना चाहिए।

मैं आशा करता हूँ कि रेलवे मंत्री के मद्दश योग्य मंत्री के निरोक्षण में, उन के हाथ में हमारे यातायात की सुविधायें दिन-प्रति-दिन बढ़ेंगी, रेलों की आर्थिक अवस्था एक अच्छी बुनियाद पर आ जायगी और जहाँ तक हमारे मध्य प्रदेश के गिछड़े हुए प्रान्त का सम्बन्ध है और जो बम्बई के विभाजन के बाद इस देश का सबसे बड़ा प्रान्त रह जाने वाला है, उन प्रान्त में, जैसा कि राज्य पुनर्गठन आयोग ने भी कहा था, हम अधिक यातायात पा सकेंगे।

माननीय मंत्री को मैं फिर बधाई देता हूँ और साथ ही ये कुछ सुझाव उन के सामने रखता हूँ।

**Mr. Speaker:** Swami Ramananda Tirtha. I will call Kumari Vedakumari next.

**Shri C. K. Bhattacharya** (West Dinajpur): She does not seem to be mindful of it.

**Swami Ramananda Tirtha** (Aurangabad): The performance of the Indian railways during the past few years has been a commendable one, though the entire economy of the country had to face stresses and strains. The railways also had to go through the same trials, and in spite

of the hardships and handicaps, it is encouraging to see that the railways have acquitted themselves fairly well.

So far as the physical targets are concerned, as the Railway Minister has himself enumerated, the fleet of rolling stock has increased by 14 per cent in locomotives, 27 per cent in wagons and 15.5 per cent in coaches; 700 miles of railway track have been doubled, and 600 miles of new lines have been laid. This achievement is praise worthy. It is also true that the railways have undertaken large-scale electrification; also, they have constructed the bridge at Mokameh over the Ganga and are in the process of constructing the bridge over the Brahmaputra—two very big projects. These two new bridges will greatly add to the transport capacity of the Indian railways.

It is quite natural that the railways had to undergo certain hardships on account of the fluctuations and uncertainties of the Second Plan period. Naturally, the transport position found itself rather in a tight corner. But in spite of all the handicaps, it is encouraging to find that the railway entertain the hope of keeping pace with the growing economy of the country. In a self-generating economy it is rather difficult to maintain the same pace, but the robust optimism which the Railway Minister is evincing may create new hopes in the minds of the people of this land, so far as the Indian Railways are concerned.

Having said all this, I would like to point out one or two probable lapses that may confront the Railway Ministry in times to come. There does not seem to be any consistency in the line followed in regard to freight. The competition between road transport and railway transport has been something which has detrimentally affected the railways. There are valid reasons for this. Road transport has certain additional facilities which are not available in railway transport, because the goods are taken to the

[Swami Ramananda Tirtha]

actual place of destination and more swiftly also, and also with less wear and tear, though the element of corruption may be the same. I do not say that something more has to be paid or is paid to those who run the road transport, but those who carry on the business do not mind paying a little more to road transport because many of the articles which are transported would be destroyed or at least suffer in some way if the transit is delayed. So, it is a moot point. The Railway Minister has to be congratulated on getting this problem studied by the committee under the chairmanship of Shri K. C. Neogy. I hope a reasonable and sustainable basis for these two would be found.

I would place before the House one very revealing feature of these accidents. Going through the table that has been supplied to us, on the very first page, we find that out of the various accidents, derailments and failures of engines and rolling-stock come to about 70 per cent, all put together. That is, the major part of the accidents is due to derailments and failures of engines and rolling-stock. As the report itself says, these are mostly due to human failures, which means that human failure is the predominant factor in bringing about these accidents to the extent of 70 per cent. It is a very serious matter, because even from the report under review, we find that the accidents have not decreased day by day; if at all, there is a bit of an increase.

So, the point at issue is whether there is any remedy which is effectively being used to see that a moral and human conscience is created amongst the railway employees who handle these vehicles or who have to look to the operational affairs. What is wrong with these people? Are we going to wait for major accidents and loss of life to the tune of a few hundreds, before this con-

science is enlivened? The present Minister of Railways is fortunate, and Providence seems to be rather merciful to him, and there are no major accidents, as has been said in this report. The minor accidents have not resulted in loss of life to a considerable extent, but there is always that fear of some major accident taking place.

I shall quote my own experience before this House. I am not depending upon the experience of anybody else. The other day, I was travelling in a mail train. I shall not mention the name of the train or the destination or the place from which I was travelling. After having travelled for half an hour only, one of the axles of a bogie got into trouble. From the main starting station, which is a very big junction, the railway employees did not care to see whether the axle of the particular bogie was in order or not. Within half an hour it got out of order, and the train was detained for at least thirty minutes or so. There was also no certainty whether that axle was put into perfect order or not. This is just one of the instances. Therefore, all that is necessary to be done to inculcate this feeling in the minds of the railway employees has to be done.

Another instance that I should like to place before the House is this. The plight of the lady passengers is very pitiable. In one case, as I was travelling in the adjoining compartment, I was requested by a lady passenger to go to her at every halting station and see whether she was safe, and I did that. If that sort of panic is continuously maintained, then, the performance of the Indian Railways cannot be called commendable, but it is pitiable. Something very radical and serious is necessary if the railways are to create that confidence in the travelling public of this country.

13.48 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

I do not want to detain the House any more on certain general remarks. I would return now to certain specific matters of importance concerning the region from which I come or I represent, and also to certain other grievances.

I do not know the amenities provided and the precautions taken, and how far the push button system is going to guarantee the safety and security of the womenfolk travelling in the railways. That has still to be seen.

The sleeping coaches, so far as they stand, are good. Let us hope that their number will be increased.

There is one other small matter. The Deputy Minister was kind enough to supply me the necessary information and also take the trouble of looking into the particular grievance very sympathetically. That is in regard to the employees of the grain-shops of the Indian Railways, particularly, the Central Railway. After all the revolutions and changes and ups and downs and uncertainties, still the final decision has not been taken. The question is about their permanent absorption. The greater the delay in taking a decision, the more their seniority is lost. I think it is a question of a few hundreds or thousands. I hope the Railway Board and the Railway Minister will expedite the decision and relieve the anxiety of these thousands of employees who are now working in the normal service but who were originally employed in the grain shops.

There is a small demand which has been there for a long time in the erstwhile Hyderabad State. When we were dealing with the three linguistic areas—the Karnatak area, Andhra area and Maharashtra area—there

was a certain amount which stood in the name of this area. It is understood that during reorganisation of the States, it was handed over to the Railway Ministry for being utilised for those particular railway lines to be opened. I do not know whether that amount stands now or whether it is a valid proposition at all. But the lines that I am going to suggest for the Marathwada section are supported and sponsored by the Government of Bombay, that is, from Sholapur to Osmanabad and Beet-Paithan-Aurangabad. It will open up an undeveloped tract and add to the progress and prosperity of the undeveloped parts of that region. There is, I think, a Central scheme also for converting the narrow gauge Lathur-Miraj section into a metre gauge line and extending it to Party-Vijnath via Momonabad. If these two lines are constructed, the Marathwada region will be greatly benefited.

There are two or three small mercies to be asked for. Aurangabad is a great tourist centre. Leave alone the amenities meant for these tourists, the third class waiting room there is no better than a cattle shed. There are no amenities at all. Every tourist who has passed through that third class waiting room will have an impression which is damaging to the reputation of the Indian Railways. Such is the condition of the third class waiting room there. Something substantial has to be done in this regard. So also is the case with the roof of the waiting room at Nanded.

I would also like to mention in this connection something about Nizamabad and Kazipet. Nizamabad is a station where the traffic is so great. Labourers come in great numbers from Bombay. The amenities provided there are very meagre. The Railway Ministry will do well to provide sufficient amenities at these two railway stations. I need not say much about Kazipet because it is a very important nerve-centre for the railways. Better amenities are necessary there also.

[Swami Ramananda Tirtha]

There is a demand for creating a zone for the Andhra region. I do not know why the Railway Minister has rejected it in the Rajya Sabha. If there are any valid reasons for rejecting it, nobody will dispute the truth of what he says. But it stands to reason that it should have a separate zone. A very handy zone could be created there by bringing together all the Andhra areas and forming a zone which will cater for the requirements of that part of the country.

**Kumari M. Vedakumari (Eluru):** We are very glad to note that the Railways are progressing and are doing their bit of good work for the country. But if anybody goes deeply into the budget papers supplied by the Ministry, he will see some very disturbing trends in the Railway Administration.

First, I will come to very important and major points. Take the question of operational efficiency. Being a monopoly concern, with command of all the resources, I would like to ask the Ministry as to how is it that they are not having an increased rate of gross earnings as well as net revenues and are not showing any improvement in operational efficiency over 30 years now. In support of my argument, I would quote from the figures supplied by the Railway Ministry. On page 2 of the Report by the Railway Board on Indian Railways for 1958-59, they have given very clearly the figures of gross earnings, working expenses and net earnings. I have made a study of them and processed the figures and I have got the percentages of increase of gross earnings over previous years and of the increase of expenses over the gross earnings. The percentages in 1956 over those of 1955 were: increase of gross earnings 10 per cent. and increase of expenses 10 per cent.; in 1957 (over 1956) the gross earnings were 10 per cent. and expenses 8 per cent. They showed a little bit of improvement in gross earnings in this year. In 1958 (over 1957), the rise in the gross earnings was 9 per cent. and in expenditure was 11 per cent. In

1959 (over 1958), rise in gross earnings was 2 per cent. and expenditure 4 per cent. In 1960 (over 1959), rise in gross earnings was 11 per cent. and expenditure was 14 per cent.

So we can clearly see the decreasing trend of gross earnings on the Indian Railways. That clearly indicates the inefficiency of the operational and administrative side of the Indian Railways. Even if we take the explanation given in the Explanatory Memorandum, this is what it says:

"With the increasing tempo of developmental works in the implementation of the Plan and consequent increase in the quantum of such works in progress, a decrease in the ratio of net revenue to capital at charge may be ordinarily expected".

This is the explanation given for the decrease in the net revenue. Excluding the investment in the production and manufacturing units, taking only the transport service, we are facing decreasing gross earnings as well as net revenue. This is what I want to bring to your notice.

Then I come to the zones. The Southern Zone is one of the biggest zones with the longest mileage. We have been asking for the bifurcation of the Zone to make it more convenient and compact, resulting in more efficiency and administrative advantages also. But this demand has been given the colour of a parochial or regional demand, or whatever they call it, and rejected without any consideration. While rejecting it in the Rajya Sabha, the hon. Minister said that they would consider the splitting up of the Zone only on the ground of operational needs. Let us also take into consideration only efficiency, expenses and operational bottlenecks. I would like to put this for consideration before the Minister. Even taking the Southern Zone, the net revenue is only 1 per cent. or 2 per cent. The

expenses were going up to 92—98 per cent. I would ask the Minister: What considerations are there for going to split up the Southern Zone? Even on operational needs and even on efficiency, why not take into consideration the point of view submitted by the people who are concerned with that zone? When we are spending about 98 per cent. of the revenue got from that zone and are getting only a net revenue of 1 or 2 per cent. why not the hon. Minister consider the splitting up of the zone?

14 hrs.

The hon. Minister in his speech has said that there is a shortfall of more than 7 per cent. on the metre gauge in regard to wagon loading, and that last year some movements were made to deficit areas affected by the draught in North Bihar. The Minister himself has admitted that there is a shortfall of 7 per cent. in wagon loading. He has clearly stated, in this connection, the diversion of high-rated traffic to road transport on routes parallel to the railways and where the railways have enough capacity to move additional traffic. He has said that this matter is receiving attention with a view to seeing that readjustments are made in order to ensure the maximum utilisation of our rail transport resources.

Why is there this non-utilisation of the facilities offered by the Ministry and why are people not prepared to take advantage of all the facilities given by the Railway Ministry?

We have also to take into consideration another point. With the increased industrialisation there will certainly be a greater utilisation of automobile transport. That is a feature which we are seeing in all developed countries. So, in course of time, when there will be an increasing tempo of industrialisation, we will be losing particularly in the medium and short distance wagon loading. We will have to pay more attention to that. They say that they are not able to survive in the com-

petition with road transport. Why is it the railways do not consider this station. Is there any inefficiency on our railways? Are we up to the mark; are we going to fulfil the needs of the local markets? Why are people going towards road transport? All these points have to be taken into consideration.

Now, the Southern Zone has become unwieldy and uneconomic and the Railway Minister is so adamant that he says he will not consider the splitting up of the zone unless there is operational need. We are only pleading on the point of operational needs. I hope the hon. Minister will certainly consider this as this zone is giving only one or two per cent. as net revenue.

Another thing about transport of goods. There is so much of delay. I can understand it because the rail traffic should go only on the rails and not on the road. But there is the problem of inordinate delay. Even some of the consumer goods—leave alone the perishable goods—perish because the railways take so much time to deliver the goods at a particular place. There is also no guarantee that the goods will be received intact by the person who receives it.

In the Report of the Ministry of Railways it has been clearly stated that the net amount paid in 1958-59 as compensation for goods which were spoiled during transportation is nearly Rs. 3 crores. I do not go upon the figure of Rs. 3 crores. But there is the prestige and honour of the railways. You are paying a compensation of Rs. 3 crores because the goods are not received by the consignees in the shape in which they were handed over to the railways. That is why I would like to request the hon. Minister to see whether any improvement cannot be made in the transportation of goods.

14.05 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Coming to another point, since the Madras Mail started they were stopping at a particular station Kovvur in

[Kumari M. Vedakumari]

my constituency. They have stopped that. Since one year I have been appealing to the hon. Minister but he has never conceded my point saying that it has been recommended by somebody. I put forward cogent arguments. I gave every point that can be considered. This particular station is on the river Godavari. If the people from there want to go to Hyderabad they have to go to other stations either to Rajahmundry or to Tadepallegudam, to catch the Hyderabad Express or any other train. If they want to catch that train they have either to swim across the river or go by another train to Rajahmundry and catch the mail which is going towards Madras. The geography of the place should also be taken into consideration; and they should consider this appeal on a separate footing. Instead of doing that the hon. Minister was kind enough to say that he will certainly consider the case presented by the constituency. That consideration has been there since one year and no decision has been taken. I would request the hon. Minister to consider the special features of the place and see that something is done to the people there.

Another thing which I would like to put forward is this. In the Railways they have language tests. Unless an officer who is working on the Railways gets through a test in language in the Devnagari script, they are not confirmed; and they are not entitled to any promotion. An assurance was given in the House by the Prime Minister that nobody's promotion will be stopped because of the language test. But here even officers who have been serving for 14, 15 or 16 years are not confirmed because they could not get through the examination. When you call it a language test, why not have a language test for the northern people also? Instead of having Hindi in Devnagari why not have a language test in a South Indian language for these people also?

**An Hon. Member:** Preferably Telugu!

**Kumari M. Vedakumari:** I would request the hon. Minister to consider our difficulties also. This should not stand in the way of promotion.

Recently, they are following another policy of not posting people in regions where they have their mother tongue. An Andhra man should go to Bengal or Assam or Bihar and should not be posted in Andhra. I do not know what the consideration is. What is the idea behind it? Imagine a Bengal doctor coming to Andhra without understanding the local language. He will feel it a little bit difficult just to go and make an intimate study of a patient or the officers working under him. I would like to know what is the consideration behind this policy.

The Railway Board is asking the U.P.S.C. to see that some of the qualifications required for particular posts are relaxed because some candidates belong to the Scheduled Castes. I can understand that at the recruitment level some percentage of the posts is reserved to them. But relaxation of qualification is not good. If there is relaxation of qualification for a doctor or a D.M.O. it will cause damage to the nation. For technical posts there should not be any relaxation of qualifications.

The Scheduled Tribes are not given equal encouragement with the Scheduled Castes. They are entitled to get equal benefits from the Railway Ministry. I would request the hon. Minister to give equal encouragement to the Scheduled Tribes also. Now, coming to corruption, especially in the medical services and hospitals . . .

**Mr. Deputy-Speaker:** Why should she go to corruption?

**Kumari M. Vedakumari:** Because it is there in the Ministry; and that is why I am bringing it. I have complained against some of the things that are happening in the hospitals. I have got a specific case also. But the poor gentleman who was victimised by the

authorities of the hospital said: 'Madam, please do not pursue that case because I will be victimised.' Ultimately only to save that person, I kept quiet and did not pursue that particular case.

For medicines and for regular treatment also, there are many things which need to be done. If anybody goes and asks the doctor for medicine, he will say: 'I do not know who was here yesterday. You may take this medicine and come again tomorrow'. He will prescribe one medicine. Again, he will say that he will prescribe some tonic which they can go and buy in the open market which will cost him Rs. 10. If the poor fellow is to go and buy it in the open market, he is saving only the consultation fee. I would request the hon. Minister to see that even, if some tonic is prescribed, it should be given free to the railway employees.

Finally, I would once again request the Minister to split the Southern Zone, at least on the operational level.

**Shri Mohammed Imam** (Chitaldrug): The other day we listened with great interest to the speech of the Railway Minister while he introduced the Railway Budget. In some respects, it was heartening and in other respects, it is very depressing. It is heartening that the position of the rolling stock has improved and attained self-sufficiency in steam locomotives and able to save foreign exchange to the extent of Rs. 90 crores. It is also heartening that some major works like the Ganga Bridge and others have been speeded up and completed far ahead of schedule. I am glad that railway lines to the extent of nearly 700 miles have been doubled and large tracks have been electrified and that they have been trying to improve the track. Nearly 600 miles of new lines have been completed and thrown open to the traffic while another 600 miles are under construction. The hon. Minister also said that nearly 500 miles of location survey is being conducted and has given a list of the places which will be benefited by these new lines and surveys. When I see this list I feel very much depressed though there

is a substantial progress in the direction of expansion of new railways, as South and Mysore have been neglected.

Apart from that, I must also point out that there is not much success in improving operational efficiency. Accidents still remain unabated. The freight traffic has gone down. I must emphatically point out that in spite of repeated demands and request the Railway Minister had not made the least effort to provide even a single new line in the South and particularly in the State of Mysore from which I come. The Indian Railways are composed of about 34,000 miles. Yet it must be pointed out that for its size, area and population, India has not sufficient miles of railway lines, which are about 120 miles per million population; it is meagre as compared to 450 miles in England and about 2,000 in America and Canada. Such being the case, in the altered circumstances of defence, developing economy and industries, it is all the more necessary that there is a regular programme of railway development and expansion. Coming to Mysore—and the same remarks apply to the southern region also—I may say that the State of Mysore has only about 50 miles for a population of one million which comes to 1.75 miles or less than two miles for every 100 square miles. I can state on authority as I was for sometime connected with the Railway Administration. The Government of Mysore had owned the railways before the integration and laid down a regular programme for expansion and construction of new lines. They had actually sanctioned the construction of new lines and some were undertaken and partly executed. There were three lines which perhaps the Deputy Minister, who seems to be the sole representative of his Ministry on the Treasury Benches may be aware of. Firstly, the Chikjajur—Chitaldrug-Rayadurg line. It was sanctioned and a distance of 20 miles of railways was constructed, from Chikjajur to Chitaldrug. There was the Chamrajanagar—Satyamangalam line and in the initial stage 30 miles of line from Mysore to Chamrajanagar were constructed. The Birur—Talguppa line was constructed

[Shri Mohammed Imam]

upto Talguppa with the intention of linking it to Bhatkal and connect the port with the railway. We would have finished these lines before integration but for obstacles that were placed before us by the then company railways. Meanwhile the integration of the railways took place and the Mysore Railways were absorbed in the Indian Railways. The Mysore Government handed over the entire railway line with the depreciation fund, to the Government of India. Our hopes were raised very high. We thought that all the incomplete railway lines would be an accomplished fact and the Government of India would expedite them. In fact, I know when there was the controversy about the Transfer of Railways, a solemn undertaking was given that all the responsibilities and liabilities of the Mysore Government, their promises and their pledges, would all be fulfilled. It is nearly 12 years since integration took place. It is nearly 12 years that the Government of India took over all the lines, with all the buildings and all the funds. It is very unfortunate that even after 12 years, not an inch of line has been added. The railway system in the State has been gradually deteriorating.

It may be argued that these lines are unimportant. But I can say that these three lines are very strategic lines; economically they are very important. The Chikjajur-Chitaldrug-Rayadurg line will give a direct and uninterrupted communication between Mysore and Andhra. The Chamarajanagar-Satyamangalam line will connect the southern zone of the metre gauge system with Mysore and the distance between the north and the south will be considerably reduced. The Talugppa line will connect an important harbour, Bhatkal.

After the reorganisation of States, the question of connecting Mangalore with Bangalore, the capital city of Mysore,—has assumed added importance. Next to Bangalore, Mangalore is the most important and very highly commercial and industrial place in that State. We have been asking—not only

myself but my hon. friend Shri Achar—that there must be a direct link between Mangalore and Bangalore. To come to Bangalore from Mangalore, one has to travel about 600 miles whereas a direct link will be about 200 miles only. What pains us most is that the Railway Minister is growing more and more unsympathetic towards our aspirations and our representations are brushed aside.

In the year 1957 or 1958, I put forward the same representations to the Minister. He was then pleased to state that he would mop up some funds and see that new railway lines were constructed especially, the Chamarajanagar—Satyamangalam line. In his last year's budget speech, he has included the Mangalore-Hasan line and assured that a survey would be conducted very soon and gave us very high hopes. In this year's speech, he has belied us of all our hopes of any future extension in the State. He does not make any mention of new construction at all. He has developed a very unsympathetic attitude and I think he is not well-advised by the Railway Board or by the Planning Commission which, I must say, is not at all representative of the various regions and which is unaware of the true conditions existing in other parts of the country.

Even now, I submit that they should develop the under-developed areas in preference to the regions which are adequately or more than adequately served. It will be interesting to find out the mileage in other parts of the country. All the railway lines that have been constructed and opened are in the Northern Railway, the North-Eastern Railway and in the Eastern Railway zones and some lines were opened in the coal-bearing areas. Unfortunately, even though some lines are important in South, this question is linked up with some other problem. For example, the Hasan-Mangalore rail problem is linked up with that of the port of Mangalore. It is said that the question of this railway line is linked up with the question of the port,



and if the Mangalore port comes into existence, the railway line will also come into existence. I say that the port problem is quite different. They must study the economic position and the utility of the railway line from other points of view also. I am afraid that if they mix this up with the port problem, it is only a pretext to shelve this issue.

I am coming to other problems. We have been urging for the conversion of the metre gauge system into broad gauge system. Unfortunately, in our country, there are two systems of railways—the metre gauge and the broad gauge. This break in gauge is partly the cause for the decrease in operational efficiency and the slow movement of traffic and goods. As far as possible, the Railway Ministry must aim at the conversion of metre gauge into broad gauge. That will improve the efficiency of the railways and the operational efficiency also. As long as there is this break in gauge, I may state that we can never improve the operational efficiency nor can we stop the slow movement of trains nor pilferage.

Take the Bangalore-Poona line. It is 600 miles long, and antiquated. It is a metre gauge line and the movements are very slow. The passengers get sick of travelling by the trains there. There are other lines in the State which correspond to those of the 18th century Railways. The line between Hotgi and Bijapur, from Bijapur to Gadag, a distance of 100 miles, a passenger train takes 10 hours to travel this distance and can never run more than ten miles an hour on an average.

**An Hon. Member:** So slow.

**Shri Mohammed Imam:** I may say that the first train that was invented by Stevenson—the rocket train—which was driven at the rate of about eight to ten miles an hour seems to have been brought from England and transplanted here.

**Shri Achar (Mangalore):** To avoid accident.

**Shri Mohammed Imam:** It is good! The slower the train, the less the number of accidents! I submit that in these days the metre gauge system is not at all suitable. It can be worked only at a loss. So, as far as possible the railways must have a regular programme to convert the metre gauge into broad gauge. Last year or the year before last, it was announced that a part of the Bangalore-Poona Railway line, from Poona to Kolhapur, would be taken up for conversion into broad gauge, but we have not heard anything about it since. It was part of the five year programme but we have not heard anything about it. This is sad negligence.

Regarding track maintenance, I must say there is inefficiency in this aspect of the work. Last year, there were more than 15 cases of derailment of goods train, between Poona and Bangalore. There used to be derailments twice a week near Berur, Hubli and Miraj. It was a common feature. Thank God these accidents are confined only to goods trains and not to passenger trains. Otherwise, hundreds of lives would have been lost. Why are the derailment of goods trains so frequent? It is because the track must have been neglected. It is only the negligence in track maintenance. Further, every derailment entails huge losses to Government and the public.

**Mr. Deputy-Speaker:** Do the passenger trains run on a different track?

**Shri Mohammed Imam:** On the same track. God is merciful but almost every week, there will be a derailment of a goods train.

**An Hon. Member:** Because of heaviness.

**Shri Mohammed Imam:** The lines are neglected. I would like to know how many sleepers are used between the joints and when they are replaced, as compared to the lines elsewhere. But the facts are there. Travel in the south is not quite safe and especially, when one

[Shri Mohammed Imam]

sees the number of derailments of the goods trains, almost every week, the travelling public is nervous.

Karwar is a very important port on the west coast, but to our dismay we find that the entire west coast, right from Poona, is not connected by any railway line. Karwar must be linked with a railway. It is at a distance of 60 to 70 miles from Hubli and if it is linked with Hubli by rail, it will become very useful, as manganese ore is exported through this port. These factors must be taken into consideration by the hon. Minister.

I am now going to put forward a new theory. We are having too much of centralisation in the railways. The country is so vast and 34,000 miles of railways have to be managed and kept in good condition. The entire thing is over-centralised and concentrated in a single body called the Railway Board, which cannot devote as much attention to railways throughout the country as is necessary. In fact, seeing the present composition of the Railway Board, I can say that very few of them are conversant with the conditions existing in South India. As far as possible the Railway Board must consist of persons and representatives who know things in far-off places. Such persons should be included in the Railway Board.

I am for decentralisation as in England. When there are about 20,000 miles of railways in question, but the whole system is not centralised. They have divided the entire Railways into six zones and each zone is under a separate Railway Board, of course, working under the Railway Ministry. They are responsible for the proper management, efficiency, up-keep and also the expansion of the railways and other matters. Kumari Vedakumari has pleaded for a different zone. I submit that the entire country must be divided into separate areas and

each area must be under a separate Railway Board and must be held fully responsible for the efficient up-keep, progress, expansion, and improving operational efficiency. Only then the railways will improve. Otherwise, a central agency in Delhi cannot be expected to supervise the entire working of railways throughout India, and the railway administration will not improve.

Every budget brings with it, its quota of increased burden on the people. This year's budget has brought it in the form of a surcharge of 5 nP on freight. This is a most unwise move in these days of inflation. Prices have already gone up high and this surcharge means prices of all essential commodities needed by the common man will go up. The railways have made sufficient profit and they have a surplus. So, there was no need to levy a surcharge. A surcharge is said to be a temporary imposition, but from previous experience I can say that all surcharges become merged in the regular tariff.

Secondly, we are going to switch over to metric system. Hereafter all the freight will be weighed in terms of quintals and kilograms. This may be a good opportunity for the railways to put up their freights, as was done when the *naya paisa* was introduced. There will be a back-door method of raising the freight charges. I hope when the changeover to the new system comes, they will not misuse the occasion and enhance the rates.

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** We have never misused anything.

**Shri Mohammed Imam:** I do not find any advantage in this switch-over. On the other hand, it costs a good deal of money, as the railways have to alter the existing scales and weights into the new system.

I would like to say a word about the travelling ticket examiners who have approached us. At present only guards and drivers, are included in the category of 'running staff'. The travelling ticket examiners have to travel on the train day and night and work very hard, but still they are excluded from the 'running staff'. I submit their representations may be considered favourably.

I have spoken a little frankly and am sure next year, our legitimate aspirations and representations will be considered. As a matter of fact, I know the Deputy Minister Shri Ramaswamy is doing his best, but he cannot have his way. He once proclaimed with a fanfare that the Salem-Bangalore line would be taken up for construction very soon. But he has kept quiet and helpless. I hope our fond hopes will be fulfilled. I submit they must extend their sympathy, more towards the under-developed areas, where such facilities are very much needed urgently.

पंडित द्वा० ना० तिवारी (कंसरिया):

उपाध्यक्ष महोदय ।

श्री सै० बें० रामस्वामी : अंग्रेजी में बोलिये ।

पंडित द्वा० ना० तिवारी : अंग्रेजी में ;

अंग्रेजी बोलना तो बहुत कम आता है ।

I see from the papers supplied to us that there is a slight improvement in the railway administration, but the improvements have been made mostly on the broad gauge lines. The metre gauge is still suffering, specially the NER. When NER was under company administration, improvement was much desired. Improvement is being made slowly, but in the last 12 years, they have not been able as yet to recoup the lag that was there in the company days. NER zone has been brought on a par with other zones in respect of freight, passenger fares, etc. So, why should it lag behind in the amenities and other things? I would request the Railway Minister to turn his attention from broad gauge to

metre gauge, specially in the NER.

I read in papers that operational efficiency has gone down. I am not going to quote figures; other speakers have done it. What efficiency there was in 1956-57 is not there today. There is a slight decrease even from the 1957-58 level. I do not know what has happened in 1959-60, because the papers have not been supplied to us. One of the reasons given for the dwindling of railway finances is more expenditure in proportion to income. We find that the income last year was more by about Rs. 9 crores and odd, whereas the expenditure had gone up by Rs. 11 crores and odd. If this trend is maintained, it may not take many years for the railways to become bankrupt. So, the Railway Minister must take care of the railway finances, so that the expenditure may not go up compared to the income.

One main point about increased expenditure is coal consumption. The reason given is that bad quality coal was used in railway engines. I do not know why this bad quality of coal was accepted. The railwaymen must see to it that the best quality coal is consumed so that their efficiency may increase.

Instead of referring to the general questions, I would like to refer to one or two small matters. The Pay Commission has, in some cases, increased the pay of the railway staff. But, their main grievance, as far as I have been able to gather, seems to be about the treatment by the superior officers in matters of promotion, fixation of wages etc. I have got papers with me to prove that proper attention and treatment is not given to the railway staff by their superiors, and I am going to hand over them to the Railway Minister for necessary action. I would suggest that if any complaint of a general nature is made about a particular class of railway staff, the higher officers should be asked to go into their grievances and settle matters right, because by personal contact many of the matters could be settled, where-

[Pandit D. N. Tiwari]

as settlement by correspondence takes a long time.

Then I come to corruption. I know there is corruption in every department of the Government. It is most rampant in railways. It is heartening to find that during the last few months the railway administration have turned their attention to this aspect of the matter and they have been taking punitive steps to correct this. I find that railwaymen who have been found roaming about have been given notices. It is high time that the Railway Ministry decided not to listen to recommendations on behalf of the corrupt employees. Here I must say that Members of Parliament also should not easily make themselves available for giving recommendations. Here I would like to submit one thing. In the railways corruption is very rampant and it is nearly 99 per cent. So, if we have to root out corruption we have to take very stringent measures; serving notices on a few thousands of officers will not serve the purpose. Of course, if they make a clean breast of the whole thing and give an undertaking to serve the administration in a better way in future, we may consider their case sympathetically, not otherwise. Then, for taking action, according to me, it is not necessary to have specific charges; it is enough if you have a strong suspicion about the person concerned. I do not mind if a few innocent persons are victimised, or thrown out of service, if it will result in rooting out corruption. I am saying this because unless we take strong measures, it cannot be removed from our administration. Here we must remember that corruption is as much as 99 per cent in the railway administration.

Then I come to the question of level crossings. When the North-Eastern Railway used to be managed by the Company, they used to provide level crossings at very long distances. Now, with the growth of

population, many villages have come up in those places where there are no level crossings. So, it is time that we re-consider the matter of providing level-crossings and provide them at such distances as we find necessary. Perhaps, one obstacle in the way of constructing level-crossings would be contribution of money either by the State Governments or the public. But it is not the fault of the public or the State Governments that the Company provided level-crossings only at very long distances. In those days the Company was not responsive to public opinion and so the demands of the public were not heeded to. Today we have got a democratic administration, responsible to the people. So, we must give attention to the grievances of the people and provide level-crossings at those places where we find it necessary.

Then, though the railways have made improvements in many directions, there is still scope for improvement. Over-crowding had dwindled down to a certain extent. But some trains, especially local trains, sometimes go over-crowded and sometimes empty. To remedy that, efforts should be made to re-arrange the time-table keeping in view the requirements of the people at particular periods. If an attempt is made to prepare the time-table after making a survey of the requirements of the travelling public, I have no doubt that the present time-tables will undergo drastic changes. Then, in every railway there is only one mail train. I would suggest that more mail and express trains should be run so that people of those areas may get some facilities when they travel great distances.

I come from an area which is well-known for its transport bottleneck. Thanks to the construction of the Ganga bridge, action has been taken to solve it to a certain extent. But I do not know why the engineers, when the construction work

was undertaken, failed to foresee that there was going to be increased transport on that route in the future and so the bridge should be so broad as to be able to accommodate two lines, when necessity arose. As it is at present, double lines cannot be laid on the bridge. I have no doubt that in times to come the traffic will increase and there will again be a bottleneck. Already, North Bihar is suffering on account of traffic bottleneck. The capacity of the bridge has been given in the papers, and from that I find that it may be sufficient for the present. But, in future, when the traffic increases it will be quite insufficient.

**Shri Achar:** Let us think about the present, and not about the future.

**Pandit D. N. Tiwari:** We are at present planning for the future.

**Shri Achar:** What about the present people in other areas. You are thinking of the future.

**Pandit D. N. Tiwari:** I have made this point only after work on this bridge has been taken up. I did not make this point when there was no construction work.

I have no doubt that there is going to be a bottleneck in the bridge in the near future, as traffic increases because of our development work. I do not know who advised the Railway Ministry to have a single track on the Ganga bridge.

Coming to the railway employees, if you want them to give you good services, you have to satisfy them and meet at least their small requirements and comforts. I find that when people of one region have been posted in another region and there is a request for mutual transfer, that is not accepted by the railway administration. I do not know what harm to the administration will be caused if these mutual transfers are effected. If the railway employees are given some benefits, for example, serving in their home towns, they will cer-

tainly provide better service to the administration.

Catering on the railway lines has been nationalised or departmentalised at some extent, but the service is not very good, it is not what we desire it to be. There is no one to check whether the quantity prescribed is being supplied to the passengers or not. I had occasion to report this matter to the railway administration and the Railway Board. There are differing rates also. An attempt is now being made to have a uniform rate in all the regions, but in that attempt the rates are being increased although the quantity and the quality remain the same. Somebody must be responsible to see that proper quantities and qualities are supplied. These are very small things, but they irk the passengers. If proper quantity of food is not supplied to the passenger, he grumbles, he remains hungry. Steps should be taken to stop this wherever this is happening. You have rung the bell. One thing more, Sir.

**Mr. Deputy-Speaker:** Shall I have to ring the bell once more also?

**Pandit D. N. Tiwari:** Two minutes only. Sir. I will not detain the House.

There is going to be the Gandak bridge at Sonapur. It has taken too long to be constructed. I am told it is going on according to schedule, but I think if attempts had been made, it could have been constructed long before. There too the capacity of the bridge is not for broad gauge double line. It is going to be only metre gauge double line. In course of time, the whole track, I hear, will be changed into broad gauge. In that case, the present bridge will be insufficient to accommodate broad gauge double lines. There is still time to make improvements, and they should be made.

**Shri N. R. Muniswamy (Vellore):** Let me also join my hon. friends in

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offering my appreciation of the efficient services that the railways and the railway servants at all levels have rendered in the context of the Second Five Year Plan.

**Mr. Deputy-Speaker:** Soon after the appreciation, criticism has been forthcoming. Is it going to be the same here?

**Shri Braj Raj Singh (Firozabad):** He is not offering his appreciation to the Ministers, but the workers.

**Shri N. R. Muniswamy:** I have heard with patience the speeches delivered here. There may be lapses and drawbacks in the administration here and there, but on the whole they deserve appreciation.

I would first refer to the organisation and composition of the Railway Board to which Shri Mohammed Imam also referred. Everybody is aware of the history of the Railway Board. It came into being in 1901 or so because of the recommendation made by Sir James Robertson who had been asked to go into the question and make a report. He suggested that there should be a Board with three members, one of them being the Chairman or the President as the case may be. Subsequently, several improvements and variations were introduced. In subsequent years the matter was examined by Sir James Mackay and Sir Ackworth, Shri Neogy and lastly by Pandit Kunzru. As I understand it, the Railway Board was set up initially to co-ordinate the work of the several railways running in the country and to have a uniform policy in regard to various matters like administration, economy, accounting, finance, commercial matters etc.

At present, there are five members on the Railway Board, but it appears there is no limitation on the number as in the case of Supreme Court or High Court Judges where we have 8 or 14 Judges. The Railway Board seems to be expanding. As and when

necessity arises we are adding one more member, though, for my part I do not know for what reason they are being added. Possibly their services cannot be dispensed with and can be better utilised in the Railway Board.

The railways have been divided into several zones, and there are demands by Members of Parliament for the creation of more zones, and we do not know how many more are going to be created. In this context I suggest that, though there need not be several Boards, the members of the Board should be men of all-embracing knowledge, covering financial, technical, engineering and other aspects. Each member should be as good as the other. Now they are under a Chairman who happens to be the Secretary, and the other members are not in that position. I suggest the Railway Minister be the Chairman of the Railway Board and that every member of the Board have the right of approach to the Minister direct.

**Shri Jagjivan Ram:** Every Member has got that right.

**Shri T. B. Vittal Rao:** Every member is a Secretary.

**Shri N. R. Muniswamy:** Let him hear me patiently and reply later.

At present there appears to be no limitation on the number of members of the Railway Board, and we also go on appointing Assistant and Deputy Directors. It is all confusing. It seems to be an empire by itself, and within that there appears to be another empire.

**Shri S. V. Ramaswamy:** There are only five members.

**Mr. Deputy-Speaker:** He is referring to the future. He says tomorrow it may be more.

**Shri Harish Chandra Mathur (Pali):** There are only five members. Each member deals with a particular subject. One is for transport, one is for engineering etc.

**Shri N. B. Muniswamy:** That I understand. There may be ten also in the context of the coming Plans, but let it be a compact body and let there be a limit fixed.

My point is that every member must be well-versed in every subject, and must be able to deal with everything as well as any other Member. And their representation should be on the territorial basis. They should all sit together under the chairmanship of the Railway Minister and evolve a common policy of administration.

15 hrs.

I would suggest that it is better to have some committee to go into the question of the composition, organisation and control of the Railway Administration. The Kunzru Committee had made certain recommendations in this behalf in 1948 or so. It is now thirteen or fourteen years since those recommendations were made. So, it is better to have one more committee to go into the question, so that the organisation, composition and the scope and functions of the Railway Board could be very well defined.

In this connection, I would submit that there can be a good deal of decentralisation. We are having so much work in the context of the Second Plan and the Third Plan which is in the offing, and I agree that more men are needed to cope with the increasing work. But instead of having greater and greater number of Members in the Railway Board, it is better to have a fixed number there, and delegate the powers, both financial and administrative, to the different zones. Otherwise, what will happen is that every file will have to travel from the board to the zone and *vice versa*, and this results in delay. If

the powers are delegated to the zonal heads, then the members of the Railway Board will be relieved of the pressure of work, and they can begin to devote their attention to more important aspects, such as economy, efficiency and so on. It will also enable the members of the Railway Board to tour the country and know the people's minds and their needs etc. I do not know whether they undertake such journeys at present. But I would suggest that they must tour the country as often as possible.

So far as the railway lines are concerned, as my hon. friend has pointed out, instead of there being two or three or even four lines in one and the same region, it is better to disperse the lines over different regions. At present, we are having double lines and treble lines; in fact, there may even be four lines. Besides, we are also having electrification. And we are investing huge sums of money in these things. Therefore, I would suggest that we must develop those areas where there are no railway lines at present, so that we can have the pride of saying that no part of India is there which has not been linked by a railway line. There has been an agitation here in this House that every part of the country must have at least one railway line. I quite agree. Under developed and undeveloped areas must have priority over the developed areas. That should be the policy. But I find that the developed areas are more vocal and more vociferous—I am sorry to use such expression—and they seem to get extra; this is also because probably they are able to exert greater pressure on the Administration either by themselves or through some others. That is how things have been going on all along. It is to remedy this kind of affairs also that I am suggesting a re-examination of the composition, scope and functions of the Railway Board.

I am not asking for the elimination of the Board as such, or that the nomenclature should be changed. In

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fact, there is an agitation that the nomenclature of the Board should be changed, and it should be made into some kind of a statutory board. But I am not suggesting anything like that. I am only suggesting that their work must be reduced, so that they can attend to bigger and more important matters.

I would like to say something about the economy aspect now. From the report of the Railway Board, we find that there has been an extra expenditure of about ten to eleven per cent, because of low grade coal having been supplied as against high grade coal. I do not know much about the quality of the coal. All the same, I find that the coal supplied to the railways is not of the quality which they wanted. The result is that the efficiency of performance of the engines etc. has gone down. It also results in much loss. For, I find that they throw away used coal and also unused coal wherever the engines are parked, whether in the shed or elsewhere. I do not know how it happens, but I have seen while travelling in the trains heaps of good coal lying on the wayside. I cannot understand how it could come to the roadside, unless it be that there has been some manoeuvre or some design to do some pilferage. I have seen these things myself, and, therefore, I need not cite anybody else in my support. I think this matter has to be looked into, with a view to avoiding unnecessary expenditure, so far as coal is concerned.

It has been suggested that if there is dieselisation or electrification, we can save a good deal of coal. But I know that it will cost a good deal more to have electrification or dieselisation. I do not know whether the Finance Minister, who is here, will be able to supply that amount of foreign exchange which will be required for the purchase of the engines or the electrical equipment etc. Therefore, I feel that if the railways

are a little bit careful in regard to the usage of coal, they can save a lot.

My next point is with regard to the punctuality of the trains. From the report, I find that there has been a slight improvement in the punctuality of trains. But, still, it is not up to our expectations. I only wish that the railways are a little more alert in regard to this matter. I remember that during 1930-35, the agent of the M. & S. M. Railway in those days used to come to the station just in time to see whether the Express arrived at the right time or not. And it always used to arrive at the stroke of the clock. We used to start at twelve o'clock from our place to attend court and be back in the evening by some other train, and the trains used to be very punctual. In those days, the railway people took some interest to see that the trains arrived at the right time.

Here, I must congratulate the officer concerned at Vijayawada. Even though the GT Express may arrive several hours late at Vijayawada, still, he sees to it that the train is not delayed there for longer than is necessary, and he always says 'You must be very quick; you should not take more than five minutes' and so on, with the result that from Vijayawada, the train reaches the destination in time. I want the people all over the railways to take some more interest in regard to this matter and see that the trains are run in time.

In the former days, the drivers used to be mainly Anglo-Indians. I do not say that other drivers are not so efficient but the Anglo-Indian drivers used to take pride in driving, and they used to take interest in quick driving, whereas, we find that our people do not take so much interest, and they say, never mind, we shall go slow. Our people do not take it to heart that they must drive better and more quickly, as the



Anglo-Indian drivers used to do in the past.

**Mr. Deputy-Speaker:** The hon. Member must try to conclude now. He should not worry about the clock. He should listen to the bell and not worry about the clock.

**Shri N. E. Muniswamy:** I am sorry. I thought I must have an eye on the clock also, as much as you do.

**Mr. Deputy-Speaker:** Then, the hon. Member is wrong; he has not been giving full attention to the bell.

**Shri N. E. Muniswamy:** I only wish that the Railway Administration would encourage in greater numbers Anglo-Indian drivers. I do not mean thereby that they should eschew the others, but since I find that the Anglo-Indian drivers are very good drivers, they may be put in charge of driving; moreover, they take to driving with some kind of pride and love, which others do not do.

As regards corruption, an hon. Member who spoke a little earlier said that corruption was there to the extent of 99 per cent.

**Shri Yadav (Barabanki):** 100 per cent.

**Shri N. E. Muniswamy:** I do not agree with him. I do not know to which part of the country he was referring, when he said that corruption was there to the extent of 99 per cent.

All the same, I would submit that there is some sort of *mamool*. You may characterise it in any way you like, you may call it corruption, the politician may call it something else, and somebody else may call it as something else, but, all the same, this *mamool* is there. It may be a few rupees or a few annas, and it is just thrown to these persons; it is not that they demand them. All the same, I agree that it is corruption. In fact, there are cases where the per-

sons are persuaded to do this kind of thing. It is not only the receiver but also the giver who has to be blamed for it. Sometimes, in order just to get out of some difficulty at the station, or to minimise some trouble at the station, the persons come and pay the *mamool* to the railway employees. It is corruption, and I would request that the Railway Administration must attend to these things and see that this kind of corruption also is put an end to.

So far as ticketless travellers are concerned, I find that a directive has been issued from the Railway Board that every ticket examiner has to book at least a certain number of cases, maybe, ten or fifteen every month. The result is that the ticket examiners quickly finish this business in one week. Their quota is fulfilled. So for the rest of the time, they do not do the job. When I ask them, they say 'We have got so many cases. Why should we do any work for the rest of the time. The quota is completed'. This means that they are doing the job only to a certain extent. I only wish that this mentality must be changed. The ticket collectors and others should also be given some extra facilities. They are not satisfied with their present conditions of work. There is extreme discontent. So they do not want to do the job. If it is a government job, everybody is indifferent; if it is one's private work, it is done much better. The co-operative spirit is not there. The feeling is: 'Let the other man do it. Why should I bother? Why should I not keep quiet?'. This is not the way in which things should be done.

**Mr. Deputy-Speaker:** The hon. Member has already taken 17 minutes.

**Shri N. E. Muniswamy:** I shall finish in one minute.

So far as accidents are concerned, I wish that the Railway Minister convenes a conference, not a conference of the General Managers of the var-

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ious zones, but a conference to which the top officials of railways in other countries are also invited. The types of accidents which occur here are the same as occurring in other countries also. So we can invite them and ask their opinion to avoid such accidents. It is no use having our own way of doing things. We should benefit by the experience of the railway authorities in other countries also in dealing with accidents. Therefore, a conference of the kind I have suggested should be held to see how accidents can be avoided.

The last point is regarding damages or compensation paid in respect of goods in transit either due to pilferage or other reasons. I only wish that they should minimise it, instead of paying a little more. Let them try to avoid damages and let them minimise the expenditure on this score.

**Shri Bimal Ghose (Barrackpore):** I would like to make a few observations on three topics, railway finances, operational efficiency and problems arising out of fuel consumption. I find that these topics are more or less common with many other speakers. But to my mind, they are very important. There is also another very important matter, relating to staff matters, which will be dealt with by a colleague of mine.

With regard to railway finances the position today, unfortunately, does not look very satisfactory. I do not know what the Railway Minister has to say about the future. If the expenditure, as has been pointed out, mounts up in a larger proportion than the receipts, it cannot go on for a long time. Also, it is found that sometimes the estimate for receipts is a little bit optimistic. Let us take, for example, the estimates of 1960-61. The goods to be carried are put at 17 million tons (additional) over the quantity estimated to be carried during 1959-60. Now that seems to be

not possible for the railways to carry. I do not know whether even traffic of that order will originate. Even if it does, I do not think the railways will be in a position to carry that traffic. For instance, it was stated by Shri Frank Anthony that last year it was estimated that there would be an increase of 14 million tons whereas the actual increase was only 10 million tons. It also happens that so far as gross receipts are concerned, the actuals are lower than the revised and the revised lower than the estimates. So far as 1959-1960 is concerned, the revised and estimated figures of expenditure are the same; I do not know if the actuals will also be the same.

In former years—about five or six years ago—in the reviews that the Ministry gave us, we used to find that the railways used to mention whether they were able to carry all the traffic that was not being offered. It used to be stated that the railways were in a position to carry all the traffic that was being offered. I want to know what is the position today. Are the railways able to carry all the traffic being offered?

**Shri Jagjivan Ram:** Yes.

**Shri Bimal Ghose:** Then why is it that complaints are received that iron ores meant for export are not being moved properly? If the hon. Minister will deny it, I will produce documentary evidence in the shape of letters from traders to say that their ores are not moved in time, ores meant even for export.

**Shri Jagjivan Ram:** There are large quantities at the ports themselves.

**Shri Bimal Ghose:** Large quantities. That means that the railways are not able to move all the quantities that are offered. In the speech of the Minister, it is stated that the wagon position has improved, but traffic is not forthcoming and at cer-

tain periods wagons have to be stabled. I would like to have certain figures about the period during which wagons were stabled, and how many were stabled.

Then there is the question of slack season and busy season. The Railway Minister has legitimately said that it would be better to even out the load on the railways, and more traffic should be carried during the slack season, particularly coal and other heavy goods. Now, the question of dumps has been engaging the attention not only of Government but of many other people for a long time. Many commercial organisations also have made that suggestion. The point is that the small traders are not financially in a position to create dumps and have coal moved and kept there for a certain period of time. Why do not the railways take up this question? Let them move the coal during the slack season and have dumps in certain places so that it may be sold to consumers nearby in the busy season. This will avoid congestion during the busy season. If the railways think that the trade will do it, I can say the trade will not do it. Then what is the alternative? If the railways will not do a thing like that, we will go on accusing one another. But that does not lead to any solution.

So much about revenue and expenditure. Let us take the other indices. Take, for example, the ratio of surplus to capital-at-charge. That has declined. The railways will say that the capital-at-charge is increasing and so it will decline. But I ask: whether this is a commercial proposition. Will a commercial concern say that just because its investment or capital has increased, its profit will be less? If the investment increases, the profit will be more. In the same way, the ratio of surplus to gross sales—in the case of railways, gross receipts—should increase. But it is declining. No commercial concern runs in a way that its profit in relation to its sales declines.

It might be said that the railways are not a profit-making concern. I can understand that. Let us realise that it is not a profit-making concern. On that, I shall have to say something more later on. But in the last Convention Committee it was treated as a commercial concern which must yield a surplus. Then many things happen. The railways have to open up lines in places where it may not be commercially profitable, but is in the national interest to do so. If it is in the national interest, why should the railways bear the cost? If we treat it merely as a commercial concern, the railways will open new lines only in profitable areas. We do not want that to happen in the national interest. Therefore, the railways should be treated somewhat differently from a purely commercial concern.

There is one other thing. The capital-at-charge is increasing at a very rapid rate. I believe at the time of the last Convention the idea was that by the end of 1959-60 the capital-at-charge would be something like Rs. 1200 crores. I am sure it is much more than that by the end of 1959-60. One has to determine what should be the capital-at-charge for the railways and how much should be used as a loan. Moreover—I am saying this now, but I will have more to say about it a little later—all the government undertakings have a share capital and earn a dividend only if there is profit. In the case of railways, it is different. The dividend has to be paid. It is a sort of a loan at the convention rate. That is not putting the railways in the same category as other commercial enterprises of Government. For example, the Air India International is incurring losses year after year. There is heavy investment in that. But, we do not for that reason say that the Air India International should not, therefore, carry on its operations. I have tried to show that even on previous occasions the Railways were treated differently and the Railway Minister concurred in that.

[Shri Bimal Ghose]

I am not satisfied with the position of the Fund, the funds that have been set up like the Depreciation Reserve Fund, the Development Fund and the Revenue Reserve Fund. The Depreciation Reserve Fund has come to a very low figure; it is Rs. 17.75 crores and it started in 1955-56 with over Rs. 100 crores. It only goes to show that the amount necessary for purposes of renovation is more than is being set apart towards the Depreciation Reserve Fund. That is not good for a commercial concern. The Development Fund has vanished. It is in the red and there will be a borrowing of about over Rs. 33 crores by the end of 1960-61. The only Fund in which I find that there is a balance is the Revenue Reserve Fund.

What I want to ask is this. Railways have resources in the Revenue Reserve Fund of more than Rs. 53 crores whereas they are borrowing from Government for deficiency in the Development Fund. I do not know what the rates for the two are, what the borrowing rates for the Railways is and what rate the Railways get for the funds that they bank with the general revenues. If both are the same I have nothing to say. If both are not the same, then it seems to be unfair that whereas there are funds with the Railways particularly in the Revenue Reserve Fund they should, at the same time, be borrowing for their requirements in the Development Reserve Fund. I think the Railways should pay to the general revenues at least the interest they are getting; if the interests are not equal, they should be equalised.

The position of these Funds, as I said, is not satisfactory. For example, when the Revenue Reserve Fund was set up, the idea was to have, I believe, two years' dividend accumulated in the Fund. Even the Wedgwood Committee stated that it should be about 6½ per cent which comes to about Rs. 100 crores on the capital-at-charge today, I mean at the end of 1960-61.

Reserve Fund. I know the Rail Minister will answer that all the questions are going to be remitted to the Railway Convention Committee and that is an end of it. But that is not fair in this sense the Rail Minister has a duty and that duty is this. The Railway Convention Committee considers the question on the basis of the statements and memoranda prepared by the Railway Ministry.

At the time of the last Convention the Railways thought that Rs. 50 crores would be sufficient for depreciation. That was an under-estimate. They thought that the capital charge would be only about Rs. 30 crores at the end almost of the Second Five Year Plan. It was also an underestimate. So, if estimates go wrong then the decision will also be vitiated. Therefore, I take this opportunity to urge upon the Railway Minister that he should be very careful this time and that he should not readily agree to anything that the Finance Minister may want him to do. As a matter of fact, it bails down finally to an agreement between the Railway Minister and the Finance Minister and the Convention Committee just registers that decision.

**Shri Jagjivan Ram:** You are paying any tribute to the Convention Committee.

**Shri Bimal Ghose:** I had had some experience last time; and that is what actually happened at the time. Therefore, I am requesting the Rail Minister in his own interest that should prepare his case very thoroughly.

The second point I want to take is about operational efficiency. It shall be covering more or less the same ground. There are certain indices which have improved and Railways deserve congratulations for that. There are certain indices which have deteriorated; for example,

ly improved but it has deteriorated as was pointed out by an hon. Member in the other House. It is unfair that figures are given in certain publications, particularly in that very handy book 'Indian Railways', and the basis for the figures changes from year to year, and that is not pointed out. The figures for the speed of goods trains, in the latest book which we have received, is for all tractions, whereas the figures in the other years were for steam traction only. That makes a lot of difference.

Even the Railway Minister has stated in his speech that there has been an improvement in goods train speed taking the period up to October or November 1959. But that also leaves us with no basis of comparison because I do not have any figures as to what was the position in October 1958. So, I suggest that all the figures should be for the financial year. And, let us compare them on the financial year basis. Whenever it is good we shall agree it is; and whenever it is bad, we shall say it is bad. So, if there is no comparability of figures it is difficult to quote figures and prove anything. In the same way I think wagon miles per wagon day has deteriorated and that also has its effect on the net ton miles per wagon day.

I do not want to say much about these points about operational efficiency. We bring out every year points of complaint or cases where efficiency has deteriorated. The hon. Minister gives explanations that there has been flood, there have been breaches, there have been strikes in the Tatas or that there was a disturbance in the ports and, therefore, things have gone wrong. These explanations do not prove anything.

When things are better the Railway Minister does not give an explanation; he takes credit as he should. I quite understand that. But I want to ask him a straight question and the question is, 'Does he think that in the present position and with the present equipment, there is much scope for improvement in operational efficiency?'

That question has to be answered. On that I found two different opinions.

I read about a year ago some observations made by the World Bank Team which came here about three years ago or so in which it said that every effort should be made to improve the operating efficiency of the Railways for which there is apparently still considerable scope. This would lead to indicate that there is still much scope for improving the efficiency of the Railways. But I read in a recent journal an article written by an expert on Railways in which the following was stated. It was said that the present capacity and the present type of equipment of the Railways have already reached the point where the law of diminishing returns has begun to operate in certain spheres. Hereafter **much advance in operational efficiency** will not be possible except with a radical change in methods adopted, e.g., large scale electrification, dieselisation and also doubling of track, modern system of signalling, introduction of tele-printers, electronic devices, push-button cabins, centralised traffic controls, etc.

The point I wanted to make is this, whether our Railway Minister feels that in the present position and with the present equipment there is much scope for improvement in operational efficiency. If there is not much scope he should say that plainly so we need not bring this topic every year. He should say whether any appreciable improvement will depend upon certain improvements being made in the railway equipment and so forth.

Finally, about fuel consumption, to which I have had occasion to refer last year, I do not want to repeat what I said last year. The only point I want to know is this. The Government had appointed an expert committee on coal consumption on the Railways. The hon. Minister has said that he has also accepted many of their recommendations. Only a few remain to be considered or accepted. I would ask him as to what has happened to two recom-

[Shri Bimal Ghose]

mendations. One was that good quality coal would not be available to the Railways. The railway's requirements during the Second Plan period were 16.5 million tons and in the Third Plan period, there will be a total output of 100 million tons and the railways might get about 26 million tons. Beyond that the railways should not depend on coal for their future requirements. So that, there is necessity for thinking out ways and means by which the problem of fuel consumption on the railways could be solved. They suggested, I believe, that coal washeries should be set up immediately so as to start functioning from 1960-61. What has been done about it? I believe the Fuel Research Institute suggested that there should be five coal washeries. Have the Government considered that suggestion? It appeared to be the opinion of that expert committee that without those five, the railway's requirements would not be met. Of the five, they said that three would be profitable and two might be unprofitable. Is there sufficient market for the disposal of middlings and rejects? For instance, the washed coal would be very costly. Secondly, the expansion upto 1965-66 will be the final expansion for steam traction. What is the railway thinking on this matter. If they have not taken any steps, how are they going to meet this question of fuel consumption? Otherwise, not only will the cost of fuel consumption go up but speed, efficiency and other things will also suffer; inferior coal will affect movement.

I would, finally, request the Railway Minister to give us statistics which are handy. For instance, I know that the position about replacement of rolling stock has considerably improved. In order to find out what improvement there has been, one has to go through four, five or six publications to get any idea. Why are they not given at any place? The Second Plan target was for over 2,100 engines, over 1,11,000 wagons and a certain number of

coaching stock. Upto the third year, where are the quantities we have acquired and what do we expect to acquire by the end of the Second Plan. These figures should be given. It is not fair to distribute these figures in different places. These fragments of information have got to be placed together. In the big red book, you will get an idea of the total requirements in the Second Plan period, and what has been acquired upto 1958-59, that is, for three years. Thereafter, there is nothing. In some other place, it is said that the engine position would be quite good, coaching position would not be less good but the wagon position might be difficult. So, it is my request to the hon. Minister that he should give us statistics in a more informative manner so that we can make fruitful comments.

**Shri Kuttikrishnan Nair** (Kozhikode): Sir, I rise to support the Railway Budget for 1960-61. Going through the speech and the Budget papers, there is a sense of satisfaction in us. Even after active participation in the nation building activities and showing due care for the welfare of the staff and passenger amenities and running additional trains, etc. the Railways had been able to maintain the commercial aspect also. It should be a lesson to some of the institutions that are being worked in the public sector of ours. This success is to a large extent due to the co-operation of the employees and the Railway Minister has been fortunate to get that co-operation. He gave some hope by his active participation in their difficulties and that is the main reason for the success of the Railway Administration. There might be difficulties here and there but on the whole it has been done on very efficient lines.

Speaking in the general discussion, I wish to speak a few words on behalf of the licensed porters. They are not regular employees. Their recruitment and employment conditions, wages, etc. are all decided by the department. They do the loading and unloading work on parcels on behalf of

the railways. The fares have increased; the freights have been increased but the rates given to them have been stagnant for a long time. It is high time that they were revised.

I have also to make a suggestion that qualified licensed porters may be absorbed while recruiting in the lower grades of the services. A percentage has to be fixed. Merely giving them an opportunity will not be sufficient. A percentage must be fixed for which these people must be selected to fill that percentage.

Coming to the regular workers of the railways, I will make a few suggestions about the workers who were penalised for patriotic activities before Independence. The Railway Board was fair to them. It issued notification and as a consequence in 1955 some of the patriotic workers were reinstated. It issued directives to the General Managers how to fix their pay. Some amenities were to be given to them. But that section has not got the full benefit of the direction. There is a proverb in our language which says that even if the Almighty God is pleased to grant the request of a devotee, the *archaka* sometimes stands in the way. That is what has happened in the case of these employees.

I have also to refer to some of the employees in the Deluxe trains. Their grade of pay is low.

**Mr. Deputy-Speaker:** The hon. Minister wants the particular Minister who is standing in the way to be identified.

**Shri Kuttikrishnan Nair:** The fact is there. We cannot shirk our responsibility. When rules are made, they must be implemented.

Regarding the employees in the Deluxe trains, the grades of pay in respect of certain categories are very poor. The rate of allowance is very little. They have not got the facilities of leave and rest arrangements. I request that the hon. Minister should kindly look into this matter.

I should next like to make a reference to the ministerial staff of the transportation branch in the Olavakkot division. When that division was formed in 1956, seniority in the division was recognised and when a head clerk was appointed it was accepted and the seniormost man in that division was appointed. But when the subsequent filling up of vacancies came, others were transferred to Olavakkot and the seniority of the staff there was overlooked. The satisfaction of the workers is to be absolutely ensured and it is absolutely necessary for running any establishment.

Coming to my State, Kerala State, I have to plead for a little more consideration. Our capital is at Trivandrum. It is situated at the southernmost corner of the State and for getting anything moved at the capital, one has to cover 400 miles. There is only one through train that takes the people from Ernakulam to Trivandrum. There are two trains taking off from Mangalore towards Ernakulam. But there is no connection. I request the hon. Minister to look into this aspect also.

About the rolling stock, I should like to say one thing. The coaches I think are first manufactured in India. But I would request the Minister to see that at least some newly built coaches—even if they be five years old at least—may be put on the line in Kerala, so that the people there may know the nature of advancement the railways have made. I am not exaggerating. There is no fan in the third class compartments in the trains there. One cannot witness such a situation anywhere else in India except when one travels by the trains in Kerala.

I have next to plead for the re-modelling of the Calicut station. Apart from whitewashing and other small improvements, practically nothing has been spent on this station ever since its inception. Calicut is one of the biggest commercial centres in Kerala. From the point of view of

[Shri Kuttikrishnan Nair]

collection of sales tax, it was second only to Madras in the old composite set-up of the Madras State. During mail time, it is impossible to walk on the platform, because it is flooded with parcels. When the Minister comes, it is cleared and there will not be much congestion. But nothing has been done to improve that station. By investing a few lakhs of rupees—not crores—it could be remodelled. I was sorry that when the Railway Minister visited the place, I could not be there and show him the difficulties.

Then there is another thing. It is with regard to the need for an over-bridge. This request has been there for the last 40 years, in addition to the claim for remodelling the station. The town, as it is, is cut into two by the railway line. It might have developed after the railway line was laid, but the fact is that the whole town, which extends to a length of six or seven miles, is cut by the railway line. There are about nine level crossings, and at a time for about half an hour, whole traffic is held up at these crossings. There is not a single over-bridge.

Coming to other facilities on the west coast, I would plead for a connecting link between Mangalore and Hasan. For us, to come to Delhi, or to Bombay, we have at present to travel by a circuitous way. The connecting line between Mangalore and Hasan is a dire necessity as far as the west coast is concerned. I hope the hon. Minister will take it up in the Third Five Year Plan itself.

**Shri Shankaraiya (Mysore):** Mr. Deputy-Speaker, Sir, railways as a national undertaking and as the main carriers of goods and passengers in the country have no doubt given a good account of themselves. Both as regards goods and passenger traffic, figures have been furnished to us and the rate of progress has been shown. They are improving though there is still room for improvement. I congratulate the Ministry on some of the

amenities and facilities that have been given recently and on the steps taken towards improving the passenger facilities, especially the introduction of sleeping bogies and new types of bogies and coaches for the passengers. I must also congratulate the Ministry for furnishing us with a booklet called *A Review of the Performance of the Indian Government Railways during the Second Five Year Plan period in the background of the prevailing economic conditions*. It gives us useful information and it is a good thing that it has been given to us.

In spite of all the progress that we have achieved and in the light of the information that has been furnished in this booklet, I would like to bring to the notice of the Ministry one feature, and I would like to ask whether they have been proceeding in the right direction and whether the anticipated progress will be maintained. Reference to selected commodity movements in relation to production has been made at page 13 of the booklet mentioned by me. The hon. Minister has been pleased to state that the bulk of the production, particularly in the basic industries and heavy industries, has been carried to the extent of 95 per cent by the railways. No doubt it is a good thing. 16 items have been mentioned in this connection. If we closely scrutinise the list, we would find that the controlled articles or the low-rated articles are carried to a greater extent by the railways. In respect of these articles, the railways have been preferred, but where the high-rated articles come in, that is, articles like cloth, sugar, sugarcane, cotton, salt and manufactured fabrics, we find that the railways have not been carrying enough quantities. There has been an admission to this effect in the booklet itself; it has been said that the railways have not been getting their due income in this regard owing to the fact that other modes of transport have been en-



croaching on the railways. This is a serious factor to be noticed. No doubt, the low-rated traffic is being carried by the railways, but the cream, that is, the articles which yield greater revenue, is being diverted and carried by other modes of transport.

If we take road transport and the competition of roads, and if we envisage further road competition in the near future, I wish to state that whereas the capital invested by the railways as against that of the roadways works up to 1:4, the capital is four times in the case of the railways—the ratio as regards the traffic carried by the railways and the roadways works up to 1:10. This is a serious matter. If the railways have the monopoly of carrying only the low-rated traffic, the income of the railways in this respect will be only diminishing hereafter.

Coming to the passenger traffic, though there has been a slight improvement in this regard, and though we can take into consideration the increase in population and the development of industries and commerce as also the increased travel-mindedness among the people, the progress is very little. Much of the revenue is taken away by the other modes of transport. Even though we have been given a rosy picture in these documents, still, I am very doubtful whether we will be able to maintain this and compete with the roads. When the Neogy Committee's report comes in, we may consider this aspect in detail. But this is a matter which has to be taken into consideration by the railways earnestly and they should not sleep over the mere fact that they have been showing some progress.

I must also congratulate the hon. Minister on the steps he has taken in organising the research designing standardisation organisation. This has been effected only on the mechanical side. Some mechanical improvements and design researches have been made. I would suggest

that in order to avoid delays, to take stock of all the competitions that the railway is likely to face in the near future, a similar organisation should be set up to study into the working of the railways and to organise in a planned manner the traffic development, the amenities to be provided, the means to be adopted for coordinating the working of the different railways, etc. Now there is no harmonious co-operation and co-ordination between the several zones. Each railway is responsible to itself and there is no perfect co-ordination with regard to wagon-loading, etc. Even though the Railway Board may be doing it, it is not discharging its duties properly. I suggest a similar organisation be set up to take immediate action as and when occasion arises.

The Southern Railway is too big. It is being run at a loss of Rs. 5 crores every year and I am sure it will never improve for a good length of time, because according to the explanation given, the cost on coal would be to the extent of Rs. 3 crores. This problem will be there always. The whole Indian Railway will be faced with the fuel problem. In another six years, with the contemplated expansion and the introduction of a number of new trains, the fuel problem will be there and in the Southern Railway also, it can never be overcome. What is the remedy? Compared to the company days, the operational efficiency has gone down considerably in the Southern Railway. It is too big and it has not been managed properly. It must be divided into two zones.

About this loss, I would ask the Ministry to consider seriously one thing. Southern India being a plateau, even if you introduce diesel engines, the same diesel engine which carries 1500 tons will not be able to carry even half that tonnage in the southern plateau. The solution lies in electrification. In the south, electricity is cheaper; we have got hydro-electric power at cheaper rates. Ins-

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stead of carrying coal and incurring a loss of Rs. 3 crores every year, if you capitalise this loss and convert it into electricity, it will be cheaper, even; if you have thermal stations. With the hydel power, lignite and thermal stations, it will work out cheaper than coal.

With the new invention of electric engines with alternate current, the capacity is supposed to increase up to 6,000 tons, compared to the capacity of 3,000 tons of the diesel engine. So, in the larger interests, the southern zone should be divided into two zones for purposes of operational efficiency and for the removal of the loss, electrification is the only method. I hope the Minister will seriously consider the matter.

They must also introduce rail cars to reduce the cost. This is absolutely necessary in the south particularly, because on account of the high gradient, not only is the fuel consumption high, but the percentage of parting of trains, i.e. the couplings giving way on account of heavy weight while moving in the gradient track, is also far greater than in any other zone.

I now wish to say something about the Satyamangalam railway and the Hassan-Mangalore line. I have got a different story to tell here. We have been pressing this railway for the last 50 years. Promises were made at the time of integration to implement it. A definite undertaking was given by Shri Gopaldaswami Ayyangar on the floor of this House that it would be sanctioned and the work would be taken up in 1951. With regard to the Mangalore-Hassan railway, the hon. Minister was pleased to say that he had ordered surveying, the work would be taken up and he would come to the House for supplementary grants by the end of the last budget session or the next session. But till today it has not been realised and

I am not blaming the hon. Minister. I know he is sincere and he has done his best. My complaint is against the Planning Commission. I ask what right do they have to nullify or cancel or put off an undertaking given by the Central Government to the State Government at the time of integration? An assurance was given on the floor of this House and if such assurances are flouted, where is the remedy? Not only now, but it was given 10 years ago in 1951. I am unable to understand this. In the second Five Year Plan, we are spending nearly Rs. 1200 crores on nearly 700 to 800 miles of new lines, 700 to 800 miles of renewals, doubling, etc. These lines have been in demand for the last 50 years and undertakings have been given. I want to know whether it is still going to be flouted or it is going to be taken up.

The reason given to us is that the priorities have been given for the movement of coal and iron for the new plants. Applying this reason, have not Mysore and Karnatak areas been supplying iron? Are they not supplying manganese ore and exporting foreign exchange? Should not that line be developed? Whereas the State Trading Corporation has sanctioned Rs. 2 crores for road development for the movement of these things, the railways are extremely slow. They have not spent a single pie to add an inch of line to what was there in the beginning. Mysore has been earning foreign exchange through coffee, cardamom, etc., but it has been neglected. The whole west coast is neglected, in spite of the assurances given. Not only Mysore but the whole of Andhra, Travancore, Cochin and other States have been neglected, and I can give you facts and figures to prove that. Whereas in West Bengal the route mileage for one thousand square miles is 69 per cent, in U.P. it is 47 per cent, Punjab 48 per cent, Mysore 22 per cent and

16 hrs.

**Pandit D. N. Tiwari:** What about Bihar?

**Shri Shankaralya:** For Bombay it is 49 per cent.

**Pandit D. N. Tiwari:** What about Bihar.

**Mr. Deputy-Speaker:** The hon. Member should not give out figures that might be useful to other States.

**Shri Shankaralya:** I have got figures for all the States. For Bihar it is 46 per cent. But for Mysore it is only 22 per cent, and Andhra 26 per cent. Mysore has been neglected for the last fifty years. So, without dilating much on this, let me say that this portion has been completely neglected all these years.

Then I want to bring to the notice of the Railway Minister one thing. We have been claiming that if the Sathyamangalam railway line is sanctioned, it will relieve the congestion on the other lines, e.g. Jolarpet-Erode line. But we find from page 31 of the Explanatory Memorandum that the doubling of the Jolarpet-Erode line is taken up. We had all along been claiming that if the Sathyamangalam line is taken up the whole traffic from northern India towards the western side could be carried through this line and the congestion in the other line removed. But, instead of taking up this line, they now want to double the line in a route where there is congestion. I also cannot understand the advisability or wisdom of doubling the line from Bezwada to Madras. Instead of doubling the line, if they divert the traffic from Kasipet to Secundrabad and have a direct route from Secundrabad through Erode right up to Coimbatore, it will reduce the congestion in Madras and Jolarpet. Instead of constructing this line, they are trying to double the existing line. I am not able to understand what the wisdom in it is. Suppose,

on account of the rains or adverse circumstances of the season the Madras-Bezwada line is breached at several points. Then the whole line will be blocked. Instead of that, if you convert the Kasipet, Secundrabad, Guntakkal-Bangalore line, it will give you an alternative route, which would relieve the congestion, and in times of emergency or crisis serve as an alternative route connecting Coimbatore with those areas through Erode. Apart from reducing the congestion at the Jolarpet-Erode section, it will assist the development of other areas and provide further facilities to passengers going to Erode, Coimbatore, Trivandrum and Cochin. So, I would earnestly request the Minister to consider this matter again.

Lastly, I would like to refer to one point, and that is the injustice that has been caused to the ex-State railwaymen of Mysore State. We have given petitions on this and they are pending for the last two years. We had some talks and, of course, a few were given some relief. But, on the main question, some Members of Parliament have given a written petition making certain charges against some particular officers, detailing the manner in which they have been done. Still, I regret to say, that no action has been taken on that. I hope the hon. Minister, who is conversant with all the facts, will look into the matter and see that justice is done.

**Shri B. Das Gupta (Purulia):** I will mainly deal with three important questions which vitally affect the railway administration, namely, corruption, safe travel and recommendations of the Pay Commission regarding railway servants. The hon. Railway Minister, in his budget speech, has observed:

"The problem of weeding out corruption, as the hon. Members will appreciate, is no small task, and is a reflection of the general standard of morality in the country. It is, therefore, a big national problem."

[Shri B. Das Gupta]

I cannot agree with this. I hold the view, and that is right, that if corruption has become a national problem, it has been made so by a corrupt leadership. Corruption is the reflection of the general standard of morality in the leadership of the country, big or small. Let the leaders behave better, others will follow. In the railways also let the high-ups shun corruption, and it will be a small task to minimise it, if total eradication is not possible.

I have classified the prevalent corruption in the railway in two classes: one, where the employee or the public is directly affected, and not the administration; another is where the administration is directly affected, in the sense one which affects the efficiency, finance, morale etc. of the administration. Here I would like to place before the House some facts with regard to the first class of corruption.

Let me, first of all, take the Class IV staff, who practically come from class IV citizens of our country, who form the main bulk of our population. I am referring specially to appointment to class IV staff in the South Eastern Railway. Previously, in the old days, officers had the power to appoint class IV staff. The Railway Board was compelled to stop this for there were corrupt practices indulged in by the officers. The Board by a circular, which was given effect to in 1956, gave directives to all railways to form committees in every department for the recruitment of class IV staff. A committee was to be formed with two officials and one local non-official member from the public. In Andhra district in South Eastern Railway, except in the Loco department, there is not a single committee in any department. Since 1956 hundreds of Class IV staff have been appointed in different departments by the officers concerned, and not in accordance with the direction of the Railway Board. I am sure that the Railway Board is not unaware of this

open violation of their directives. What steps have been taken against the departmental heads?

Then I come to the appointment of casual labour by the Engineering Department. These casual labour draw, on an average, thirty to forty rupees per month, but they have to pay five to ten rupees to the appointing bosses, who are high-ups, failing which they lose their jobs.

Then there is posting at paying stations. In some places it is done by a kind of auction, the highest bidder getting the prized place. Then, on the allotment of quarters, better type of quarters are meant for higher officers and senior staff. But a most junior staff can get that quarter if an adequate payment is made. I am prepared to substantiate all these if necessary.

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** I shall be grateful to him if he does.

**Shri B. Das Gupta:** I have dealt with Class IV people who form the bulk of the nation. It is not they who have made corruption a national problem, it is those who boss over them. In the railways, beginning from the DCS to the Railway Board, who is not aware of this!

Now, to give a few instances of corruption affecting the administration and its various aspects. Lakhs and lakhs of rupees are spent in the name of small construction, reconstruction, remodelling, repairs etc., which do not require sanction from any authority above the district or divisional level. How cleverly this is managed! It is known to all. Construction, abolition of that construction and again reconstruction of the same, is another clever ruse.

A beautiful new station building in Adityapur Station in between Tata and Sini section was constructed by the end of 1957 and demolished by the

end of 1958 involving a few lakhs of rupees. What for was it done? To whose interest was it?

I am coming to another point, how the railways lose their revenue. Not lakhs, but crores of rupees can be added to the coffers of the railways if the detention of wagons in collieries is strictly checked and demurrage charges can be correctly realised. The records are beautifully kept, it is all O.K. with the records. The detention over and above the scheduled time in a colliery or by a coal merchant is usually shown in the railway station on the traffic account, and the department has one thousand and one pleas to defend it. Who is going to put a stop to this? None—because even the Chief Operating Superintendents sometimes overlook these.

The running train thefts and yard thefts from wagons containing valuable goods is another curse on the railways. The compensation claims paid by the railways in 1958-59 come to Rs. 3.13 crores, an enormous sum. The compensation claims accrue through the loss of goods in transit. Organised R.T.T., i.e., running train thefts, and yard thefts are the most important causes of these losses. The *modus operandi* is hard to believe yet it is a fact. In the South-Eastern Railway my experience is that there is a network of gangs with their respective areas of jurisdiction. If one gang fails to tamper with a wagon containing valuable goods within its jurisdiction, it sells the wagon to the next gang and so on, until the wagon is relieved of its contents.

**Shri Shah Nawaz Khan:** How did he gain this valuable experience?

**Shri B. Das Gupta:** Yes, I have this valuable experience, and I can substantiate it. I can give facts and figures.

**Shri Subiman Ghose (Burdwan):** He has connection with the public.

**Shri B. Das Gupta:** It can happen, and happens, only with the unholy

alliance of the watch and ward, now R.P.F., police and the railway officers with the gangs. I can give the names of some of the gangs and the railway employees and others connected with this.

There are honest railway employees who are prepared to help to eradicate this with the necessary information and details and unassailable proofs, provided they are assured that they would not be punished or victimised by their superiors concerned. Are you going to give this assurance? I will send the railway employees to you who will give you unassailable proofs of these things.

I shall just give one instance. There was a case of one Class IV employee who had the audacity to report it, and he was given the sack. He sent his representation to the highest authorities concerned, but nothing has been done yet.

I now come to that type of corruption which directly affects the morality and efficiency of the administration and safe working of the railways. This can be called nepotism, favouritism, casteism, communalism, provincialism, whatever you like. In some places pecuniary considerations also play a weighty role.

This takes the form of promoting new and inexperienced hands to more responsible positions, which require not only adequate theoretical knowledge, but also sufficient practical experience over a long time, by superseding deserving seniors. This has lately created a flutter in the railway administration. I am now citing an instance, and to prove it I take the entire responsibility.

An ASM in the grade of Rs. 80 to Rs. 170 who has only completed eight months service has been called to appear at the selection for a post in the grade of Rs. 200 to Rs. 300, superseding all the senior staff of intermediary grade. His selection to this grade will, as a rule, post him to a

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big and very busy station dealing with mails, expresses and heavy traffic. What will be the result? He is not experienced.

**Mr. Deputy-Speaker:** Has the hon. Member written to the Minister bringing this incident to his notice?

**Shri B. Das Gupta:** No. These facts I have not referred to him.

**An Hon. Member:** He is now referring to them.

**Mr. Deputy-Speaker:** The House cannot sit in judgement, no representation can be made here for the House to take up.

**Shri S. M. Banerjee:** He is giving it as an illustration.

**Shri B. Das Gupta:** I may submit that a week ago I toured some places and I had these facts. I am placing them.

**Mr. Deputy-Speaker:** That is all right. I do not object to their being placed here, but can full advantage be taken of the intention that the hon. Member has in mind, and will the Minister be prepared to answer the charges that he is levelling, or can the Minister get information so soon to be able to reply to them? If he had written already, perhaps the hon. Minister could have been ready with all the facts and replied to him stating the actual facts according to the railway administration. But now, if he goes on citing instances—I am not here objecting to the admissibility or otherwise of it—can full benefit be derived out of these complaints? That also should be taken into consideration.

Then, he should also keep an eye on the clock. If he goes into these instances, perhaps he may not have time for some very important points.

**Shri Jagjivan Ram:** You have made a very good suggestion. I will request

the hon. Member that if he has such individual cases, it will be advantageous for him and for the employee concerned if he writes to us, so that we can examine whether some injustice has been done in some cases or not. If he mentions them here, perhaps I will not be in a position to give a reply, because it will take some time to get the full details from the railway administration concerned.

**Shri S. M. Banerjee:** Suggestion for action.

**Shri B. Das Gupta:** It is a very good suggestion. I will accept it. I will refer these cases to the hon. Minister and expect that he will do something, but I am just describing this in order to prove how corruption plays its role in the railway administration and its consequences.

**Mr. Deputy-Speaker:** That is quite all right, but does he want to stop that corruption or reduce it or only to state it here?

**Shri B. Das Gupta:** I want to stop corruption. And I want to state the reasons why corruption is there.

**Mr. Deputy-Speaker:** It would be more advantageous to all concerned if these instances were brought to the notice of the hon. Minister so that he might go into them. Still, if the hon. Member does not get a satisfactory answer, then, certainly, he has got the right to bring it up here.

**Shri B. Das Gupta:** I shall write these things to the Minister.

But, in order to have a link in my speech, I shall just cite one or two other instances for the information of the Minister, and I promise that I shall give all the details to the Minister in time.

**Shri Jagjivan Ram:** If he is going to cite these instances here, it will not be possible to give reply to them now. It shall take time to collect information from the Railway concerned and

it will be perhaps after sometime, may be in the next session, that reply may be given.

**Shri B. Das Gupta:** I shall not state all the details, but I shall just casually mention them. I have to cite them, otherwise . . .

**Mr. Deputy-Speaker:** Otherwise, the continuity of his chain is broken?

**Shri B. Das Gupta:** Yes.

A loco-shunter superseding all his senior drivers, drivers with ten to fifteen years of service, is being promoted as B Grade driver and is likely to be entrusted with the responsibility of driving mail, express and passenger trains, with no experience of work on the open line. The lives of thousands of passengers are always likely to meet grave risks in a train driven by such a driver.

I shall now cite another instance. I am citing these instances, because these are all inter-connected with the safe running of trains.

**Shri Jagjivan Ram:** Again, if I may intervene, the hon. Member is generalising the thing instead of giving the particulars. If he simply says 'drivers with fifteen years' experience', it means that all the drivers with fifteen years' experience are being promoted. He will be doing justice to the House, to me and to the Railway Administration, if he gives the particulars and says that a driver at such and such a place with such and such experience has been promoted and so on. It will be better if the hon. Member quotes the instances with the entire particulars, so that I may be able to give an answer later on.

**Shri B. Das Gupta:** Again, a most junior TXR—if I am permitted to name him, I can do so, otherwise, I shall not mention the name, but I shall only point out the place—at Adra on South-Eastern Railway, has

been promoted to a higher grade, within eight years of service.

If the hon. Minister wants that I should name him, I am ready to do so.

**Shri Jagjivan Ram:** Yes.

**Shri B. Das Gupta:** \*\*

For obvious reasons, I did not want to name these persons.

**Mr. Deputy-Speaker:** It should not be a negotiated contract between the hon. Member and the hon. Minister. I would not allow the hon. Member to mention any further names.

**Shri B. Das Gupta:** I express my regret.

**Mr. Deputy-Speaker:** I have advised the hon. Member already that he should not go into these details. He has done it so far, and I had not objected to that, but it would be no use making these general accusations. The hon. Member ought to put down these things in writing and send them on to the Minister and get a reply. Then, he can consult me, and I shall allow him a special opportunity to bring it to the notice of the House, if he does not get a satisfactory answer to that.

**Shri B. Das Gupta:** All right.

**Mr. Deputy-Speaker:** The hon. Minister has got the name for his benefit, but I shall order it to be expunged from the records.

**Shri B. Das Gupta:** He has got the name for his benefit, no doubt, but he has not yet got the description which I was going to give.

**Mr. Deputy-Speaker:** The hon. Member can say that; he can just convey the whole thing to the hon. Minister.

**Shri B. Das Gupta:** There was a TXR \*\* in Adra district, who has been

\*\*Expunged as ordered by the Chair.

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promoted, and I can say how he has been promoted.

**Mr. Deputy-Speaker:** I have advised the hon. Member that if he wants to have justice done in that particular case, then he may give the particulars as well as the conditions to the Minister. If he does not want anything to be done, and simply he wants to state them here, I would not obstruct him, but let him not give the names.

**Shri Tyagi (Dehra Dun):** Parliament should not be made a forum for this.

**Shri B. Das Gupta:** Then with your permission, I want to state the particulars.

**Mr. Deputy-Speaker:** He has only two or three minutes left.

**Shri B. Das Gupta:** I am the first speaker from my Group.

**An Hon. Member:** The 'chain' has been pulled!

**Mr. Deputy-Speaker:** If the 'pulling' is unlawful, then alone he can complain. Otherwise, if it is a lawful interference, he has to take it.

**Shri B. Das Gupta:** As the first speaker from my Group, I am expected to have 25 minutes.

**Mr. Deputy-Speaker:** I will give him full 25 minutes. He has taken 23 minutes.

**Shri B. Das Gupta:** Then I can have another 10 minutes.

**Mr. Deputy-Speaker:** Is that the arithmetic of the hon. Member?

**Shri B. Das Gupta:** This is a very important question. I may be allowed some time more.

**Mr. Deputy-Speaker:** I am sorry I cannot allow him more than 25 minutes.

**Shri B. Das Gupta:** As I was saying, a most junior TXR, that is, Train Examiner in Rs. 100 to Rs. 185 grade has been promoted to Rs. 300—400 grade within 8 years of service superseding most efficient and experienced senior TXRs with 25 to 30 years service, violating all the principles governing staff promotion. He is giving 'fit' certificates for not only goods wagons but also coaching traffic. So the conditions may better be imagined than described.

There is an instance of a Guard with four or five years service superseding more than a thousand senior and experienced Guards and being promoted to DTI and higher positions.

Added to these, excessive overworking of running staff—I am not now giving a concrete instance but making a general observation—namely, Drivers and Guards, makes the running of trains—goods or passenger—always full of risk. This running staff in practice in most cases is forced to work over 24 hours, and in some cases, over 40 hours at a stretch, against the rules.

**Shri Shahnawaz Khan:** It is absolutely wrong.

**Shri B. Das Gupta:** I can give him instances, if he wants.

**Shri Shahnawaz Khan:** Yes, we shall be grateful for that. But it is absolutely wrong. It cannot happen.

**Shri B. Das Gupta:** I take the responsibility to substantiate it. There are cases.

**Mr. Deputy-Speaker:** What should the Chair do under the circumstances?

**Shri B. Das Gupta:** There are cases where Drivers and Guards have been punished against the rules, for stabling a train after completion of over 15 hours continuous duty. In a booklet distributed to us by the Railway Ministry *A Review of Accidents on Indian Government Railways* it has been observed:



"Of the total number of 2015 train accidents in 1958-59, 1132 or about 56 per cent were caused by the failure of the railway staff".

I may assert that the wording should have been:

"failure of the railway bosses to administer justice to the railway staff".

In this connection, I should like to draw the attention of the Minister to the condition of the rolling stocks which are so deteriorated that by 1963-64, the rolling stocks of Indian Railways will require complete rehabilitation for lack of proper repairs in proper time.

**Shri Jagjivan Ram:** If the hon. Member goes through the statistics published instead of reading his brief, he will perhaps be better advised of the rolling stock position.

**Shri Tangamani (Madurai):** According to what he has said, the rolling stocks will become scrap in two years.

**Shri B. Das Gupta:** Regarding the Pay Commission's recommendations, it is gratifying to note that the hon. Minister has assured the railwaymen that the benefits which they were so long enjoying would not be curtailed. I congratulate him on that announcement.

**Shri Jagjivan Ram:** I have said only about passes and PTOs.

**Shri B. Das Gupta:** I am referring to his speech in the Rajya Sabha. The recommendation of the Pay Commission, specially with regard to the lower grade employees, is a piece of vindictive indictment, if I may be permitted to say so. I would draw the attention of the Railway Minister to the recommendations of the Pay Commission specially in regard to the Accounts Clerks of Grade II who do the same nature of duty as Grade I Clerks. The fact though admitted by

the Accounts Department by a secret circular has been misrepresented to the Pay Commission who in their turn have ignored to look into the real state of affairs. Justice will be done by the merger of Grade II and Grade I cadres of the All India Railway Accounts clerks by automatic abolition of the examination.

In conclusion I may be permitted to say that little or great if the injustices are allowed to be accumulated they ultimately drown them who are responsible for these, whether in the general administration of the Government or in the Railways. This is only a question of time.

**Shri P. C. Borooah (Sibsagar):** Mr. Deputy-Speaker, Sir, I have to congratulate the hon. Minister for the improvements he has made in the Railways, some of which are outstanding in character.

Just now some of the hon. Members were doubting, about the speed of the goods trains, whether actually any improvement has taken place. The hon. Minister, in his illuminating speech, the other day stated:

"The speeds of goods trains registered a general improvement on all the railways. Compared with the corresponding period of last year, the increase was about 8·8 per cent on the Broad Gauge and 4·9 per cent on the Metre Gauge."

In regard to punctuality of passenger trains, he said:

"The average performance in 1958-59 was slightly better. A noteworthy feature, however, is that the subsequent results have been distinctly better, and, in particular, during the summer months when the human endurance is taxed to the utmost and in the rainy months when other factors intervene, the performance has greatly improved."

Then again, in regard to self-sufficiency, he said with justifiable pride that:

[Shri P. C. Borooah]

"We are now self-sufficient in respect of steam locomotives, with steady increase both in number produced and in the indigenous content. In fact, a stage has been reached when we can enter the export market. The standard of manufacture is high and our costs are competitive. Similarly in respect of wagons and coaches, we are self-sufficient, and here again we can build for export."

These are all very encouraging and go a long way towards building our nation and also to the credit of the hon. Minister for whom we have our congratulations.

Referring to the workings of 1958-59, we find, unfortunately, that there is a drop in operating efficiency. Passenger earnings have declined by 2.06 per cent; goods earnings fell short by Rs. 8.6 crores over the Budget anticipation and expenditure increased by about Rs. 3.6 crores, and the working surplus showed a shortfall from Rs. 13.38 crores to Rs. 8.93 crores. Over and above all these, there has been a continuous depletion of the Depreciation Reserve Fund since the beginning of the Second Plan.

The new Budget provides for a small increase in passenger earnings by Rs. 1.42 crores over the revised estimates, though the estimate of goods earnings is on the high side by Rs. 27 crores. There is a substantial increase in the ordinary working expenses by about Rs. 35 crores against a small revenue surplus of Rs. 4.5 crores. It will be evident from these that the general trend of earnings and performances is going to be, more or less, on the same lines as in the current year.

It is a known fact that our railway service compares poorly with that in other advanced countries. To make the railway a safe, speedy and comfortable form of transport is the most basic objective of our policy. Speedy improvements in carrying capacity and operational efficiency are the

vital needs of such a policy. Unfortunately, the present progress in this direction is slow. I do not deny the existence of manifold difficulties in the way, but we have got to overcome them quickly.

It is a fact that during the last few years, there has been a lot of expansion in our railways. Though expansion is important, I think it should not be done at the cost of improvements and efficiency. It is too well-known, Sir, to stress that the operating efficiency of the railway system depends on adequate line capacity. Hence measures must be taken to increase line capacity in proportion to the expected increase in traffic.

We are taking quite a lot of foreign aid for the railways. One of the objects of taking foreign aid is to modernise the system. Unfortunately the progress seems to be slow in this direction also. We may in this connection profitably take a lesson from the railway modernisation plan of the United Kingdom. A fifteen year gigantic programme, involving an expenditure of £1,200 million was undertaken in January 1955. Within a short span of time, it has not only led to considerable operational efficiency but also to greater profitability. Encouraged by the results, the U. K. Transport Commission has made a reappraisal of the plan for the period 1959-63. More, and earlier, diesel and electric traction have been accepted as the objective of the revised programme. Thus the British railway system which was perennially running at a deficit, has now been able to make considerable working surplus and has also been able to compete successfully with other forms of transport, specially road transport.

So, Sir, it is high time that we should devote more attention to our programme of modernisation. The current programme of manufacturing diesel and electric locomotives in the private and public sectors respectively should be accelerated. But for this purpose it is also necessary to equip

our railwaymen on a planned basis. The Railway Ministry should therefore plan ahead, how to meet the future plan requirements of highly technical personnels.

Coming to the rail-road competition, it is very unfortunate that till now we have not been able to achieve the coordination that is necessary between these two departments. Modern trend in most parts of the present day world is for more and better road transport service. The late Dr. J. C. Ghose, then member of the Planning Commission in one of the Parliamentary Committees in 1956 referred to this trend and recommended for a high-powered commission to examine the question and make recommendation for the policy to be adopted in the Third Five Year Plan. It is, however, not known whether any such commission has been set up so far. The Indian Railways are, in a sense, sufficiently developed. The question is whether there is any further scope for large-scale development from the commercial point of view. Railways should serve as a life-line, while the road transport should serve as its branches. It will be suicidal to fight the road transport with the weapon of freight rate. Let us not fail to read the writings on the wall. It is time that the Ministries of Railways and Transport should come to a clear understanding on this issue.

The railway rates and profits in India have always been determined by the budgetary requirements of the Government. The railway rates have become a means of indirect taxation. We should not forget that the Railways are a commercial organisation, and hence its financial policy should be governed mainly by commercial considerations. The hon. Minister should do well to examine the effects of the enhanced freight rates introduced since October, 1958 on railway earnings and goods movement. It is also very important to investigate whether the shortfall in passenger earnings is mainly due to the sur-

charge levied on travelling by rail. Such an analysis is essential before making any adjustment in the budgetary provisions.

Regarding corruption, the less said the better. It is not only confined to the railways alone, but it has entered into every phase of our national life. So far as the railways are concerned, this evil has done a havoc. At least one-third of the railway's earnings goes to the pocket of the corrupt personnel. I do not know how other parts of the country.....

**Shri Shahnawaz Khan:** Gross over-estimate.

**Mr. Deputy-Speaker:** He wants to know what system of accounting has been relied upon.

**Shri P. C. Borooah:** There are so many stalwarts here and I think our Government is also not so poor in the proper personnel who will be competent to find out the figures.

**Mr. Deputy-Speaker:** When it was said as "one-third", it was a surprise.

**Shri P. C. Borooah:** I said so in relation to my parts, and I do not know how other parts of the country are faring. In Assam, at least half the earning in the branch lines goes to the pockets of the corrupt persons. That is my assumption.

In this connection, I am also sorry to refer to the appalling irregularities revealed by the Audit Report for the year 1957-58. It is hoped that the hon. Minister has already taken suitable steps to prevent such irregularities happening again in the future.

Now, coming to the needs of my State, I shall confine my observations only to one point, and that is, the new extensions. I would leave the other aspects to the other hon. Members from my State who are probably anxious to speak, and I do not want to take much time of the House. This makes me refer to the hon. Minister's speech during the debate on the sup-

[Shri P. C. Borooah]

plementary demand for grants last year when he said that "we will take up the question of opening new lines particularly in the undeveloped areas." The House will bear me out that my State—namely, Assam—is one of the most under-developed area in the country. Although strategically it had great importance, being a border State, bounded on all sides by foreign countries, except for a small stretch of 40 miles, its importance of late has grown much greater on account of the recent developments in the Himalayas to our north. It is one of the richest regions of our land, abounding in oil, tea, coal, jute and a variety of minerals some which are rare in the world. Nature is bountiful in Assam, and if properly developed, its produce will be able to feed the whole country. Although our present Railway Minister is very favourite with the people of Assam—and in fact his name is taken at every house in Assam on account of his outstanding services rendered for the cause of the state and which no Railway Minister had ever been able to do, viz., the creation of a new zone with headquarters in Assam, the establishment of a 11-crore railway workshop at Bongaigong and last but not the least, the construction of the ten-crore road-cum-rail bridge over the mighty Brahmaputra—yet, I could not but sound a note of regret for his not providing for any new extension of railway line for the state in the new budget.

Assam has an area of 85,000 sq. miles. In this vast area, the total railway mileage is only 1,097. My hon. friend Shri Shankaraiya was just saying about the mileage in his State. But the mileage in my State is perhaps the lowest. The total railway mileage in Assam is just 1,097 out of the 35,000 odd miles in the whole of India. I want to tell the House that even this length of 1,097 miles was constructed long before the country had attained its Independence, and not an inch of railway line has been constructed in the post Independence period. Disappoint-

ment reaches its climax when it is found that, of the eight railway zones, provision for either small or big bit of new extensions, has been made for each of the zones with the single exception of the far-flung North-east Frontier zone. May I, therefore, submit that the two vitally important new extension proposals, viz., Pandu-Garohills line and Tezpur-North Lakhimpur line, the crying needs of the people of Assam, be taken up and included, if not in this budget, at least in the third Five Year Plan. Innumerable representations not only from the public Press and platforms of Assam, but also from the Government of Assam, urging the Railway Minister to take up the lines must have flooded his Ministry.

The former, i.e., Pandu-Garohills line, will enable the hidden treasures of Garohills to be worked out for the good of the country and besides many other articles, will enable us to get 3 to 4 lakhs tons of first coal annually for our various industries and also for the railways. Only in this morning's papers, Sir, there was an S.O.S. demand from the Northern Railway that they have to suspend some passenger services for running short of cost. So far as the second line, the Tezpur-North Lakhimpur line, is concerned, it will cater to the needs of about 20,000 square-miles of railwayless, but loveliest area of Assam, strewn with smiling paddy fields, intercepted by the luxuriantly put up tea gardens. With its flora and fauna, nature is really bountiful here. I hope our popular Railway Minister will not lose any more time to bring these two abundantly rich areas under the country's life-line of railway communication and allow its flowers not to blush unseen and its sweetness not to be wasted in the desert air.

Shri Balkrishna Wasnik (Bhandara—Reserved—Sch. Castes): Sir, I rise to congratulate the Railway Minister, particularly for not increasing the passenger fare, though this year, he has to spend about Rs. 13 crores more on the staff, because of the Pay Commis-

sion's recommendations. So many points are made year after year when the debate on this budget takes place in the House. He cannot reply to every point that is made by hon. Members. So, it will be in the fitness of things if the Ministry takes note of all those points and sends information to the concerned Members about the points they have made in their speeches in the House.

A lot has been said about corruption and I do not want to say more. But when I read the speech of the hon. Minister, I am rather sorry to find that he is not optimistic about weeding out corruption going on in the railways. I would request him to deal with this problem with a heavy hand. If he sets his mind on it, I think he can do a lot in weeding out corruption that is rampant in the railways. I do not want to say anything more about corruption, except give one or two instances in my own constituency. The incomes from Tumsar-Tirodi and Gondia-Nagbhir lines are shown as negligible. When we ask for more trains on these lines, the railway administration says that passengers on these lines are very few; there are not enough passengers and, therefore, no more trains could be run on these lines. But when one actually travels on that line, one finds that there is a heavy rush on that line and one does not find space even to sit. All the same, the railways show rather negligible income from these lines.

**An Hon. Member:** They may be travelling without tickets.

**Shri Balkrishna Wasnik:** The passengers are prepared to pay but the tickets are not given. If you go to the station booking office, no tickets are available. If you ask the booking clerk for a ticket, he says, "you sit in the train, the T.C. will give you the ticket, we have no ticket". When he enters the train and asks the T.C. for a ticket, the T.C. takes some money, keeps the money in his pocket and at the station where the passenger gets down he asks the porter or the person who collects the ticket to let him go.

This is going on for a long time and so the money paid by the passengers goes to the pocket of the railway employee and not to the coffers of the administration.

On the Gondia-Nagbhir line, one more train is badly needed. When we ask for the train, we are told that there are not sufficient passengers. I would request the railway administration to send inspection parties once or twice to look into this. Of course, inspection parties have gone there once or twice, and so I could not understand why they could not detect these things. I think even the inspection parties are not giving satisfactory reports. So, I would suggest that, if possible, some members from the public should also accompany the inspection parties so that nothing could take place in between the inspection parties and the employees.

**Pandit D. N. Tiwary:** You want the inspection parties to be accompanied....

**Shri Balkrishna Wasnik:** What?

**The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy):** The hon. Member is helping you. What is it that he said?

**Mr. Deputy-Speaker:** The hon. Minister is helping him.

**Shri Balkrishna Wasnik:** Coming to accidents, if we look into the causes of accidents, it is stated that during 1958-59, 1,390 derailments took place, out of which 971 were due to the failure of the railway staff. In the same way, there were 108 collisions out of which 105 were due to the failure of railway staff. This is how the railway staff are working, when they are demanding more wages, more facilities and more promotions, and they are also giving us more accidents, more derailments and more collisions. So, I would request the trade union leaders who are working among the railway workers to look into these things and to tell our railway staff that they should rather be careful in their

[Shri Balkrishna Wasnik]

work. I have been looking into the figures of accidents. The word "accident" has a particular meaning. We cannot describe these things as accidents. I may say that these are unhappy mishaps due to criminal negligence on the part of the railway staff.

Then, on railway catering, it is stated that—

"The report received from the railway administration, as well as from the travelling public indicate that as a result of the introduction of departmental catering better and more wholesome food at reasonable prices are now available to the travelling public."

I am sorry, I cannot agree with this view. I have been to one or two places where railways are having departmental catering and the food that was served to me was such that even a dog would not eat that food. I returned that food and made a complaint, and after that the General Manager of the Central Railway wrote to me that some action was being taken. More than one year has passed, and I do not know what action has been taken. In the case of departmental catering in the trains also, sometimes we find that the food is not suitable for human consumption. Therefore, attention should be paid to this.

A lot has been said about passenger amenities. If you look into the figures, you will find that the major earnings to the railways are from the third class passengers. Total passenger earnings in 1957-58 were Rs. 1,19,10 lakhs out of which earnings from third class were Rs. 1,05,71 lakhs.

**Shri P. N. Singh** (Chandauli): That is in thousands.

**Shri Balkrishna Wasnik**: These are figures in lakhs.

Second class gave only Rs. 5,80 lakhs, first class gave only Rs. 6,60 lakhs, and

In 1958-59, the total earnings Rs. 1,16,74 lakhs out of which 1,02,21 lakhs were given by third passengers, only Rs. 5,97 lakhs second class, only Rs. 7,42 lakh first class and Rs. 1,14 lakhs by conditioned. So, the persons really pay are the third class passengers, but what facilities are provided for them?

If you enter a third class compartment, you find a lot of rubbish. A sweeper does not go to the third class coach, and if a third class passenger asks for a sweeper, he looks at him with such an eye as if the third class passenger has committed some offence. He is not expected to enter the third class compartment and clean it. Many things are there like this.

In the third class waiting rooms also we find the same thing. So, I request the Railway Minister that more attention should be paid to the facilities for third class passengers who really form the bulk of the railway earnings.

I would say a few words about reservation for the Scheduled Castes in the railway services. As the time is very short, I would not make any other points. The hon. Minister has done a lot in increasing the intake of Scheduled Caste people in the railway services. He is also giving reservation in the promotions, but I am told that many petitions have been filed in as many as six High Courts challenging this. I think some reference has also been made by the Railway Ministry to the Home Ministry, but I do not know what has come out of it. The Scheduled Castes have suffered for a very long time, and it is but right that they should be given a chance in railway services.

17 hrs.

There are numerous complaints. Sometimes I write to the Minister about the complaints or grievances removed. I have heard that there are many employees with six to eight years

If the hon. Minister checks the records, or sends persons to find out things, this can be remedied.

In conclusion, I would just add one thing about Nagpur. There are so many wagons lying idle without any kind of use, in the Nagpur yard. If we ask the Central Railway about these wagons, they say that they have been given to the South-Eastern Railway; and if we ask the South-Eastern Railway, they shelve the responsibility on to the Central Railway. I submit that this kind of thing should not take place.

Finally, I would say a word about the licensed porters. They are not considered as railway employees, and hardly any benefit is given to them. They work day and night, and they have the responsibility of carrying the passengers' luggages and other things. I would request the hon. Minister to evolve some scheme by which the

licensed porters would be considered as railway servants, and they will also be given the same facilities as the other railway servants are getting.

श्री प्र० ना० सिंह : उपाध्यक्ष महोदय, रेलवे बजट के सिलसिले में सन् १९५८-५९ के मुकम्मिल तखमीने को देखने के उपरान्त और साथ ही साथ सन् १९६०-६१ के तखमीनों को देखने से यह पता चलता है कि ७४ करोड़ रुपये से अधिक की आमदनी रेवेन्यू रिसीट्स में गवर्नमेंट को रेलवेज से हुई है . . . .

उपाध्यक्ष महोदय : माननीय सदस्य कल को अपना भाषण जारी रखें ।

17:02 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, February 26, 1960/Phalguna 7, 1881 (Saka).*