

[Shri K. C. Reddy]

make a further statement as soon as the report of the Chief Technical Examiner, who had been instructed to carry out detailed investigations in the matter, was received. The report has since been received.

The Chief Technical Examiner is of the opinion that primarily the cause for the subsidence of the floor is inadequate provision of foundations to withstand the heavy loading. According to the terms and conditions of the contract entered into between the Directorate General of Supplies and Disposals and the firm which supplied the equipment for the Centre, it was the responsibility of the latter to have given detailed drawings showing the type of foundation required. They failed to supply these drawings due to the wrong assumption that the floor under the storage tanks did not require any special foundations. In the Conditions of Contract governing supplies of the plant and machinery as well as in the acceptance of tender by the Directorate General of Supplies and Disposals, the firm supplying the machinery was made responsible for any alterations of the work due to any discrepancies, errors or omissions in the drawings. Had the firm supplied the drawings and specifications for foundations of the floor under the storage tanks, as they did for some other items of equipment for the Chilling Centre, the floor would have been laid to those specifications and subsidence of the floor after the tanks had been installed would not have occurred.

The Chief Technical Examiner in his report also mentions some other minor defects in the work. Action in respect of these defects is being initiated separately.

The question of recovering from the firm which supplied the machinery, the additional infructuous expenditure in dismantling the machinery already installed and installing it again after the foundations of the floor

have been strengthened and some other items of work, is being considered. I may add that this amount of infructuous expenditure is about Rs. 700 only. The expenditure incurred in strengthening the foundations cannot be regarded as infructuous because such expenditure would have had to be incurred in any case had the firm supplied the proper specifications for foundations under the storage tanks initially according to the terms of the Agreement.

**Shri Braj Raj Singh (Ferozabad):** Have all the payments been made to this firm for this work?

**Shri K. C. Reddy:** I am not in a position to give a definite answer to that now.

**Shri Braj Raj Singh:** He said that some action is being proposed to be taken against the firm. When is it expected to be taken?

**Shri K. C. Reddy:** There are several chilling centres like this which are under construction. This firm has been entrusted with the installation of the equipment in all those centres. Since they are carrying on the work in all those centres, certain amounts will be paid to them in future.

**Shri Tangamani (Madurai):** On the last occasion we were told that this contract was for Rs. 3 lakhs and odd. In view of the fact that there has been some defect which was noticed and that action is going to be taken, will further contracts to this firm be stopped?

**Shri K. C. Reddy:** That matter has to be examined carefully.

12:09 hrs.

RAILWAY BUDGET—GENERAL  
DISCUSSION—contd.

**Mr. Speaker:** The House will now take up general discussion of the Budget (Railways). Out of 14 hours that were allotted, 11 hours have already been taken and there is a balance of 2 hours 59 minutes.

How long does the hon. Minister propose to take?

**The Minister of Railways (Shri Jag-jivan Ram):** About an hour and a half.

**Sardar Hukam Singh (Bhatinda):** Yesterday it was announced that the hon. Minister would begin his reply at 2.30 and would take an hour and a half.

**Mr. Speaker:** If he starts at 2.30, that means that time has been increased.

**Sardar Hukam Singh:** We had to do that because the hon. Minister expressed his desire that this was the time convenient to him.

**Mr. Speaker:** If it has already been announced that the hon. Minister will start at 2.30 today and will go on till four o'clock, there is time till 2.30 now. Shri Radha Mohan Singh will continue his speech.

**श्री राधामोहन सिंह (बलिया) :**

अध्यक्ष महोदय, मैं आपका आभारी हूँ कि आपने मुझे रेलवे बजट पर बोलने का अवसर प्रदान किया है। जो बजट पेपरज इत्यादि हम लोगों को दिये गये हैं और जो माननीय सदस्यों के भाषण हुए हैं उनको पढ़ने और सुनने के बाद मैं इस निष्कर्ष पर पहुँचा हूँ कि रेलों ने बहुत अधिक प्रगति की है और इस प्रगति के लिए रेलवे मंत्री महोदय और रेलवे के सभी कर्मचारीगण, छोटे तथा बड़े, हमारी बधाई के पात्र हैं। इन सभी ने चतुर्मुखी प्रगति करने में अपना सहयोग प्रदान किया है। मैं मानता हूँ कि जो सफलताएँ हम ने प्राप्त की हैं जो प्रगति हमने पिछले साल और उससे पिछले सालों में की है वह संतोषजनक है और उसकी प्रशंसा किये बगैर हम नहीं रह सकते हैं।

सब से बड़ी बात यह है कि जो हमने टारगेट्स रखे थे उनको हमने प्राप्त कर लिया है और बहुत सी जगहों पर हमने देखा है कि जिन चीजों की यहाँ कमी थी,

उस कमी को ही पूरा करने में हम सफल नहीं हुए हैं बल्कि हम इस काबिल भी हो गये हैं कि बहुत सी चीजों को हम बाहर भेज सकें, एक्सपोर्ट कर सकें। इससे हमारा हौसला और भी बढ़ जाता है और हमारे लिए संतोष का अनुभव करना बिल्कुल स्वाभाविक है।

लेकिन इसके साथ ही साथ एक और विषय है जिस की ओर कई माननीय सदस्यों ने आपका ध्यान आकर्षित किया है और वह यह है कि जो रेलवे बजट में खर्च का तखमीना है वह साल-ब-साल बढ़ता ही जा रहा है। मैं अनुमान करता हूँ कि रेलवे मंत्री महोदय का भी ध्यान इस ओर गया होगा और उन्होंने भी इस बारे में खयाल किया होगा और कोशिश की होगी कि खर्चा कम हो। मैं चाहता हूँ कि इस पर विशेष ध्यान दिया जाये ताकि हमारा खर्चा कम हो सके और हम उस पैसे को बचा कर कुछ और प्रगति करने में खर्च कर सकें। इस सम्बन्ध में मैं आपका ध्यान माननीय रेल मंत्री महोदय के भाषण की ओर दिलाना चाहता हूँ। इसके पेज १० पैपा २५ में उन्होंने कहा है कि खर्च में १२.८६ की बढ़ती हुई है और उसके मुकाबले में २८.४७ करोड़ हमारी आमदनी हुई है। इससे पता चलता है कि २८ करोड़ की आमदनी करने के लिए २१ करोड़ रुपये का खर्चा किया गया है। अगर यह बात सही है तो मैं समझता हूँ कि यह चीज काबिलेदाद नहीं कही जा सकती है। हमें चाहिए कि हम देखें कि खर्च के अन्दर अधिक से अधिक जितनी किफायत हो सकती है हो और साथ ही साथ यह भी देखना हमारा कर्तव्य है कि जितनी अधिक से अधिक आमदनी हो सकती है, हो और हमारी आमदनी बढ़े। जितनी आमदनी हमारी बढ़ती है अगर उसका ५० परसेंट खर्च कर दिया जाता है तो माननीय मंत्री महोदय इस बात पर संतोष प्रकट नहीं कर सकते हैं। आपको चाहिए कि आप इस पर विचार करें और हमारा जो खर्च है वह आमदनी

## [श्री राघामोहन सिंह]

के अनुकूल होना चाहिए और इतना अधिक नहीं होना चाहिए कि जिसमें तमाम जो हमारी आमदनी बढ़ी है वह चली जाये।

माननीय मंत्री जी ने अपनी स्पीच में पेज ५ के पैरा ६ में यह भी कहा है कि हम लोगों को इस बात का प्रयत्न करना चाहिए कि हम अपनी तमाम कार्य-क्षमता को अधिक से अधिक उपयोग में ला सकें। यह बड़े दुःख की बात होगी अगर कोई ऐसा समय आवे जबकि हमारी रेलवे वैंग्स या रेल गाड़ियां ऐसे ही पड़ी रहें और उनका उपयोग न हो जिसका असर यह होता है कि आमदनी कम हो जाती है। मैं आशा करता हूँ कि रेलवे मंत्रालय इस पर गम्भीरतापूर्वक विचार कर रहा है। हमारे माननीय मंत्री महोदय ने इस तरफ ध्यान दिलाया है कि कभी कभी स्लैक पीरियड होता है जिस में हमारी बहुत सी वैंग्स पड़ी रह जाती हैं, उनका उपयोग नहीं हो पाता है। इस सम्बन्ध में मैं आपके सामने एक सुझाव रखना चाहता हूँ। हर विभाग में यह होता है कि जो स्लैक पीरियड होता है उसमें अधिक आमदनी करने के लिए थोड़ा सा रेट को कम कर दिया जाता है। अगर यही नीति हम रेलों के सम्बन्ध में भी अपनायें तो जिस समय हमारी वैंग्स इत्यादि खाली पड़ी रहती हैं उस समय जो बिजनेसमैन हैं, जो कारोबारी आदमी हैं, उनको थोड़ा सा इंड्यूसमेंट हो सकता है जैसे कि पी० एंड टी० में होता है कि थोड़े से रेट कम कर दिये जाते हैं, कि बरे रेट में कमी की वजह से उनका आसानी से उपयोग कर सकें और उससे फायदा उठा सकें और आपकी भी जो वैंग्स उस समय बेकार पड़ी रहती हैं, उनका उपयोग हो सकेगा और आपकी आमदनी बढ़ मकेगी।

मैं ने निवेदन किया है कि आमदनी और खर्च दोनों बढ़ रहे हैं। जहाँ हम यह चीज देखते हैं वहाँ यह देख कर हमें आश्चर्य होता है कि पैसेंजर एग्जिस्टेंस के लिए जो

रुपया रखा गया था यानी २.२० करोड़ वह ज्यों का त्यों रह गया है। यह हमारी उदासीनता जाहिर करता है कि हम उनकी तरफ उतना ध्यान नहीं दे रहे हैं जितना हमको देना चाहिए। जो रुपया आप रखें कंज्यूमर्स की फैसिलिटीज के लिए, उन को आराम देने के लिए, उनको एग्जिस्टेंस देने के लिए वह आपको खर्च करना चाहिए और साथ ही साथ आपको जितना ज्यादा से ज्यादा रुपया हो सके, इम काम के लिए रखना चाहिए। अभी यहाँ पर बहुत से माननीय सदस्यों ने सैकड़ों तरह की बातें कहीं हैं और मैं चाहता हूँ कि आप उनकी ओर ध्यान दें और जो प्राविजन एग्जिस्टेंस के लिए किया जाता है, जो व्यवस्था की जाती है वह बहुत कम है और इस बात की आवश्यकता है कि इसको बढ़ाया जाये।

यह मैं कह चुका हूँ कि रेलवे के तीन मानिक हैं। एक तो रेलवे यूजर्स यानी पैजिजर्स हैं जिन के बारे में मैं ने अभी आप से निवेदन किया है। दूसरी जनता है जिस के पैसे से यह सारा काम चलता है और उसकी तरफ आपका ध्यान जाना चाहिए और आपको मुल्क का खयाल रखना चाहिए। इस सम्बन्ध में मैं आपको एक बात बतलाना चाहता हूँ। इसके बारे में एक सुझाव दिया गया था जो बहुत पुराना है। हमारे मुल्क में एक ही तरह की गेज, एक सिरे से लेकर दूसरे सिरे तक, एक कोने से ले कर दूसरे कोने तक होनी चाहिए और इसको करने का आपका प्रयत्न करना चाहिए। अगर फिलहाल यह कर सकना आपके लिए सम्भव न हो तो मैं एक दूसरा सुझाव देना चाहता हूँ। मैं आशा करता हूँ कि उस पर आप ध्यान देंगे। मैंने सुना है कि चीन और यूरोप के बहुत से मुल्कों में ऐसी तरकीब निकाल ली गई है कि जो पैसेंजर गाड़ियां होती हैं, जो ट्रेन्स होती हैं उनके ड्वील बदल देने से वे एक गेज से दूसरे गेज में चली जाती हैं। मैं चाहता हूँ कि

इसकी प्राप जांच करें और देखें कि जो दूर-दूर की गाड़ियां हैं उनके ह्वील चेंज कर देने से यह कर सकना आपके लिए सम्भव है या नहीं है। अगर यह सुझाव उपयोगी मानूम दे तो इसको प्रमल में लाने की आपको व्यवस्था करनी चाहिए। यदि यह भी कर सकना आपके लिए सम्भव न हो तो जिस तरह से अभी हाल में कलकत्ता से सिलिगुड़ी व बरोनी से समस्तीपुर और समस्तीपुर से आगे मुजफ्फरपुर तक बड़ी लाइन बिखाने का प्रस्ताव किया है, जोकि बहुत अच्छा प्रस्ताव है उसी तरह से सहसराम से बक्सर और बक्सर से बलिया, और गोरखपुर होते हुए नेपाल के बाईर तक और फैजाबाद से गोंडा और गोंडा से बहराइच तक लाइन चली जाये तो और भी अच्छा रहेगा और मैं चाहता हूँ कि आप इस सुझाव पर सोच विचार करें। यह ब्राड गेज की लाइन होगी। यदि आपने इसको मंजूर कर लिया तो इससे जनता का बहुत भला हो सकता है। आजकल देखने में आता है कि उत्तर भारत में जितनी गाड़ियां हैं वे पूर्व से पश्चिम की ओर जाती हैं। लेकिन अगर हम ऐसी लाइन बिखा सकें जो दक्षिण से उत्तर को हमारे फ्रॉन्टियर तक जा सकें और वे ब्राड गेज की लाइनें हों तो जनता की बहुत भलाई हो सकती है, जनता को फैंसिलिटीज तो होंगी ही लेकिन साथ ही साथ स्टेटजिक प्वाइंट आफ व्यू से भी यह बहुत जरूरी चीज है। इस तरह से मैं चाहता हूँ कि सभी जगह पर एक गेज हो और अगर यह न हो सके तो ह्वील बदल कर एक गेज से दूसरे गेज में गाड़ियों को रन करें और यह भी न हो सके तो मीटर गेज के जो क्षेत्र हैं उन के अन्दर हम कहीं-कहीं पर ब्राड गेज भी लगावें।

यहां पर यह भी सुनने में आया है कि मीटर गेज की ओर कुछ ध्यान दिया जायेगा। मैं स्वयं ऐसे क्षेत्र का रहने वाला हूँ जहां पर पूर्वोत्तर रेलवे बहुत बदनाम है और बहुत बदनाम गाड़ियां वहां पर चलती हैं। इस सम्बन्ध में मैं कुछ निवेदन करना चाहता हूँ।

गत ४०-५० वर्षों में बड़ी तबदीलियां मुल्क आई हैं और रेलों ने भी बहुत प्रगति की है। पूर्वोत्तर रेलवे के आसपास जो रहने वाले हैं वे यह समझते हैं कि वहां पर न कोई चेंज आई है और न कोई प्रगति ही हुई है। अभी हम ने सदन में मध्य प्रदेश के माननीय सदस्यों को सुना। वहां की रेलों की हालत को सुन कर तो मुझे आश्चर्य हुआ कि शायद पूर्वोत्तर रेलवे से भी खराब कोई रेलवे इस देश में है। वहां की गाड़ियों की चाल और गाड़ियों की हालत ऐसी है जिसे अगर हमारे रेलवे मंत्रालय के लोग जा कर देखें तभी समझ सकते हैं। वहां के लोग भी दूसरे लोगों की तरह किराया देते हैं और उसी तरह की स्वाहिशों भी रखते हैं, फिर भी इन हालतों में गाड़ी पर चलते हैं। वहां पर टूबेल की कोई फैंसिलिटीज नहीं हैं। बहुत सी तो ब्रांच रेलवेज हैं जहां पर कि चालिस मील चलने के लिए छः से दस घंटे तक लग जाते हैं। आप अनुमान लगा सकते हैं कि जहां की हालत ऐसी हो वहां के लोग आप के काम की कितनी दाद दे सकते हैं।

अपने भाषण के पैरा ४१ में हमारे रेलवे मिनिस्टर साहब ने बतलाया है कि ब्राड गेज और मीटर गेज में बहुत अन्तर है। जहां तक मैंने देखा उस से मालूम होता है कि ब्राड गेज और मीटर गेज माइलेज करीब-करीब मुल्क में बराबर है। बहुत थोड़ा अन्तर है। लेकिन फिर भी जो आंकड़े दिये गये हैं उन से मालूम होता है कि सन १९५८-५९ में जहां कुल ८५ ट्रेन्स बढ़ाई गईं वहां मीटर गेज पर केवल २८ बढ़ाई गईं और ब्राड गेज पर ५७ बढ़ाई गईं। ऐसे ही १९५९ में मीटर गेज पर कुल २१ गाड़ियां चलाई गईं जब कि ब्राड गेज पर १५७ नई गाड़ियां चलाई गईं। इस से मालूम होता है कि जो ३०० के लगभग नई गाड़ियां चलाई या बढ़ाई गईं उन में से पिछले दो वर्षों में कुल ४० मीटर गेज पर हैं। अगर यही हालत रही तो आप कैसे इस सिलसिले से लोगों में विश्वास

[श्री राधामोहन सिंह]

पैदा कर सकते हैं। मैं समझता हूँ कि समय ध्रा गया है कि मीटर गेज के ऊपर भी ध्यान दिया जाय जैसे कि ब्राड गेज पर दिया जाता है।

श्री जगजीवन राम : उस से ज्यादा दिया जाता है।

श्री राधामोहन सिंह : जब वहाँ बसने वालों के लिए भी एक ही किराये की दर है तो क्या उस से लोगों में असन्तोष नहीं हो सकता है कि उन के साथ इस तरह का बरताव किया जाता है ?

मैं निवेदन करना चाहता हूँ कि पूर्वोत्तर रेलवे में इलाहाबाद से सिलीगुड़ी तक एक फास्ट पैसेन्जर चलाने की बात चली थी। आज दस वर्ष हो गये हैं लेकिन फास्ट पैसेन्जर चलाने की बात जहाँ की तहाँ पड़ी हुई है। आज भी लखनऊ गोरखपुर कटिहार लाइन पर एक मेलगाड़ी चल रही है लेकिन इस लाइन यानी इलाहाबाद और कटिहार लाइन पर १५ मील की चाल से ज्यादा से अब तक कोई गाड़ी नहीं चली। मैं कहना चाहूँगा कि इस तरफ ध्यान देने की आवश्यकता है और यह प्रयत्न किया जाना चाहिए कि सब जगह और सब रेलों के यात्रियों के लिए एक सी व्यवस्था की जाय और शीघ्र इस लाइन पर भी एक मेलगाड़ी चलाए जाने की व्यवस्था की जाय।

इस के बाद जो आप के तीसरे मालिक हैं, रेलवे के एम्प्लायोज, उन के सम्बन्ध में भी कुछ सुझाव देना चाहता हूँ। कोई भी शासन अच्छी तरह से काम नहीं कर सकता, प्रगति तो कर ही नहीं सकता, जब तक जो उस में काम करने वाले श्रादमी हैं वह सन्तुष्ट न हों। आये दिन देखा जाता है कि कोई न कोई हड़ताल चलाने की नोटिस रेलवे शासन के पास आई रहती है। मैं इस चीज का बहुत अध्ययन करता हूँ। मैं यह नहीं मानता कि जितनी हड़ताल होती है या जो असन्तोष व्यक्त किया जाता है, वह आथ्र होता है। लेकिन शासन को इस बात का पूरा प्रयत्न

करना चाहिए कि कर्मचारियों की तमाम बातें सुन ली जायें और जहाँ तक सम्भव हो उन को पूरा किया जाय। हम एक जनताधिक समय में रह रहे हैं। जनता को हम सन्तोष दे दें यह काफी नहीं है, अब तक आप के कर्मचारियों को जितना असन्तोष रहा है उतना अब नहीं है, यही काफी नहीं है, बल्कि अब आगे और भी सन्तोष उन को देना चाहिये। उन के अन्दर विश्वास उत्पन्न करना चाहिए। मैं चाहता हूँ कि हमारे मंत्री महोदय ने जैसा प्रयत्न पारसाल किया था वैसा ही प्रयत्न फिर करें। पे कमिशन की रिपोर्ट हमारे सामने है। मैं समझता हूँ कि पे कमिशन रिपोर्ट में काफी लोगों को सहायता देने की ओर काफी प्रगति की है। फिर भी चारों ओर से असन्तोष और विद्रोह की बातें हमें सुनाई देती हैं। ऐसी हालत में सब बातों को सुनना चाहिए, अपने पक्ष को भी रखना चाहिए और उस के बाद अन्तिम निर्णय लेना चाहिए। मैं समझता हूँ कि अगर अपना पक्ष ठीक तरह से रखा जायेगा तो कोई वजह नहीं है कि लोगों को सन्तोष न हो। कुछ ऐसे श्रादमी जरूर हो सकते हैं जिन का काम ही असन्तोष पैदा करना हो, लेकिन फिर भी मेरा विश्वास है कि ज्यादातर श्रादमी ऐसे हैं जो सरकार की बातों को सुनेंगे और समझेंगे। मैं उन श्रादमियों में हूँ जो यह विश्वास करते हैं कि पे कमिशन रिपोर्ट इस सम्बन्ध में काफी आगे बढ़ी है और उस ने बहुत सी बातों को हल कर दिया है। लेकिन फिर भी थोड़ी-थोड़ी बातें रह गई हैं। बहुत से हमारे एम्प्लायोज हैं जो यह समझते हैं कि छोटे कर्मचारियों की सुविधाएँ बजाय बढ़ने के कम की गई हैं। मैं ने बहुत सी बातें सुनीं। मैं ने उन बातों का जवाब भी दिया कि वह गलत बातें हैं लेकिन उन को बहुत ज्यादा उम्मीदें हो गई हैं जिन के कारण वह इस तरह की बातें करते हैं। फिर भी मैं समझता हूँ कि जो छोटी-छोटी बातें उन की हैं, उन को हमारा रेलवे मंत्रालय आसानी से हल कर सकता है। उन चीजों

को हल करने से मैं समझता हूँ कि बहुत हद तक जो असन्तोष है वह दूर हो जायेगा। किसी भी समय में, दूसरों की बातें सुनने और समझने में कोई हर्ज नहीं है। हमारा ऐटिट्यूड ऐसा होना चाहिए कि हम दूसरों की बातों को सुनने के लिए हमेशा तैयार रहें। मैं विश्वास करता हूँ कि हमारे मंत्री महोदय स्वयं एक ऐसे आदमी हैं जो तमाम बातों को सुन कर हल करते हैं और उन्होंने इस तरकीब से काम लिया है। ऐसा सुनने में आता है कि बहुत सी ऐसी संस्थाएँ हैं जो यह चाहती हैं कि इस बात का गलत फायदा उठाया जाय, ऐसा नहीं होना चाहिए। मैं तो यह कहना चाहता हूँ कि हमारे मंत्री महोदय स्वयं उन बातों को सुनें और जो छोटी छोटी बातें हों उन को दूर करने का प्रयत्न करें।

मैं यह बतलाना चाहता हूँ कि अभी हाल में कोई ऐसा हुक्म जारी हुआ है जिस में रेलवे के जनरल मैनेजरों को यह अधिकार दिया गया है कि किसी भी आदमी को बिना बतलाये हुए कि उस के खिलाफ क्या शिकायत है नौकरी से निकाल सकते हैं। मैं समझता हूँ कि जो हमारा संविधान है, जितने हमारे अधिकार हैं, लीगल एंड सिविल, सब में यह व्यवस्था है कि जब कभी किसी के प्रति कोई शिकायत हो तो उस को बिना नोटिस के बिना भ्रवसर दिए निकाला नहीं जा सकता। ऐसा सुनने में आया है कि बहुत से ऐसे आदमी हैं जो ११ और १२ साल से ज्यादा नौकरी कर चुके हैं लेकिन उन को नौकरी से निकाल दिया गया है। जिन लोगों के खिलाफ ग्रेव चार्ज हों उन को नौकरी से निकाल देने में कोई हर्ज नहीं है। अगर कोई राष्ट्र के खिलाफ विद्रोह करता है तो उस को भी एक मौका देते हैं अपनी बातों को सुनाने के लिए। हम ऐसी कोई बात नहीं करते जिस में उन को ऐसा भ्रवसर न दें कि वह अपनी सफाई पेश कर सके। तब अगर किसी के खिलाफ कोई शिकायत हो तो उस को बता देने में कोई हर्ज नहीं है।

ऐसी बहुत सी बातें हैं जिन के लिए लोग अभीलें करते हैं। उन का बहुत दिनों तक फैसला तो दूर रहा सुनवाई भी नहीं होती। बड़े बड़े भ्रफसरों की बात को तो छोड़ दिया जाय, लेकिन जो छोटे भ्रफसर छोटी छोटी बातें सामने रखते हैं उन की सुनवाई जल्दी होनी चाहिए। जब भी मुझे भ्रवसर मिलता है, मैं अपने मंत्री महोदय के कानों में यह चीजें डालने का प्रयत्न करता हूँ। आज यह प्रालोचनाएँ होती हैं कि जो बड़े बड़े शीवान्सेज हैं उन के ऊपर भी विचार नहीं किया जाता है। इन सब बातों से रैक एंड फाइल में बड़ा असन्तोष पैदा होता है। मैं चाहूँगा कि इधर भी ध्यान दिया जाय और इन बातों को दूर करने का रेलवे मंत्रालय प्रयत्न करे और जो बातें कही गई हैं उन पर ध्यान रखे।

**Shri Somani (Dausa):** I would like to congratulate the hon. Railway Minister at the very outset on the very remarkable and significant progress which our greatest national undertaking, namely, the railways, have been able to make during the last decade. Indeed, there were genuine fears and apprehensions that our railways may not be able to develop their resources to an extent which would enable them to cater to the growing needs of our developing economy. I should, therefore, like to pay my tribute to the Railway Administration for the very excellent performance which they have done during a period in which they had to face a lot of difficulties either in the supply of scarce materials or in the field of trained personnel or on account of so many other limiting factors. I think that we can certainly give credit to the Railway Ministry for rising to the occasion and for ensuring that our economy as a whole would not be handicapped owing to the various bottle-necks which were feared from in the early stages of our planning.

If we go through some of the figures supplied, we shall find how the gross traffic receipts of the railways have

[Shri Somani]

been increasing. The gross traffic receipts are placed at Rs. 464.50 crores for 1960-61 as compared with Rs. 422.03 crores in 1959-60 and Rs. 390.21 crores (actuals) in 1958-59.

It will thus be seen that in the three years ending 31st March, 1961 alone, the gross traffic receipts will have gone up by almost Rs. 75 crores. This increase reflects the rising tempo of our agricultural and industrial production and consequent ever-growing volume of traffic which the railways have been called upon to undertake. Similarly significant is the achievement of the railways in the field of certain items like the production of steam locomotives and so on. I need not go into the details, but it is very gratifying to learn that the railways have been able to purchase about 90 per cent of their requirements, barring only certain items, from indigenous sources. This gives a lot of fillip to various units of our industry, and I hope the Railway Ministry will continue to pursue this policy of ensuring that all their requirements are purchased from indigenous sources.

So also in the field of the targets laid down under the Second Five Year Plan, the hon. Minister has given a reassuring picture that in spite of the short-fall during this year in the capital budget, the railways will, on the whole, be able to fulfil both the financial and physical targets of the Second Plan. That is, the railways will be able to usefully utilise the amount of Rs. 1121.5 crores earmarked under the Second Plan for the development of railway transport and also achieve the physical target of 162 million tons of goods traffic.

All these are factors which, as I have said earlier, really do credit to our Railway Administration. Talking, however, from the long-term point of view, I would like to draw the attention of the hon. Minister to the long-term targets set out by the Chief Engineers, namely, that during the period from 1961 to 1981, our targets of total gross traffic will rise to a figure

in the neighbourhood of 800 million tons. It has been assessed in that connection that when our traffic requirements go up to that extent, the railways should cater for 525 million tons, leaving 245 million tons to be carried by road transport and 30 millions by other means of transport. This is characteristic of all the developing economies throughout the world, and there is no reason why the railways should not recognise the role which road transport, inland water transport and shipping may play in the internal transport requirements of our country. It is in that context that I appeal to the Railway Minister that the policy of the railways to discourage and to put all sorts of restrictions on the development of road traffic should not be carried too far.

I would also like to put before the hon. Minister the vital consideration which should govern the functioning of our railway system. After all, it is the wider national interest which should be the guiding policy before the railways in all matters of freight structure or construction of new lines. The railways' main consideration should not be limited to their own revenue viewpoint, as it will come in the way of the development of our national economy.

In this connection, I would like to submit that, in my opinion, the 5 per cent surcharge on freight is most ill-timed. As we all know and appreciate, there is at present an inflationary spiral so far as the price structure is concerned, and even no less an authority than the Governor of the Reserve Bank has recently drawn attention to the serious implications of this price inflation. It is all very easy for the Railway Ministry to just make up the additional burden arising out of the recommendations of the Pay Commission by the levy of this surcharge. But in the context of the present need to hold the price line, I think the Railway Ministry would have been better advised to have explored all other avenues, of better productivity, better efficiency and economy, before

they took to this convenient course of increasing the freight by 5 per cent.

We have been told that this amount will be very insignificant in terms of the incidence per seer of traffic carried. I think the Railway Minister could have undertaken a little more exercise in arithmetic and calculated the incidence per tola and simply shown how insignificant the incidence would be. Even if the hon. Minister would refer to the very Report of the Freight Structure Inquiry Committee—on whose recommendations he has justified this increase—he would find that it has been laid down there that in certain industries like cement, iron and steel and ceramics, the incidence of freight plays such a substantial role in the cost structure that while revising any freight structure the railways should take proper care to ensure that the incidence of the burden on such industries is not increased disproportionately.

Take the question of cement. The average cost of transport of cement is somewhere in the neighbourhood of Rs. 20 per ton. 5 per cent on that means an increase of Re. 1 per ton in transport throughout the country. The incidence is not on the transport of cement alone. The industry has to rely on the railways in so many other ways as in the transport of raw materials, coal and various other stores material. So this 5 per cent increase in freight is going to affect their manufacturing cost by anything between Annas 8 to Re. 1 per ton. Therefore, the incidence of this freight increase is not so insignificant or light, as the hon. Minister has tried to make out. Indeed the hon. Minister has not paid any attention at all to the recommendations of the Freight Structure Inquiry Committee wherein, as I said, it has been specifically laid down that while making any adjustment of the freight structure, the Railway Ministry should take proper care to see that at least in the case of those industries where

the element of freight is so substantial as to substantially affect the cost of manufacture, the incidence of freight should not be unduly enhanced.

From the point of view of the railways also, I do not think it is a wise policy to go on adding to the inflationary spiral by this frequent increase in freight rates. It is a vicious circle. Again the railways themselves will have to face increased working costs, due to the very policy they have adopted. Therefore, from the point of view of the railways as well as from the point of view of our national economy, I think the increase of 5 per cent in freight has been most inopportune, and even at this stage, the hon. Minister should seriously examine the possibility of making up this amount envisaged from this increase through various other ways. After all, this is a principle which has got to be recognised everywhere—whether it is the railways or any other public sector undertaking or even the private sector—that the demand for increased wages or emoluments on behalf of labour has got to be met by introducing better methods of productivity and efficiency. In the context of our present working conditions, it is really possible and feasible to ensure that increase in efficiency and productivity which will cover any such increase in emoluments which has to be given to the workers. I am, therefore, not, in any sense, opposing an increase in the emoluments which have to be given to workers. But, I do feel that the administration should not have taken recourse to such an easy method to cover up that additional burden. They should have laid down that this additional burden must be found out by better efficiency and better productivity methods.

Then I come to another vital matter so far as the railways are concerned, the question of development of backward areas in a manner which will be in conformity with our declared national policy. Our national policy is



[Shri Somani]

to try and give preferential treatment to see that huge disparities which now exist between different areas or regions of the country are eliminated. But the policy of the railways seems to be to develop new lines only on considerations of their own revenue. If you have to translate into action the policy of doing away with these regional disparities, then, the basic factor is the development of transport facilities. Since the railways play a vital role in the development of transport facilities, it is only rational that our Railway Ministry should pursue a vigorous policy of developing these backward areas even though during the transitional period the expansion of these facilities may not be quite remunerative from their own point of view of revenue.

In this context I find that States like Rajasthan, Assam or even the backward areas of Mysore are neglected simply because revenue considerations do not allow the Railway Ministry to go ahead with those schemes. (*Interruptions*). Mysore is a progressive State, I know; but there are certain backward areas in the Mysore State as well.

**An Hon. Member:** Malwa.

**Another Hon. Member:** Madhya Pradesh.

**Shri Somani:** You can mention several backward areas. I am only illustrating my point of view and that point of view is that I want an assurance from the Railway Minister that revenue considerations alone will not be the guiding principle in the development of railway facilities in the country but that our national policy of bringing up the backward areas of the country also to the level of the other areas will be kept in view by the Railway Ministry. (*Interruption*) I submit that . . . .

**Shri Rajendra Singh (Chapra):** Why not have roads put up in those

backward areas than railways? (*Interruptions*)

**Shri Somani:** There are various other ways in which the backward areas can be developed. But since we are considering the Railway Budget I am submitting to the Railway Ministry the role they can play in implementing the policy of the National Development Council to bring these backward areas on a par with the other areas. In that context, while making a suggestion, I gave a certain illustration.

About the conversion of the Sawai-Modhopur-Jaipur region to broad gauge representations have been made by the State Government and the Chambers of Commerce. Indeed, the traffic involved justifies the conversion of this route to broad gauge. But, as I have said, the Railways have their own considerations in mind. Very pressing needs of such backward areas are not given that priority which should be given to them in the development of railway communications.

Similarly, there is the question of promoting exports. Representations were made to the Railway Ministry for giving certain concessions for the transport of iron ore from Rajasthan to Kandla. A number of iron ore mines in Rajasthan have closed down simply because the Railway Board will not change its mind or attitude to give certain concessions to that area. Though the concession would have helped these mines to continue to work and would have promoted our export trade, yet out of sheer considerations of revenue—after all the amount involved is not quite big but only a small amount—in spite of the recommendations of the Ministry of Commerce and Industry, the Railway Ministry have not seen their way to give any concession for the transport of iron ore from the Rajasthan mines to Kandla port.

**Shri Jagjivan Ram:** The concession was not justified.

**Shri Soman:** Whether it was justified or not, the fact remains that a large number of mines have closed down due to the attitude taken up by the Railway Ministry.

Similar instances can be given. As a matter of fact, certain exemptions have been given by the Railway Minister in exempting certain items from the surcharge. I plead that this list should be examined further and so far as our export trade is concerned certain other items should also be made eligible for exemption if the Railway Minister cannot see his way to totally do away with this 5 per cent surcharge.

In this connection, the tendency on the part of railways to discourage road transport has also got to be properly analysed. After all, I think, road transport is the most heavily taxed in our country; and the Planning Commission has also suggested that the incidence of taxation on road transport should be examined. I do not see how the road transport can compete with railways who are in a much better position to compete with any other system. Yet the Railway Ministry has been following a policy during the last 2 or 3 years and doing everything possible to see that it does not have to compete with road transport at all. That policy will not be in the national interests. I, therefore, submit that the various policies of development, either the development of new lines or the freight structure policy should be viewed in the broad perspective of our national planning and the consideration of railway revenues should only be the next point and not the guiding principle in the implementation of these policies.

**श्री अशुल लतीफ (बिजनौर):** मैं जनाब का बहुत शुक्रगुजार हूँ कि तीन रोज के मुसलसल इंतजार के बाद आज मुझे बोलने का मौका दिया। मैं जनाब की खिदमत

में सिर्फ इतना अर्ज करना चाहता हूँ कि जब कभी कोई बजट आये और उस में जिन मेम्बरों को इजाजत देनी हो तक्ररीर करने की तो कम से कम उन का नम्बर मालूम हो जाय और उन्हें मालूम हो जाय कि उन्हें तक्ररीर करनी है या नहीं। मुसलसल तीन रोज तक दरखास्त देने और इंतजार करने के बाद आज मुझे मौका मिला बहरसूरत में आपका बेहद ममनून हूँ।

इसी के साथ साथ मैं यह भी अर्ज करना चाहता हूँ कि जरा यह भी देख लिया जाय कि जिन लोगों को साल भर में जिनके कि रेजोलूशंस नहीं आये हैं या जिन को कि क्वैट्स करने का मौका न मिला हो और अगर मिला भी हो तो बहुत कम मिला हो, तो ऐसे मेम्बरों को तक्ररीर करने के लिए प्रीफेंस देनी चाहिए। आज सूरत यह है और हज़ूर का यह हुक्म है कि मेम्बर साहबान अपने को मेरी निगाहों की गिरफ्त में लायें तो होता यह है कि हज़ूर की निगाहें कतरा कर निकल जाती हैं और कभी गिरफ्त में नहीं आतीं। जब भी उन निगाहों को पकड़ने की कोशिश की जाती है तो हज़ूर की निगाहें फौरन कतरा कर मुखालिफ़न की तरफ निकल जाती हैं, हम देखते रह जाते हैं और उन की इज्जत अफजाई होती है। बहरसूरत मुझे कोई लम्बी तक्ररीर करनी नहीं है। बहुत मामूली और मुस्तसर अल्फ़ाज में कुछ अर्ज करता हूँ।

इस रेलवे के मुहकमे ने जो कुछ तरक्की की है वह एक खुली हुई हकीकत है जिससे कि इंकार नहीं किया जा सकता। मैं जनाब मिनिस्टर साहब को मुबारकबाद देता हूँ कि मुल्क के अन्दर जो सब से बड़ा तामीरी काम या वह उन के हाथों से करीब-करीब मुकम्मिल हुआ। आपने किसी हद तक कामयाबी के साथ उसे पूरा किया लेकिन जनाबआली :—

“बागबाने आग दी जब आशियाने को मरे।  
जिन पे तकिया था बही पत्ते हवा देने लगे।”

[ श्री अब्दुल लतीफ ]

जिस वक्त मैं अपने जिले में रेलवे में रकबी का तजकिया करता हूँ तो लोग उसे बावर नहीं करते। मैं उन को यकीन दिलाता हूँ लेकिन वह यकीन नहीं करते। ५ मार्च, १९५६ को बजट सेशन में मैं ने आपकी खिदमत में कुछ मारुजात पेश किये थे जिनकी कि तरफ तवज्जह नहीं की गई। मैं ने बहुत मुस्तसर मारुजात पेश किये थे। मैं ने अर्ज किया था कि गजरोला और नजीबाबाद के दरमियान जो गाड़ी चल रही है वह रेल नहीं बल्कि छकड़े हैं। कुछ मालूम नहीं है कि किस दुनिया से लाकर यह डिब्बे लगाये गये हैं। छकड़ों की तरह वह रेलगाड़ी झूमती रहती है और यह मुमकिन नहीं है कि उस में बैठ कर प्रखबार पढ़ सकें। मैं ने जनाब मिनिस्टर साहब की खिदमत में इसके मृतालिक अर्ज किया था। डिप्टी मिनिस्टर साहब की मुजाहिदाना जिन्दगी से मैं मरुब हो जाता हूँ और इसलिए बहुत कम उन से कुछ कह पाता हूँ। जब इस के लिए मैं ने उन से अर्ज की तो उन्होंने कह दिया कि बहुत अच्छा हो जायगा लेकिन वह आज तक पूरा नहीं हुआ। अलबत्ता इतना हुआ कि दो, चार बोगीज पर रंग कर दिया गया और बस। मैं यह हकीकत बयान कर रहा हूँ। खुदा करे इस लाइन पर सफर करने का उनको मौका मिले। वैसे डिप्टी मिनिस्टर साहब ने फरमाया था कि वे उधर जाने वाले हैं लेकिन गये नहीं। फ्रस्ट क्लास की हालत यह है कि उनमें चटखनी तक नदारद हैं। किवाड़ों में चटखनियां नहीं हैं और किवाड़ बंद करो तो फिर खुल जाते हैं। इसके अलावा गदियों के आयल क्लाय नदारद हैं। किसी साहब ने जो कि मुल्क की खिदमत करना चाहते थे वह गदियों के आयल क्लाय काट कर ले गये हैं और अब तो नया आयल क्लॉथ चढ़ा गया है।

मैं ने अर्ज किया कि दिल्ली से वाया नजीबाबाद देहरादुन को एक जायद एक्सप्रेस या वैसेजर गाड़ी चलाई जाय। देहरादुन

और दिल्ली के लिये यह करीब रास्ता है मैं दुबारा रेलवे के बजौर साहब का ध्यान इस ओर दिलाना चाहता हूँ।

मैं ने अर्ज किया था कि गजरोला और नजीबाबाद के दरमियान में जो प्लेटफार्म हैं वे अक्सर ऐसे हैं जो कि बहुत नीचे हैं और औरतों और बच्चों को चढ़ने में दुखवारी होती है। वह हालत आज भी मौजूद है। उन प्लेटफार्मों को ऊंचा किया जाय।

एक चीज मैं ने अर्ज की थी कि वहां पर चाय का बहुत ही नाकिस इंतजाम है। मुझ को अक्सर औकात हापुड़ में चाय पीने का इतिफाक होता है लेकिन यह वाकया है कि चाय कभी वक्त पर नहीं आया और चाय प्राती ही रहती है और गाड़ी छूट जाती है। आज भी वही हालत है।

दूसरी चीज मैं ने यह अर्ज की थी कि जबीया गोश्त का रेलवे स्टेशनों पर मुनासिब इंतजाम नहीं है और जिबह का गोश्त स्टेशनों पर न मिलने की वजह से मुसलमानों को बहुत तकलीफ होती है। आज तक उसके वास्ते कोई इंतजाम नहीं है। रेलवे उस के वास्ते कोई इंतजाम करे।

मैं एक वाक्य अपना अर्ज कर दूँ कि जिस जमाने में पानी का तूफान आया था मैं बदकिस्मती से या गलतफहमी से यहां से निकल गया था और दिल्ली स्टेशन पर मैं ने पूछा कि रास्ता साफ होगा बिजनौर का तो उन्होंने कह दिया कि रास्ता साफ है। मेरी लड़की और उसके बच्चे मेरे साथ थे। मैं गजरोला पहुंच गया। गजरोला पहुंचकर मालूम हुआ कि बिजनौर का रास्ता बंद है। स्टेशन मास्टर साहब ने मुझ से फरमाया कि फस्ट क्लास में रात में मैं जनाब की सेपटी का जिम्मेदार नहीं हूँ। मैं तो यह सुनकर हैरान रह गया कि आखिर अब क्या होगा अगर मेरी लड़की साथ में न होती तो मैं गुजर

भी कर लेता लेकिन लड़की का मामला था । खैर मैं फर्स्ट क्लास को अन्दर से बंद करके बैठ गया और पूरी रात बैठा रहा और सोया नहीं और पूरी रात भर हर एक घंटे के बाद किवाड़ को धक्का लगता था और उसको खोलने की कोशिश की जाती थी लेकिन मैं किवाड़ बंद कर के बैठा रहा । मैं ने दरियापत किया था कि क्या बेटिंग रूम में सेपटी हो सकती है तो उस पर एक दूसरे साहब ने मुझे कहा कि बेटिंग रूम में भूल कर भी न बैठियेगा यह तो उम से भी ज्यादा खतरनाक है और वहां पर तो आपका कोई सामान भी बाकी नहीं बचेगा । हकीकत यह है कि पूरी रात मैं वहां फर्स्ट क्लास में दरवाजा अन्दर से बंद करके बैठा रहा । उस तूफान की वजह से मुझ को वहां रहना पड़ा और फिर मैं सहारनपुर आया बच्चों को लेकर और फिर बिजनौर पहुंचा लेकिन सेपटी का कोई इंतजाम नहीं मिला । मेरा मारूजा यह है कि जहां तक रेलवे में तरक्कियात का ताल्लुक है वह हकीकत है और उस से इंकार जा सकता लेकिन हम को जो गिले और शिकवे होते हैं, तो उन चीजों को कहने के वास्ते साल भर में एक मौका मिलता है और इसलिए मैं ने यही मुनासिब समझा कि आपके गोशे-गुजार कर दूं । लेकिन उन पर अमल न हो तो हम अपने जिला में जाकर क्या कहें । मैं आप से अर्ज करता हूं और मेम्बरान से अर्ज करता हूं कि आप जाकर देखिये उस लाइन को । मेरे ख्याल में जनरल मैनेजर साहब को उधर से गुजरने का इत्तिफाक नहीं हुआ होगा और न ही मेरे पालियामेंट के दूसरे मेम्बर साहबान को उधर से गुजरने का इत्तिफाक हुआ होगा ।

किरतपुर में दो गाड़ियां खड़ी होती हैं लेकिन प्लेटफार्म दूसरी तरफ नहीं है और न कोई पुल है एक प्लेटफार्म से दूसरे प्लेटफार्म पर जान के लिए । इसका कोई इन्तजाम किया जाय ।

जमालपुर बिहार के मुताल्लिक मुझे यह अर्ज करना है कि वहां के रेलवे मुताजिमों ने पाकिस्तान जाने के लिए औपान दिया था लेकिन वह कतई नहीं गये और कुछ गये भी तो वह ५, ६ महीने के बाद लौट कर आ गये । लेकिन आज उनको नोटिस मिल रहे हैं कि क्यों न उन्हें निकाला जाय और वे इसके लिए सबूत पेश करे कि वे गये थे या नहीं । अब यह १०, १२ वर्ष के बाद यह चीज कैसे हो रही है ? मैं आप से अर्ज करूंगा कि इस तरफ खास तवज्जह की जरूरत है । मैं फिर जनाब का फिर शुकिया अदा करता हूं कि आपने मुझे बोलने का मौका दिया लेकिन जैसे मैंने पहले भी कहा कि हजर की निगाहों से जो गिला है कि वह हम से कतरा कर निकल जाती है, तो आप्रानदा ऐसा शिकवा न होना चाहिये ।

[شری عبدالطیف (بجپور) : میں  
جواب کا بہت شکرگزار ہوں کہ تین  
روز کے مسلسل انتظار کے بعد آج  
مجھے بولنے کا موقع دیا - میں جواب  
کی خدمت میں صرف اتنا عرض  
کرنا چاہتا ہوں کہ جب کبھی کوئی  
بجٹ آئے اور اس میں جن ممبروں  
کو اجازت دیلی ہو تقریر کرنے کی  
تو کم از کم ان کا نمبر معلوم ہو جائے  
اور انہیں معلوم ہو جائے کہ انہیں  
تقریر کرنی ہے یا نہیں - مسلسل  
تین روز تک درخواست دیلیے اور  
انتظار کرنے کے بعد آج مجھے موقع  
ملا بہر صورت میں آپ کا یہ حد مسلموں  
ہوں -

اس کے ساتھ ساتھ میں یہ بھی  
عرض کرنا چاہتا ہوں کہ ذرا یہ بھی

## [شری عبدالطوف]

دیکھ لیا جائے کہ جن لوگوں کو سال بھر میں جن کے کہ ریزولوشنس نہیں آئے ہیں یا جن کو کہ کوشش کرنے کا موقع نہ ملا ہو اور اگر ملا بھی ہو تو بہت کم ملا ہو تو ایسے مسدوران کو تقریر کرنے کے لئے پریفرینس دینا چاہئے۔ آج صورت یہ ہے اور حضور کا یہ حکم ہے کہ مسدور صاحبان اپنے کو میری نگاہوں کی گرفت میں لائیں تو ہوتا یہ ہے کہ حضور کی نگاہیں کترا کر نکل جاتی ہیں اور کبھی گرفت میں نہیں آتیں۔ جب بھی ان نگاہوں کو پکڑنے کی کوشش کی جاتی ہے تو حضور کی نگاہیں فوراً کترا کر مخالفین کی طرف نکل جاتی ہیں۔ ہم دیکھتے رہ جاتے ہیں اور ان کی عزت افزائی ہوتی ہے۔ بھر صورت مجھے کوئی لمبی تقریر کرنی نہیں ہے۔ بہت معمولی اور مختصر الفاظ میں کچھ عرض کرتا ہوں کہ اس ریلوے کے متحکمے نے جو کچھ ترقی کی ہے وہ ایک کھلی ہوئی حقیقت ہے جس سے کہ انکار نہیں کیا جاسکتا۔ میں جناب مسٹر صاحب کو مبارک باد دیتا ہوں کہ ملک کے اندر جو سب سے بڑا تعمیری کام تھا وہ ان کے ہاتھوں سے ترمیم ترمیم مکمل ہوا۔ آپ نے کسی حد تک کامیابی کے ساتھ اسے پورا کیا لیکن جناب عالی۔

باغبان نے آگ دی جب آشیانے

کو میرے۔ جن یہ تکیہ تھا  
وہی پتے ہوا دینے لگے۔

جس وقت میں اپنے ضلع میں ریلوے میں ترقی کا تذکرہ کرتا ہوں تو لوگ اسے بارور نہیں کرتے۔ میں ان کو یقین دلاتا ہوں لیکن وہ یقین نہیں کرتے۔ ۵ مارچ ۱۹۵۹ کو بجٹ سیشن میں میں نے آپ کی خدمت میں کچھ معروضیات پیش کئے تھے جن کی کہ طرف توجہ نہیں کی گئی۔ میں نے بہت مختصر معروضات پیش کئے تھے۔

میں نے عرض کیا تھا کہ کجرولا اور نجیہ آباد کے درمیان جو گاڑی چل رہی ہے وہ ریل نہیں بلکہ چھکڑے ہیں۔ کچھ معلوم نہیں ہے کہ کس دنیا سے لا کر یہ تپے لگائے گئے ہیں۔ چھکڑوں کی طرح وہ ریل گاڑی جھومتی رہتی ہے اور یہ ممکن نہیں ہے کہ اس میں بیٹھ کر اخبار صاحب کی خدمت میں اس کے متعلق عرض کیا۔ تھا۔ ڈپٹی مسٹر صاحب کی مجاہدانہ زندگی سے میں مرعوب ہو جاتا ہوں اور اس لئے بہت کم ان سے کچھ کہہ پاتا ہوں۔ جب اس کے لئے میں نے ان سے عرض کی تو انہوں نے کہہ دیا

کہ بہت اچھا ہو جائیگا لیکن وہ آج تک پورا نہیں ہوا - الجمتہ اتنا عوا کہ دو چار بوکڑی پر رنگ کرا دیا گیا اور بس - میں یہ حقیقت بیان کر رہا ہوں - خدا کرے اس لائن پر سفر کرنے کا ان کو موقع ملے - ویسے ڈپٹی منسٹر صاحب نے فرمایا تھا کہ وہ ادھر جانے والے ہیں لیکن گئے نہیں - فرسٹ کلاس کی حالت یہ ہے کہ ان میں چٹھنی تک ندارد ہیں - کواڑوں میں چٹھنیاں نہیں ہیں - اور کواڑ بلد کرو تو پھر کھل جاتے ہیں - اس کے علاوہ گدیوں کے آئل کلاتھ ندارد ہیں - کسی صاحب نے جوکہ ملک کی خدمت کرنا چاہتے تھے وہ گدیوں کے آئل کلاتھ کات کر لے گئے خیر اب تو نہا آئل کلاتھ چڑھا دیا گیا ہے -

میں نے عرض کیا تھا کہ دہلی سے ولایا نجیب آباد دھواڑوں کو ایک زاید ایکسپریس یا پیسنیجر گاڑی چلائی جائے - دھواڑوں اور دہلی کے لئے یہ قریب ترین راستہ ہے - میں دوبارہ ریلوے کے وزیر صاحب کا دھیان اس اور دلانا چاہتا ہوں م میں نے عرض کیا تھا کہ ٹھجروولہ اور نجیب آباد کے درمیان میں جو پلیٹ فارمز ہیں وہ اکثر ایسے ہیں جو کہ بہت نیچے ہیں اور عورتوں اور بچوں کو چڑھنے میں دشواری ہوتی ہے - وہ حالت آج بھی موجود ہے - ان پلیٹ

فارمز کو اونچا کیا جائے ایک چیز میں نے عرض کی تھی کہ وہاں پر چائے کا بہت ہی ناقص انتظام ہے - مجھے کو اکثر اوقات ہاپڑ میں چائے پینے کا اتفاق ہوتا ہے لیکن یہ واقع ہے کہ چائے کبھی وقت پر نہیں آتی اور چائے آتی ہی رہتی ہے اور گاڑی چھت جاتی ہے - آج بھی وہی حالت ہے -

دوسری چیز میں نے یہ عرض کی تھی کہ ذبیحہ گوشت کا ریلوے اسٹیشنوں پر مناسب انتظام نہیں ہے اور ذبیحہ کا گوشت اسٹیشنوں پر نہ ملنے کی وجہ سے مسلمانوں کو بہت تکلیف ہوتی ہے - آج تک اس کے واسطے کوئی انتظام نہیں ہے - ریلوے اس کے واسطے کوئی انتظام کرے -

میں ایک واقع ایسا عرض کر دوں کہ جس زمانے میں پانی کا طوفان آیا تھا میں بدقسمتی سے یا غلط ہمیں سے یہاں سے نکل گیا تھا اور دہلی اسٹیشن پر میں نے پوچھا کہ راستہ صاف ہوگا بجنور کا تو انہوں نے کہہ دیا کہ راستہ صاف ہے - مہروی لوکی اور اس کے بچے مہرے ساتھ تھے - میں ٹھجروولہ پہنچ گیا - ٹھجروولہ پہنچ کر معلوم ہوا کہ بجنور کا راستہ بند ہے - اسٹیشن ماسٹر صاحب نے مجھ سے فرمایا کہ فرسٹ کلاس میں رات میں میں جناب کی سہنتی کا ذمہ دار نہیں ہوں - میں تو سن کر حیران رہ گیا کہ آخر اب کیا ہوگا - اگر مہروی لوکی

## [ شری عبدالطوف ]

ساتھ میں نہ ہوتی تو میں گزر بھی کر لیتا لیکن لمبائی کا معاملہ تھا - خیر میں فرسٹ کلاس کو اندر سے بند کر کے بیٹھا تھا اور پوری رات بیٹھا رہا اور سویا نہیں اور پوری رات بھر ہر ایک کھلتے کے بعد کواڑ کو دھکا لگاتا تھا اور اس کو کھولنے کی کوشش کی جاتی تھی لیکن میں کواڑ بند کر کے بیٹھا رہا - میں نے دریافت کیا تھا کہ کیا ریٹنگ روم میں سیفٹی ہو سکتی ہے تو اس پر ایک دوسرے صاحب نے مجھے کہا کہ ریٹنگ روم میں بھول کر بھی نہ بیٹھتے گا یہ تو اس سے بھی زیادہ خطرناک ہے اور وہاں پر تو آپ کا کوئی سامان بھی باقی نہیں بچھکا - حقیقت یہ ہے کہ پوری رات میں وہاں فرسٹ کلاس میں دروازہ اندر سے بند کر کے بیٹھا رہا - اس طوفان کی وجہ سے مجھ کو وہاں رہنا پڑا اور پھر میں سہارنپور آیا بچوں کو لیکر اور پھر بجنور پہنچا لیکن سیفٹی کا کوئی انتظام نہیں ملا - میرا معروضہ یہ ہے کہ جہاں تک ریلوے میں ترقیات کا تعلق ہے وہ حقیقت ہے اور اس سے انکار نہیں کیا جا سکتا لیکن ہم کو جو گلے اور شکوے ہوتے ہیں تو ان چھڑوں کو کھلنے کے واسطے سال بھر میں ایک موقع ملتا ہے اور اس لئے میں نے یہی مناسب سمجھا کہ آپ کے گوش گزار کر دوں -

لیکن ان پر عمل نہ ہو تو ہم ایسے ضلعوں میں جا کر کیا کہیں - میں آپ سے عرض کرتا ہوں اور ممبران سے عرض کرتا ہوں کہ آپ جا کر دیکھئے اس لائن کو - میرے خیال میں جنرل سلیجیٹر صاحب کو ادھر سے گزرنے کا اتفاق نہیں ہوا ہوگا اور نہ ہی پارلیمانٹ کے دوسرے ممبر صاحبان کو ادھر سے گزرنے کا اتفاق ہوا ہوگا -

کرت پور میں دو گاڑیاں کھڑی ہوتی ہیں لیکن پلیمت فارم دوسری طرف نہیں ہے اور نہ کوئی پل ہے ایک پلیمت فارم سے دوسرے پلیمت فارم پر آنے جانے کے لئے - اس کا کوئی انتظام کیا جائے -

جمال پور بہار کے متعلق مجھے یہ عرض کرنا ہے کہ وہاں کے ریلوے ملازموں نے پاکستان جانے کے لئے آپشن دیا تھا لیکن وہ قطعی نہیں گئے اور کچھ گئے بھی تو وہ ۵-۶ مہینے کے بعد لوٹ کر آئے - لیکن آج ان کو نوٹس مل رہے ہیں کہ کہوں نہ انہیں نکالا جائے اور اس کے لئے ثبوت پیش کریں کہ وہ گئے تھے یا نہیں - اب یہ ۱۰-۱۲ برس کے بعد یہ چیز کیسے ہو رہی ہے - میں آپ سے عرض کروں گا کہ اس طرف خاص توجہ کی ضرورت ہے - میں پھر جناب کا شکریہ ادا کر

होन कि आप ने सच्चे बोलने का सौते  
 दिया लेकिन जिसे मैंने पहले पहने  
 कहा कि حضور की नकल से जो क्ले  
 है कि वे हम से अनुरोध कर नकल जाती  
 हैं उन नो अनिच्छा इसा शक्य नह होना  
 चाहें -

✓ श्री बाजपेयी (बलराम पुर) : श्री यश  
 महोदय, रेल मंत्री जी के बजट भारण से  
 रेलवेज की वित्तीय स्थिति का जो चित्र हमारे  
 सामने आता है वह बड़ा चिन्ताजनक है।  
 जो रेवेन्यू रिजर्व फंड है उसमें नहीं के बराबर  
 वृद्धि हुई है और जो डेवलपमेंट फंड है वह  
 पूर्णतः समाप्त हो चुका है। डेप्रिसिएशन  
 फंड में १९५५-५६ और १९५६-५७ में  
 १०३.५७ करोड़ रुपया था जो कि १९६-६१  
 में १७.७५ करोड़ रह गया। यदि उसको  
 तुलना कैपिटल ऐंट लार्ज से करे जो कि १५६३-  
 २६ करोड़ है तो ऐसा लगेगा कि यह बचत  
 सर्वथा निराशाजनक है। इस का यह भी  
 अर्थ हुआ कि आगामी वर्षों में पुराना सामान  
 हटाने के लिए और नया सामान लाने के लिए  
 जिसकी कि उग्र खर्च हो चुकी है उस स्टाक  
 को बदलने के लिए रेलों के पास पर्याप्त रकम  
 नहीं होगी। पिछले साल की तरह से इस  
 साल के बजट में भी आमदनी का जो अनुमान  
 लगाया गया था उस से आमदनी कम हुई  
 है। और खर्च के जो अनुमान लगाए  
 गए थे उनसे खर्च बढ़ गया है। मैं समझता  
 हूँ रेलवे बजट की रचना में विशेष सावधानी  
 की आवश्यकता है। सन् १९५६-५६ में  
 अनुमान के अनुसार यातायात से जितनी  
 आमदनी की आशा थी उससे ५.१७ करोड़  
 की आमदनी कम हुई है। शुद्ध बचत का  
 भी जो संशोधित अनुमान है उसमें १३ करोड़  
 के बजाए ८.६३ करोड़ की बचत हुई है।  
 रेल मंत्री जी ने रेल भाड़े की दर में वृद्धि की  
 है। १९५६ में ४ फी सदी की वृद्धि की  
 गयी और ५ फी सदी की वृद्धि की गयी।  
 ऐसा मायूस पड़ता है कि माल होने की

आमदनी में कमी का कारण सड़क यातायात की  
 प्रतियोगिता है, और इस बात को स्वीकार  
 भी किया गया है। रेल यातायात और  
 सड़क यातायात में समन्वय किस प्रकार  
 स्थापित हो इस दृष्टि से विचार करने के लिए  
 एक समिति की भी नियुक्ति की गयी है।  
 किन्तु नियोगी समिति की सिफारिशों से  
 पूर्व ही रेल भाड़े में वृद्धि करना ऐसी चीज है  
 जो समझ में नहीं आती। अशुद्ध होता अगर  
 रेलवे की आपरेशनल एफीसिंसी बढ़ायी जाती  
 और खर्च कम किया जाता जिससे अधिक  
 मात्रा में सड़क यातायात को हम रेलवे की  
 ओर मोड़ सकते और रेलवे की आमदनी  
 में वृद्धि हो सकती। रेल भाड़े में वृद्धि का  
 एक ही परिणाम होगा कि वस्तुओं के दाम  
 बढ़ेंगे, और जब हमारे वित्त मंत्री अपने बजट  
 में डोजल के ऊपर टैक्स लगाकर रेलवे की  
 अप्रत्यक्ष रूप से सहायता करना चाहते थे  
 और सड़क परिवहन को नियंत्रित करना चाहते  
 थे तो मैं नहीं समझता कि रेल भाड़े की दर में  
 वृद्धि करने के लिए क्या प्रीचिन्त्य था। अभी  
 भी यदि रेलवे प्रशासन चाहे तो खर्च में कमी  
 करके वेतन प्रायोग की सिफारिशों के परिणाम-  
 स्वरूप उसके ऊपर जो अर्थ का भार बढ़ा है  
 उसको पूरित कर सकता है। लेकिन खर्च  
 में कमी का कोई संकेत नहीं मिलता। मैं  
 आपको एक ही उदाहरण देना चाहता हूँ।  
 हमारे डिप्टी मिनिस्टर महोदय ने एक प्रश्न  
 के उत्तर में यह बताया था कि जो आर० डी०  
 एस० प्रो०—अनुसंधान कर्ता और मानक  
 संगठन की सभी शाखाओं को लखनऊ में एक  
 स्थान पर एकत्र किया जाएगा। उन्होंने कहा  
 था कि शायद इसमें दो साल लगेंगे। मगर  
 अब उसकी एक शाखा शिमला भेजी जा रही  
 है। उसका जो हिस्सा चित्तूरंजन में  
 मौजूद है उसको भी शिमला की यात्रा करनी  
 पड़ेगी और हो सकता है कि दो साल बाद उन्हें  
 शिमला से लखनऊ ले जाना पड़े। इसमें प्रति  
 वर्ष कम से कम पांच लाख का रिकॉरिंग  
 एक्सपेंडीचर होगा। मैं जानना चाहूंगा कि  
 मंत्री महोदय से कि आर० डी० एस० प्रो०



## [ श्री वाजपेयी ]

को शिमला ले जाने का क्या कारण है। शिमला में मकानों की कमी है। अगर कर्मचारी वहां जायेंगे तो कहां रहेंगे। केन्द्रीकरण करने की दृष्टि से भी शिमला देश का उपयुक्त स्थान नहीं हो सकता। मुझे पता लगा है कि एक अफसर हाल में शिमला गए थे और उन्होंने भी रिपोर्ट दी है और उसमें कहा है कि वह भी इस बात से सहमत नहीं हैं। क्योंकि दो साल बाद इस पूरे संगठन को लखनऊ ले जाना है तो इस अन्तरिम काल में इसको शिमला ले जाने की क्या आवश्यकता है। यहां नई दिल्ली में भी एक गगनचुम्बी भवन रेलवे हाउस के नाम से बन रहा है। यह बात कही गयी थी कि उसमें रेलवे के कार्यालयों को स्थान दिया जाएगा लेकिन अब कहा जा रहा है कि उसमें उन कार्यालयों को भी स्थान दिया जाएगा जिनका रेलवे से कोई सम्बन्ध नहीं है और आर० डी० एस० आर० की शिमला की यात्रा कगयी जाएगी और उसको दो साल बाद फिर लखनऊ ले जाया जाएगा। तो इसको रोक कर इस खर्च को बचत की जा सकती है।

इसी तरह मे हम देखते हैं कि ग्राम स्टेशनों पर बड़े बड़े टाइम टेबिल के पोस्टर छाप कर बड़े बड़े खानों में लगाए जाते हैं। वह इतने बारीक छद्म होते हैं कि उनको देखने के लिए दूरबीन की आवश्यकता होगी। और शायद ही कोई ऐसा रेलवे यात्री हो जो कि उनको देखता हो। लेकिन केवल रेलवे स्टेशनों की शोभा बढ़ाने के लिए लाखों की संख्या में ये पोस्टर छापे जाते हैं। मैं नहीं समझता कि उनको छापने की कोई आवश्यकता है। हर स्टेशन पर एक छोटे बोर्ड पर स्थानीय गाड़ियों के समय बताने वाले टाइम टेबिल लगे रहते हैं। फिर इन बड़े अखिल भारतीय टाइम टेबिलों को हर स्टेशन पर क्यों लगाया जाता है। इस रकम की बचत की

जा सकती है। और भी ऐसे कई उदाहरण दिए जा सकते हैं। इस दिशा में रेलवे मंत्रालय को विशेष रूप से सतर्क रहना चाहिए।

पे कमीशन की सिफारिशों के परिणाम स्वरूप रेलवे प्रशासन पर कुछ व्यय का भार बढ़ा है। लेकिन उससे कर्मचारियों में संतोष की भावना पैदा नहीं हुई है। मैं समझता हूँ रेलवे कर्मचारियों के वेतन और भत्तों के निर्धारण के लिए एक अलग से वेज बोर्ड स्थापित करने की आवश्यकता है। रेलवे कर्मचारी कहने के लिए तो केन्द्रीय कर्मचारियों का ही भाग है, लेकिन उनके काम की शर्तें इतनी भिन्न हैं कि जब सब कर्मचारियों के साथ मिलाकर उन पर विचार किया जाता है तो उनके साथ न्याय नहीं हो पाता। अध्यक्ष महोदय, आपको मुनकर ताज्जुब होगा कि अभी भी रेलवे कर्मचारी एक ठेके की पद्धति में बंधे हुए हैं। कहने के लिए वह सरकार के कर्मचारी हैं मगर मालूम पड़ता है कि वे किसी ठेकेदार के नौकर हैं। आज भी उनके साथ ठेका किया जाता है। किसी भी रेलवे कर्मचारी को बिना कारण बताए एक महीने का नोटिस देकर नौकरी से अलग किया जा सकता है। वह अदालत का दरवाजा नहीं खटखटा सकते। किस कारण से उसे नौकरी से अलग किया गया है वह कारण भी नहीं पूछ सकता और रेलवे प्रशासन को कारण बताने के लिए मजबूर भी नहीं किया जा सकता। कम्पनियां खत्म हो गयीं, अंग्रेज चले गए, मगर रेलवे कर्मचारियों के साथ अभी भी ठेकेदार के नौकरों की तरह व्यवहार किया जाता है। हम समझते थे कि पे कमीशन सेवा की इस शर्त के बारे में विचार करेगी। रेल एसटैबलिशमेंट बोर्ड का रूल १४८ और संविधान की धारा ३११(२) रेलवे कर्मचारियों को ठीक तरह से काम नहीं करने देते हैं। रेलवे कर्मचारी राजनीति में भाग ले यह कौन कह सकता है, लेकिन अगर सरकारी कर्मचारी

विदेशी आक्रमण के सम्बन्ध में भी प्रस्ताव पास करते हैं तो सरकार आपत्ति करती है। आपको सुनकर ताज्जुब होगा कि सरकारी कर्मचारियों ने चीनी आक्रमण के विरुद्ध प्रस्ताव पास किया और सरकार को अपने इस निश्चय की सूचना दी कि इस आक्रमण का मुकाबला करने के लिए अपने अपने पद पर डटे रह कर वह अपने कर्तव्य का पूरा पालन करेंगे, तो सरकार ने उस पर आपत्ति की है कि आपने विदेशी आक्रमण के खिलाफ प्रस्ताव क्यों पास किया। और सरकार कहती है कि विदेशी आक्रमण के खिलाफ प्रस्ताव पास करना राजनीति में दखल देना है। मैं नहीं समझता कि राजनीति की क्या परिभाषा की जाती है। अगर सरकारी कर्मचारी विदेशी आक्रमण के विरुद्ध राष्ट्रीय सुरक्षा के प्रति अपने संकल्प की घोषणा करते हैं तो मैं समझता हूँ सरकार को उसका स्वागत करना चाहिए। मगर जो सेवा की शर्तें हैं वे इतनी संकुचित और संकीर्ण हैं कि वे कर्मचारियों के कर्तव्य के पालन के मार्ग में भी बाधक बनती हैं। मैं समझता हूँ कि समय आ गया है कि जब उन पर पुनर्विचार किया जाए।

हमारे रेलवे मंत्री महोदय ने दुर्घटनाओं का भी उल्लेख किया है और उन्होंने इस बात पर प्रसन्नता प्रकट की है कि इस वर्ष कोई बड़ी दुर्घटना नहीं हुई। मैं उन से यह जानना चाहूँगा कि बड़ी दुर्घटना की परिभाषा क्या है। उन के मंत्रालय ने एक दुर्घटनाओं की समीक्षा प्रकाशित की है, जिस में बड़ी और छोटी दुर्घटनायें, यह भेद नहीं किया गया है, गम्भीर और अगम्भीर दुर्घटना का भेद किया गया है और उस परिभाषा के अनुसार किसी रेल-गाड़ी की गम्भीर दुर्घटना वह है जिस में यात्री सफ़र कर रहे हों और उस घटना में जन-हानि हो और/प्रथवा लोगों को सख्त चोट पहुँचे और/या लगभग बीस हजार रुपए या इस से लगभग सम्पत्ति की हानि हो। मैं यह जानना चाहता हूँ कि उन्होंने जब कहा है कि कोई बड़ी दुर्घटना नहीं हुई, तो क्या इस परिभाषा के अनुसार कोई बड़ी दुर्घटना नहीं हुई।

एक बात उन्होंने और कही है कि जो दुर्घटनायें कम हो गई हैं, वह चाहे दैवयोग से हुआ हो, या रेल कर्मचारियों के अनवरत प्रयास के कारण। मैं समझना चाहता हूँ कि यह दैवयोग क्या है। अगर दुर्घटनायें कम हुई हैं, तो क्या इस में दैवयोग है और क्या यह समझा जाये कि जो दुर्घटनायें होती थीं, वे दैवयोग से होती थीं और उस के लिए कर्मचारी दोषी नहीं थे? अगर दुर्घटनायें दैवयोग से होती हैं, अग्र्यक्ष महोदय, तो मेरा निवेदन है कि जनरल मैनेजरों को सम्मरी पावर्ज देने की जरूरत नहीं है। एक तरफ़ तो रेलवे मंत्री जी यह कहते हैं कि अधिकांशतः दुर्घटनायें मुख्यतः कर्मचारियों की असावधानी के कारण घटित हुई हैं और दूसरी तरफ़ यह कहा जाता है कि जो दुर्घटनायें कम हो गई हैं, वे चाहे दैवयोग से हुई हों, या रेल कर्मचारियों के अनवरत प्रयास के कारण। मेरा निवेदन है कि जब रेल दुर्घटनायें कम होती हैं, तब दैवयोग बीच में लाया जाता है, लेकिन जब दुर्घटनायें बढ़ जाती हैं, तो रेल कर्मचारियों की गर्दन दबाई जाती है। अच्छा हो कि इस दैव को बीच में न लाया जाये और हम गम्भीरता से विचार करे कि दुर्घटनायें क्यों होती हैं। मैं यह नहीं मानता कि दुर्घटनायें होती हैं। मेरा निवेदन है कि दुर्घटनायें की जाती हैं और जब तक दुर्घटनाओं के कारण दूर नहीं किए जायेंगे, यह रेल कर्मचारियों को हटाने से दुर्घटनायें दूर नहीं हो सकती। इस समीक्षा में कहा गया है कि कर्मचारियों की असावधानी के कारण दुर्घटनायें हुई हैं। लेकिन मैं आप से निवेदन करना चाहता हूँ कि अगर काम करने की शर्तें ऐसी हों, जिन में कर्मचारियों को काम करना पड़ता है, वे परिस्थितियों ऐसी हों कि जिन में दुर्घटना होने के प्रतिरक्त कर्मचारी कुछ और कर नहीं सकते, तो दुर्घटनाओं को आप रोक नहीं सकते। इस के लिए कर्मचारियों की काम की शर्तों पर विचार करना चाहिए।

शोलापुर डिविजन में राहूरी स्टेशन पर दुर्घटना होते होते बच गई। वह एक

[श्री वाजपेयी]

एवर्टिड कालिजन था। कहते हैं कि दो माल गाड़ियां एक ही लाइन पर आ गईं और वहां के असिस्टेंट स्टेशन मास्टर को समरी पावर्च के अन्तर्गत निकाल दिया गया। मगर वह असिस्टेंट स्टेशन मास्टर कहता है कि स्टेशन मास्टर के कमरे में जो स्लाइड इंस्ट्रुमेंट है, उस की मास्टर की नहीं थी और हम कई महीने से मांग कर रहे थे कि वह मास्टर की आना चाहिए। अगर मास्टर की कमी के कारण दुर्घटना हुई नहीं और होते होते बच गई, तो भी असिस्टेंट स्टेशन मास्टर को नौकरी से अलग कर दिया गया।

मैं ने पिछले बजट भाषण में शिकायत की थी कि जो नए रूल बने हैं, कर्मचारियों को उन की शिक्षा नहीं दी गई। जो इंस्पेक्टर थे, उन्होंने कर्मचारियों से इस आशय के दस्तखत करा लिए कि हम नियमों को जानते हैं, जब कि वे नहीं जानते हैं। और अगर कर्मचारी उन नियमों को नहीं जानते हैं और उन नियमों का ठीक तौर से पालन नहीं हो सकता, तो दुर्घटनाएँ होंगी। केवल जनरल मैनजरों को समरी पावर्च दे कर, जिन का दुरुपयोग किया जा रहा है, मनमानी की जा रही है, आप दुर्घटनाओं को कम नहीं कर सकते हैं। रेल कर्मचारियों में असुरक्षा की भावना पैदा करके यात्रियों की सुरक्षा की गारंटी नहीं की जा सकती। मैं रेल मंत्री जी से निवेदन करूंगा कि वह बड़ी सहानुभूति के साथ ऐसे मामलों पर विचार करें। अगर उन को फिर से नौकरी पर रखना सम्भव नहीं है, तो दोबारा हर एक मामले के मेरिट्स पर विचार कर के उन को किसी और नौकरी पर रखा जाये। अगर कोई स्पष्ट ऐसे मामले हैं, जिन में असावधानी और उपेक्षा हुई है, तो उन की बकालत कोई नहीं करेगा। यह संसद् ऐसे कर्मचारियों के विरुद्ध कार्यवाही करने में रेल मंत्री जी के हाथ मजबूत करेगी, मगर कई मामले ऐसे हैं, जिन में कर्मचारियों की शलती के कारण नहीं, नियमों के कारण, उन मशीनों

में कमी के कारण, जिन पर वे काम करते हैं, दुर्घटनाएँ हुई हैं और उन के बारे में सहानुभूति से विचार करना चाहिए।

वैसे हमारे कर्मचारी अच्छा काम कर रहे हैं। रेलवे ने प्रगति की है। सैकंड प्लान में ६० करोड़ रुपए का फ़ारेन एक्सचेंज बचाया है। इस के लिए हमारे रेलवे मंत्री बधाई के पात्र हैं, लेकिन अभी भी सुधार की बहुत गुंजायश है। उस ओर ध्यान दिया जाना चाहिए।

**Shri P. G. Deb:** (Angul): Mr. Speaker, Sir, I have heard the speech of the hon. Railway Minister with rapt attention while he presented his budget for the year 1960-61. I have also carefully gone through the papers and I find that very good figures have been worked out in order to make out a good case of a difficult bargain. At the first instance, I wish to point out the aspects regarding foreign loans. I find that a loan of Rs. 85 million dollars which had been received in September, 1958 was fully utilised by March, 31, 1959. Again, a loan of 50 million dollars was negotiated with the World Bank in July, 1959. In addition to that, a further negotiation for a loan of 30 million dollars has been finalised from the Development Fund of America. When adding these figures, one finds that the Indian railways are going to be under the grip of heavy debt-loans of 165 million dollars. Therefore, I fail to understand why no mention has been made in the budget speech regarding the ways and means for the repayment of these loans.

I am particularly intrigued by the Railway Minister's suggestion made in paragraph 32 of the budget speech. I quote:

"We are now self-sufficient in respect of steam locomotives, with steady increase both in the number produced and in the indigen-

ous content. 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."

The financial implications of this probably need to be more carefully worked out for the benefit of the Members of this House. That, I think, will be helpful in reducing our apprehensions about the Indian railways getting into heavy foreign debts.

Next, I wish to refer to the last year's budget speech of the hon. Railway Minister. He had then declared that a realistic assessment of the financial position will only be possible about a year hence. That means it is this year's budget which will reveal the financial position. But going through the budget papers, I find that the working of the railways has not been handled on proper lines so as to enable higher productivity.

13.15 hrs.

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

Not only that. The practical assessment so made seems unrealistic and thus invites criticism. When we see the budget at a glance, we find that the figures show a short-fall of Rs. 4.17 crores and Rs. 8.58 crores for the years 1958-59 and 1959-60 respectively. For the year 1960-61, it has been assumed that there will be an increase in goods traffic to the extent of 17 million tons. So, it appears that it has been done more out of sanctity, in my opinion, for the figures of 62 million tons which has been fixed as the physical target for the second Plan period. I therefore have genuine fears that the expected additional revenue of Rs. 27 crores is not likely to be realised.

In the light of the above background this supplementary levy of five naya paise per rupee is obviously illogical. At the same time, I wonder why in this regard the Railway Minister has found it necessary to go against the

recommendations of the Mudaliar Committee, . . . . .

**Shri Rajendra Singh:** They have not.

**Shri P. G. Deb:** . . . . . which had clearly indicated that further increase in freight rates was not desirable.

**Shri Rajendra Singh:** There is a mis-statement on the part of the hon. Member. The Mudaliar Committee recommended a large increase in freight rate. It was the Railway Ministry which did not conform to it.

**Shri P. G. Deb:** The Mudaliar Committee indicated that a further increase in freight charges was not desirable. Apart from this, there is another aspect to this increase of levy on goods traffic. It is discriminatory in so far as the Government departments have been exempted, while the private sector as a whole is sought to be subjected to a position of disadvantage. On the other hand, there is rather a negative attitude towards private business and commerce. All this goes against the declared policy of the Government that the private sector will receive all patronage and encouragements. As such, I think the matter requires a sober second thought at the hands of our hon. Railway Minister.

Next, I would also like to refer to the complaints on the railway administration that there has been diversion of high-rated goods traffic to road transport. Apart from the discriminatory and stepmotherly attitude on the part of the railways towards the ordinary businessmen, the administration has failed to assure security for goods booked on the railways. Annually, the administration pays more than Rs. 3 crores as compensation, but the actual value of the goods lost must be much higher. Therefore, it is the lack of security coupled with the high rates which leads to diversion of goods traffic to road transport.

While referring to the problem of corruption on railways, the hon. Minister has observed in para 43 of his

[Shri P. G. Deb]

budget speech that the problem of corruption "is a reflection of the general morality in the country". By all standards, Sir, this is a defeatist note, which is further bound to reduce the confidence of the business community. Therefore positive measures are required to be taken to strengthen the vigilance organisation. If possible, some sort of goods insurance schemes may also be introduced by the railways.

In regard to passenger traffic, there is the problem of security. Safety of passengers in trains has reached, in my opinion, the worst level. In the last few months, we read in daily papers the news of some railway crimes or other—collision, derailment, etc.—which are on the increase in all parts of the country. I, therefore, suggest, Sir, that immediate enforcement of railway police may be undertaken. Much time should not be lost in the formalities of negotiations as referred to by the hon. Minister.

Then, Sir, I come to another problem. I am glad to see that the volume of work in the railways has much increased, and so, they have earned good revenue too. But simultaneously, the working expenses have also increased rather disproportionately. This aspect of the Indian Railways will require vigilance and a careful probe. Any neglect in this matter will have serious repercussions on the development programme of our railways. This has a definite bearing not only in terms of the economic development of the country, but also has to be thought of in the context of threats of war from our Himalayan borders. It is all the more from the defence point of view that there should be a network of railways all along the northern borders of our country. Means of communications by railways is a major factor in times of war and our railway positions in the north should be made sound and well-knit. Let me go on to stress it by saying that as far as our border in Ladakh is

concerned, the last railway head is Madhopur. In Himachal Pradesh, it is Simla and Kangra. As far as Tehri-Garhwal is concerned, the last railhead is Rishikesh and Dehra Dun. In NEFA, it is Tejpur. All these lines are at a distance of between 300 to 700 miles from the border. I would, therefore, remind the hon. Minister to consider my view-points and make headway in the matter.

Sir, coming to the regional disparity in railways, I wish to say something about my State of Orissa. The construction of the railway line from Rourkela to Talcher *via* Barkote needs immediate attention of the Railway Ministry. The work has begun no doubt and funds allotted for the construction of the branch line from Rourkela to Dumaro. This is the line I refer to and its extension may kindly be made to Talcher *via* Barkote. To my knowledge, Sir, this line has been fully surveyed and in order to develop Paradip port in Orissa, the construction of the whole line should be completed during the Third Five Year Plan. In the beginning it may be for goods traffic only. If it is done, it will accelerate the industrial development of Northern Orissa, and exploit the underground wealth of that region to the utmost in order to feed the Paradip port, which is expected to come up soon. The answer I may get from the other side is, the Minister may say that due to lack of funds, this construction has not been able to come up. I may stress it by saying that this is a typical case, as it affects the railway and the building up of the Paradip port. Here I recall to a statement made by the hon. Minister for Shipping, Shri Raj Bahadur in this House. He said that to build up a port, its hinterland has to grow first. He said so during the discussion on Paradip port, in this House. Under the circumstances, I hope the hon. Minister will give priority for this new branch line and recommend to the Planning Commission for its inclusion in the Third Plan.

One more point and I have done. There have been concessional rates for fruits. I suggest the concessional rates should be extended to vegetables. Vegetables are common man's need and so freight charges on them should be reduced. After all, fruits are luxury goods these days; vegetables are a necessity for the common man. So, this concession on vegetables if made, will help both the consumers and the farmers of our country. I hope this suggestion of mine will also be considered and noted by the hon. Minister.

**Shri Joachim Alva (Kanara):** Sir, for ten long years, I had kept quiet and never took part in the railway debate for the simple reason that I thought it was a matter for experts and specialists or those who had very very overwhelming grievances. I had suppressed my own overwhelming grievance in the sense that my constituency, Kanara, has not got a railway. Now it looks as if I have to be as effective and aggressive as I can, for silence does not break the walls of the Railway Board . . . .

**Mr. Deputy-Speaker:** But not aggressive to the Chair!

**Shri Joachim Alva:** I am very much handicapped; I was very keen that you should call me when the hon. Minister was here. Now the top-ranking members of the Railway Board have also gone for lunch, with the result that I will not be able to break down the walls and fight my case.

My case is very simple. Karwar is blessed by nature from the mineral point of view, natural point of view, harbour point of view and from the electric power point of view. It is a unique harbour and right in the last century. Tagore expressed his admiration for Karwar in his autobiography. The previous speaker referred to the Minister having stated that the hinterland must be improved. We have one of the wealthiest portions of land in Karwar. Karwar has very rich hinterland in the sense that there are moun-  
 bauxite, manganese, iron, arca-

nut, coconut, cashewnut and so many other natural gifts. All that wealth seems to be ignored by the Railway Board.

I want to know whether a single member of the Railway Board has ever attempted to go to Karwar. They go in the saloons. We have our lunch at 4 o'clock in the evening and dinner at 2 o'clock in the morning; we may be eaten by tigers or cobras or drowned in the river. This is our life in our constituency. I want to know whether the hon. Minister or any member of the Railway Board has ever stopped there and taken a bus or even go walking, as we do as soon as the Parliament session is over. This is the normal life of an M.P. in one of the largest constituencies in India. I happen to represent three of the largest districts in India—Shimoga, Belgaum and Karwar. As soon as the session of Parliament is over, it is very very difficult for us to reach our place and, in fact, we have escaped death many times, sometimes by attacks by cobras and pythons and sometimes by falling of the large boulders during the monsoon. I would like the Railway Minister to go there with a box of python and snake injection in the car whenever he goes there. If the Railway Board members, officials and even Ministers halt at Hubli and do not take the trouble of going farther and seeing the troubles and worries of the people, then nothing can be done for the people.

The railways have now come right up to Mangalore. Why should it not be extended right up to Karwar? Mangalore is being given everything for one reason or another. Even the transport Member of the Planning Commission seems to be very indifferent towards the claims of Karwar. They want to dump everything on Mangalore, which has not been blessed with a natural harbour. First of all, we have got a good harbour. Then we have got unrivalled electric power. My constituency has got the largest electric power units of India. Jog

[Shri Joachim Alva]

falls is one of the biggest water-falls in the world. Electric power is so near us. Then we have got the largest paper-making plant of Asia right now, which our friends have established with the help of the Government of India and the American Financial Industrial Corporation. The West Coast Paper Mill is the largest paper mills, perhaps of Asia. What factories have Mangalore got? Although it is my native place, let me say that the factories round about Mangalore cannot be equal in productive value to the factories in my constituency. The progress that we have achieved during the last ten years is tremendous. The largest ferro-manganese plant of South India is in my constituency. One of the largest plywood factories is also in Dandeli, my constituency. Still, you do not give us a railway. There is a Kada-kada-kada railway, owned by the forests, which travels fifteen miles an hour. I wish the members of the Railway Board travel on it one day.

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** What is the name of the railways?

**Shri Joachim Alva:** It goes 15 miles an hour. Probably, you have not seen it. When the hon. Deputy Minister went to Hubli he said that railways to Karwar cannot be given even in the Third Plan period, because some of the interests there pulled him. Therefore, he said "you all go to Mangalore". Of course, he denied it afterwards a second time.

**Shri S. V. Ramaswamy:** I strongly protest against this insinuation. It is not correct.

**Shri Joachim Alva:** In Hubli you denied it. Whatever it is, I want the railways to pay more attention to Karwar.

**Mr. Deputy-Speaker:** Did the hon. Member make the choice of selecting that constituency or did the consti-

tuency find out the hon. Member as a suitable member?

**Shri Joachim Alva:** If I do not get the railways, next time I shall not be in my seat, because they will throw me out, and they are right. They are right because they are now suffering a lot because of the absence of railways. There are no bridges and they have to cross rivers, forests and hills. They have to lead a very very hard life. That is the condition of the people of North Kanara in spite of nature having blessed them with plenty. Karwar has the most powerful light-house in the Arabian sea. I shall read a note:

"Karwar is the only port possessing one of the highest and most powerful light-houses in the world situated right opposite Aden and serving as one of the most valuable navigational aids in the Arabian Sea. It is also the most seaward light-house in India."

This is from the Parliamentary papers of India Office in April, 1859. Unfortunately, until I came to this House, there was no file about Karwar in the Railway Board. The file started only after I came here and then it was kept moving. Now, this is what is mentioned in the Parliamentary Papers of the India Office in April 1859:

"I think we may safely say, there is scarcely a harbour in the world that has a more remarkable collection of advantages than this would have considering (1) its position in respect of sea and the country; (2) its security; (3) its accessibility by sea; (4) its improvable; (5) its climate; (6) its connection with internal communications; (7) its sanatorium in the neighbouring hill and (8) its freedom from any drawback. That such a harbour should be placed

opposite such an opening in the ghats leading to such country with facilities for internal communication, is most remarkable and it would seem to be madness to neglect so great advantages."

This was said by Sir Arthur Cotton, and it is found in the Parliamentary Papers of India Office of April 1859: mind you, it is by a foreigner and not by an Indian!

In the last century some surveys have been done by the Madras Railway, and they were done as early as 1872 or before. There were the surveys by the Government of India Committee and the Madras Railways in 1872 and 1861 respectively. They have stated:

"Karwar railway would be one of the easiest and cheapest ghat-railways in India."

Not only that. The Karwar-Hubli line a distance of 93 miles, would not need even a single tunnel. That will keep down the cost. Further, the steepest gradient would be 1 in 50 and the trains could be hauled by a single powerful engine.

Then, Karwar is the nearest port to the rich cotton producing areas along the West Coast. Apart from the Jog Falls, there are two other rivers there which produce cheap electricity and thereby give great support to the hinterland.

The North Kanara district, which I have represented and which is a part of South Kanara district, is infinitely richer in resources and nature has blessed it with everything more than South Kanara. All the same, the administration seem to dump everything on South Kanara by a set of circumstance, by a set of cliques and by manoeuvring. South Kanara is my native district and I would like it to prosper, but it should not be at the cost of North Kanara which I represent.

The people of North Kanara are very very poor. Rather, the poorest people are living there. They gave a wonderful fight during the freedom struggle, much more than was done by South Kanara, and Mahatma Gandhi complimented the taluks of Siddapur, Sirsi and Ankola for their magnificent work. Two hon. Ministers of this House who come from the South, Shri Karmarkar and Shri Diwakar, though they did not belong to North Kanara, when they were underground workers in the freedom struggle, they were in North Kanara district, and they have given a very good account of what the people did at that time.

Then, the hinterland of Karwar is very rich, and the cheap electricity available there will make it richer still. We have also got the best teak-wood there. We have got cashew nut, arcanut, bauxite, iron and manganese. We have got plenty of manganese mines. In spite of these resources being available there for a long time, I want to know why the Railway Ministry has slept over this subject so far. Why is the Railway Ministry so indifferent about this subject?

When Shri Lal Bahadur Shastri was the Railway Minister and he visited North Kanara he was so much impressed with the need for railways in my district that he asked "How many miles of railways you want?" He was seriously considering the possibility of giving Karwar the railways next year. Unfortunately, the Suez trouble intervened and everything went back. With all his goodwill and sympathy he could not help us. He was very serious in the sense that he wanted to give us the railways. Thereafter, it seems that everybody has gone to sleep. I want the Railway Minister and his two young and energetic deputies to take some more interest in the matter. If only they take as much interest in Karwar as they probably take on some other lines the problem could be solved in no time. I want the Planning Commission and the Railway



[Shri Joachim Alva]

Ministry to give more attention to this problem. You can have a line from Talguppa to Karwar via Sirsi, a distance of 35 miles, or Karwar via Haliyal.

We have got a very good forest wealth there and vast timber resources. A foreign pharmaceutical firm has come to Karwar and they have found a remedy for heart troubles, and that remedy is now very well-known to us. They have found from the forests of Karwar *serpentina*, a herb used by the pharmaceutical industry. Government is not tapping the resources of the forests and, at the same time, they are not allowing others to tap it. Karwar, Nepal and Assam are the three areas which are abundant in rich forest wealth. Crores of rupees are being collected by the State Government as revenue from these forests.

Such being the state of affairs, I want to know why we have been discriminated against all these years, when we have such abundance of wealth and when as early as 1860 when we were under the British rule they had prepared a memoranda and plans about the construction of railways in that area. The Railway Ministry had not even a file on the subject until I took up the matter. I would request the Railway Minister or Railway Board members to pay serious attention to this question and make a visit to that area. But, then, they should not go there in a saloon; they should travel like all other Members of Parliament. As I have indicated earlier, when we go back after the session, it is a strenuous journey with dangerous possibilities, with 4 O' Clock lunch and 11 O'clock dinner, in the midst of forests infested with tigers and pythons. These are the troubles not only of M.Ps. but of other people also. Of course, the higher officials do not take the trouble of going to that area. In spite of our talk about the welfare State, this position has been obtaining there for all these years. Karwar, above all, is on

the border of Goa. Mormah in Goa prospered as a harbour because Karwar was neglected. Whenever we ask for a ship-building yard, because we have got other facilities there, they say: you cannot have it until you have a good harbour. So, they give preference to another place which has no natural beauty. Mangalore does not have been even a natural harbour, still you give all facilities to Mangalore at the expense of Karwar. It is the duty of the Railway Minister to look into these things and see that justice is done to Karwar. I want to know whether the Railway Ministry has ever approached the Transport Ministry to see that they build a port or harbour there.

There is not one harbour or port....

**Mr. Deputy-Speaker:** The hon. Member's time is up.

**Shri Joachim Alva:** Just two minutes more.

**Mr. Deputy-Speaker:** The hon. Member wanted only seven minutes. I have given him fifteen minutes. Still he is not satisfied.

**Shri Joachim Alva:** Just give me two minutes more.

There is not only Karwar but there is Bhatkal Kumta, Honaver and Tadri. They are very natural harbours. The British experts have said that in Bhatkal you can build two ship-building yards.

This is the state of my constituency. From the point of view of conveyance it is a hopeless State. We have no birdges. The birdges are also coming up slowly. There also are vested interests to see that bridges should not come up. It is time that this Parliament the Railway Ministry, the Transport Ministry and the Railway Board took interest in it. I do hope that by the end of the year one member of the Railway Board will go down to Karwar and see all the difficulties of the

people. I also hope that perhaps in the next year's budget there shall be provision for survey of lines. I hope the hon. Minister will say something about Karwar when he makes his reply.

In regard to the Alnaver-Dandeli Railway we asked for strengthening it. There are three large factories—paper, plywood and ferro-manganese. How are they to move their goods? We asked for strengthening the railway track. They say, "We want Rs. 50 lakhs." The Railway Board has not got Rs. 50 lakhs! If they spend Rs. 50 lakhs, they will not be altogether lost. That will be recovered by way of revenue. But they do not want to strengthen the railway. They want it to remain as a rickety and crockety railway. The bridges just get blown up. All these valuable goods are left stranded.

One more word and I have done. I was in Kashmir recently. I paid only one visit to Kashmir. I would frankly say that the needs of Kashmir are even greater than my own constituency. I do not know why Kashmir is not linked up by railways with India. Why is Jammu not linked by railway with India? I think from Ambala to Jammu via Pathankot, constitutes one of the most heavy traffic areas for bus, trucks or any kind of vehicular traffic. It is littered with vehicular traffic. When the prices of tyres are so high, when tyres are blackmarketed in Pathankot and when all the truck manufacturers complain, it is time that the Railways consider that Jammu and Kashmir be linked by railway with India because the security and wealth of India is concerned and the State of Jammu and Kashmir has a lot of wealth.

**Shri Rajendra Singh:** Mr. Deputy-Speaker, Sir, so far I have not yielded to anybody in my criticism of the hon. Railway Minister and his Ministry. But I concede today that during the past one year the hon. Minister has shown greater awareness of his res-

ponsibility and has shown his responsiveness and willingness to discuss and resolve difficulties.

**Dr. Krishnaswami (Chingleput):** Because he is a Bihari.

**Shri Rajendra Singh:** No, not that. What I am sincerely feeling I am telling the House.

But I must hasten to say that I do not share the note of persuasive buoyancy and optimism which is found in his copious speech. I find that in spite of optimism and hope that he has expressed in the performance and the soundness of the Railways, the renewal of tracks, overaged engines, wagons and coaches would continue to haunt us menacingly in the years to come. Its inability to provide and achieve whatever has already been provided so far as remodelling of yards, putting up of lines, extra lines to hold wagons and absence of modern devices of signalling and interlocking would continue to cause operational inefficiency. From the report it is evident that the operational efficiency is almost stagnant.

\* But apart from that what disturbs me most and causes in me a sense of distress and alarm is the low reserve of Railway finance. On a close perusal of the facts I find that this difficulty has arisen mostly because of the haphazard and chaotic fashion in which road transport is coming up. Road transport, instead of being a supplementary and complementary mode of communication and a sort of feeder service to the Railways, has become in fact a competitive service with the result that incomes which could naturally have flowed into Railway finance are today going out to road transport.

Last year the Masani Committee report was given to us and many of us at the spur of the moment were taken off our guard.....(Interruption). I am coming to you. Many of us just pleaded a wrong cause.

**An Hon. Member:** What?

**Shri Rajendra Singh:** I am coming to that.

In this country when we are passing through a difficult process, all speedier developments of modes of transport have to be arranged in such a fashion that there is no conflict and competition, rather each mode of transport serves to supplement and feed each other. But instead of that, road transport has come mostly as a competition. Today there could not be an approach of competition and the approach of sovereignty of the consumer. Today there can only be one approach and that is the Central approach to all these things. But I understand one of the arguments, which my hon. friend, Shri Mathur, made last year is that this road competition has injected into the Railways a sense of awareness, freshness and of being alive to its own responsibilities and then to devise measures so that it could effect improvement in the time factor and at the same time improvement in the pilferage situation could be made. To that extent I agree. But the question today is of a planned development and not just of unplanned development, or, what you say, of competitive development as they have in other capitalist countries. You must not forget that Railways happen to be the biggest nationalised industry and all approaches to it must emanate from that angle.

The hon. Speaker has asked that people who are engaged in trade union activities in the Railway should give suggestions here in this House as to how to stop pilferage and corruption. I deem it my duty, in response to the call of the hon. Speaker, to make my suggestions, but I shall do so later on... (*Interruption*) in the course of my speech. No, no, today I am going to do it.

Then hon. Railway Minister in his speech has stated that his efforts to unite the two Railway federations have failed. It is a very unflattering reflection on the hon. Railway Minis-

ter because on the floor of this House every time that he appeared he assured the House that as the Community Minister was responsible for bringing about one federation, his effort was to see to it that he will also bring one single federation in the Railway. A judge was appointed to find out a procedure so that these two federations could be brought together and a responsible and healthy trade unionism was brought about in the Railways. Every time the NFIR, which happens to be a rival of the AIRF, was called by the Judge, it evaded, it defied, and its defiant attitude resulted in a sense of desperation and the Judge threw up the sponge. (*Interruption*).

**Mr. Deputy-Speaker:** Order, order The hon. Member speaking had to ask twice or thrice for silence. I do not know whether it was a request.

**Dr. Krishnaswami:** He wanted water.

**Mr. Deputy-Speaker:** Water he wants now, but quiet and silent surroundings must be assured to him.

**Shri Amjad Ali (Dhubri):** It is as quiet as the grave, Sir.

**Mr. Deputy-Speaker:** Not so far.

**Shri Rajendra Singh:** He has risen from the grave.

**Shri Amjad Ali:** He wants water only. It was not hot.

**Shri Rajendra Singh:** The NFIR is, in fact, a projection of the Congress Party and it has the belief that whatever it does, good or bad, it has the support of the Congress Government which will continue in spite of its misbehaviour, in spite of its nonconformity to rules and procedures, in spite of all the bunglings that it indulges in, and that is why, in spite of the fact that the Railway Minister made a sincere effort, in spite of the fact that this House expressed a genuine desire to merge the two federations and have one federation which will be more in

the interests of the country and labour and in the interests of healthy growth of trade unionism, the NFIR repeatedly defied it.

What is the solution to it? I have suggested the solution many a time on the floor of the House. Let us forget these two federations, invite the railway workers to have a referendum, irrespective of the fact that they belong to one federation or the other, and elect office-bearers of a new federation which will be recognised as being representative of the railwaymen. I think this is the most genuine and just solution, but I do not know whether the Ministry is going to concede it. Just to confess in a report that your unity effort has failed takes us nowhere.

I do not know to what extent this House is aware of the fact that the General Managers have recently dismissed a large number of railway employees without giving them the facility of answering the charges framed against them. Some of the Members have mentioned it. The Deputy Minister, in the course of a reply has said, that in order to eliminate corruption, the special powers of the General Managers have been invoked to throw out the erring employees. I would have been happy, I would not have any grievance against anybody, had this principle been applied to one and all irrespective of the position one holds in the administration.

When my leader, Shri Asoka Mehta, was arguing for the establishment of a tribunal to go into cases of corruption against people in high places, the Prime Minister and Leader of the House could not have even the patience to hear him. He flared up and said: where are those charges, where are those allegations? He said he would enquire into them and if he found that the charges were genuine, it could be submitted to some person of the judiciary. The great Prime Minister, addressing the Rajya Sabha,

said that nobody could be considered guilty unless it was proved so.

**Shri M. C. Jain (Kaithal):** What is wrong about it?

**Shri Rajendra Singh:** I do not say there is anything wrong about it. If this principle holds good here, it shall hold good in the case of Class III and Class IV also. There cannot be two standards, one for the people in the lower grades and another for the Ministers and big officers. That is my grievance. Let the people who have been found erring in the railways be brought to the court, I have no objection, but if you feel that taking them to the court is not going to give the desired result soon, let this principle be applied everywhere.

I know of many cases of officers where corruption has been indulged in openly. \* \* \* \*

**Mr. Deputy-Speaker:** Let no names be mentioned here. That is not the practice. No allegations against a person are to be made who is not here to answer those charges.

**Shri Rajendra Singh:** The Minister is here.

**Mr. Deputy-Speaker:** No. If he had any intention of mentioning any particular cases here, he ought to have given advance notice to the Minister, so that he might enquire into the facts and then be able to answer those charges. Now that he has not done it, I would not allow him to mention those names.

**Shri Rajendra Singh:** That is all right, Sir.

**Shri C. R. Narasimhan (Krishnagiri):** Pending that, this may be expunged.

**Mr. Deputy-Speaker:** Yes, this name also would be expunged. Two minutes more.

**Shri Rajendra Singh:** No, Sir. I have had only six or seven minutes time.

**Mr. Deputy-Speaker:** He has no idea of the time that is running.

**Shri Rajendra Singh:** In response to the call of the Speaker, I am going to make certain suggestions which will have the effect of immediately eliminating corruption from the railways.

**Mr. Deputy-Speaker:** And in response to the decision of the Speaker, I am only giving 15 minutes to the hon. Member as to every one else.

**Shri Rajendra Singh:** I have been telling you that this corruption is not to be found only among Class III and Class IV employees. It is prevalent everywhere, from top to bottom. So, if this principle of summary dismissal of a man who is suspected is to be applied, it should be applied everywhere.

The Minister has said that the permanent negotiating machinery on the railways is functioning smoothly and efficiently. In all humility I wish to state that the permanent negotiating machinery, which was devised to remove the grievances of the railway employees, has not been functioning properly, efficiently, and to the extent it was desired. I know that in the Eastern Railway, in any railway, these meetings are not held in time, and even when certain decisions are arrived at, they are not implemented. The reason given is that the General Manager does not have any special agency, apart from the normal agency, for implementing the decisions, with the result that there is a sense of frustration, and the workers are beginning to lose faith in the machinery. It is time the difficulties besetting its effective functioning are removed.

There is now a Personnel Branch which is meant to serve the needs of the staff and remove their difficulties. Only persons who have been trained can discharge these duties, those who know the psychology of labour and

all aspects of the labour problem. But in the railways, casually somebody is appointed as the DPO or CPO. He may be a mechanical or an engineering man. In this way, a conglomeration of people from various departments is brought in. The result is that the personnel staff are not functioning in a manner which was desired of them.

14 hrs.

In the course of my speech on the Pay Commission's report, I had pointed out that the railways happened to be a commercial undertaking, and as such, they had their own peculiarities, and they had their own independence, and, therefore, simply because in name it happens to be a department of the Central Government, therefore, a single Central Pay Commission could not be expected to cover the railway employees also. In the case of the different industrial undertakings, fixation of salaries or fixation of grades etc., cannot be done by having just one single Central Pay Commission. That can be done only after analysing the capacity of the industry to earn and to pay, and the peculiar nature of the industry.

**Mr. Deputy-Speaker:** The hon. Member should try to conclude.

**Shri Rajendra Singh:** This is an important point. Only one Member from my party has spoken so far.

**Mr. Deputy-Speaker:** Only the first Member who has spoken from his party could be given the extra time, not the second Member who speaks from his party.

**Shri Rajendra Singh:** I am not the third, but only the second Member from my party who is speaking now.

I submit that the railwaymen are today smarting under a sense of discontent and dissatisfaction. What is the way out? The way out is just to set up a wage board which will go into the whole structure of the industry, and the minute details and the

difficulties and the peculiarities of the industry, and then fix pay scales and grades for the various categories of employees.

There is just one more point, and I have done. The Railway Minister has said that we are just nearing self-sufficiency in regard to materials needed for the railways. That is a very happy thing. But I should like to point out that we have so many workshops which are not worked to their full capacity. Even in those workshops which had been working two shifts or where extra works used to be undertaken, those have been cut out. Now, if those materials which are needed for the railways are being obtained indigenously, I would like to know whether we are getting them from the railway workshops or from private sources.

**Shri Jagjivan Ram:** Both.

**Shri Rajendra Singh:** If we have enough capacity in our workshops to produce those materials, it would be a very bad thing for the railways, and especially, for their finances, to get them from private sources.

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

**Shri Rajendra Singh:** Just one minute more.

**Mr. Deputy-Speaker:** I have already given him one minute. He must conclude now. I am now calling the next Member. Shri Harish Chandra Mathur.

I would just like to tell the House how others are disciplined and obey the Chair. I had only one chance of going to an international conference, namely the last Commonwealth Parliamentary Conference that was held in Australia. There, there were no two bells, but only the chairman at the nick of the time would say, 'The hon. Member's time is up', and whether the Member speaking had concluded his sentence or not, he would walk back

and sit down in his seat. I saw that even Lord Attlee, when he was speaking, was told 'The hon. Member's time is up', and he just stepped back and sat down in his seat. Not a word further was uttered.

But, here, we have to ring the bells once, twice and thrice, and then the reaction is 'Sir, I want three minutes more', or 'Sir, I would require five minutes more'. In spite of all the requests, the time-limit is not adhered to. We ought to be more disciplined in the future, and we should see that we develop a habit that we finish within the time that is available.

**Shri Rajendra Singh:** I shall just say one word, and I shall finish.

**Mr. Deputy-Speaker:** He has finished already.

**Shri Rajendra Singh:** I would just like to say something on your observation.

**Mr. Deputy-Speaker:** He should make no comments on my observations.

**Shri Rajendra Singh:** When you make that observation, you must also take into account the other factors operating in those countries, before you ask us to develop this habit.

**Shri Harish Chandra Mathur (Pali):** What is the time that I can have?

**Mr. Deputy-Speaker:** He can have full fifteen minutes.

**Shri Harish Chandra Mathur:** The Railway Minister has given us a very impressive account of the performance of the railways, in his budget speech. I would not say that he has overdrawn the picture, but if we take into account certain factors which he has not mentioned, then I have no hesitation in conceding that the performance of the railways, more particularly, in respect of the programmes and projects of the Second Five Year Plan has been fairly satisfactory. Even where they have had some shortfalls, they have

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explained them fully, because they were beyond their control. From all knowledgeable quarters the Railway Administration has been able to earn applause for their performance.

We are quite happy that they have been able to achieve self-sufficiency in locomotives and wagons, but I thought they could have done equally well so far as coaches are concerned, for, passenger traffic still continues to be overcrowded. As was rightly pointed out by a previous speaker, if we had made the fullest use of the railway workshops, that are there in our country, I think the position would have improved considerably. As a matter of fact, I had pointed out on the floor of the House on an earlier occasion that the capacity of the Jodhpur workshop which has done exceedingly nice work in regard to coach-building should have been stepped up. I think the railways should draw up a plan and programme to see that the production capacity of the railway workshops in each zone so stepped up that in the course of one or two or three years, they would be able to step up their production to such an extent that the zones could become completely self-sufficient. Though we attach quite a lot of importance to the lifting of goods, yet it does not present a good sight if we find that the passenger trains are overcrowded. Especially, when we see that coach-building is easier than wagon and locomotive building, I do not see why these imbalances should have been there. These imbalances should now be corrected.

While saying this, I would like to make a special appeal to the Railway Minister. My suggestion to him is that for his own stores, he should set up a big enterprise comprising about two hundred industrial estates. In fact, we have asked even other enterprises in the public sector to set up certain industrial estates from which they could draw upon for their accessories and auxiliary goods. I think the railways could give a good lead to the

country in this matter. I would make a personal appeal to the Railway Minister in this matter, because it will also tend to increase efficiency in respect of the stores which he is drawing if there is a particular industrial estate which has been properly planned for a particular type of goods after an engineering examination has been made about it. I would further urge that the industrial estates which are set up should be put in charge of certain engineers. The engineers should be encouraged. Our Prime Minister has expressed quite a number of times that he wishes that in this country the engineers own the factories. How are the engineers going to own the factories? If a lead could be given by the railways, and if these various industrial estate units are put in charge of the engineers, and gradually the property goes to the engineers, because they have done quite a little bit of planning and so on, then, ultimately they will purchase the entire interest, and the whole thing will be owned by the engineers. The efficiency will also go up. The railways will then be able to get their stores from a standard source. They will not have to face trouble in regard to their stores. They will know from where to get a particular kind of stores, because a particular industrial estate will cater to a particular need of theirs. I think this point should be examined, and something must be done about it.

While talking about rolling stock, I also wish to draw the attention of the hon. Minister to the fact that our first class coaches are not what they ought to be. There is great deterioration in them. I do not think we are going to be a third class country. There is no need to plead all the time for all facilities to third class passengers and for improvement of third class coaches. But there should be no deterioration in the standard of first class coaches. In this connection, I would also urge that the three-tire system in the third class compartments should be done away with. It is almost

inhuman to ask a man to squeeze himself in that manner. I wish some of the high-ups go and try it.

Regarding personnel, I do not at all agree with any suggestion regarding reconstruction of the Railway Board. I am thoroughly satisfied that the Railway Board is very scientifically constituted and it is working in an absolutely proper manner. They have correctly drawn applause from all over. The Board is in much better health than it used to be even two years earlier.

But I had expected that some real scheme of decentralisation would come about. The hon. Minister had stated on the floor of the House that he was giving particular attention to this matter. But when asked what were the powers which he had decentralised, no proper answer was given. Possibly one post of Deputy Director was surrendered because of this scheme of decentralisation. This is just ridiculing the whole idea. I think much more and much better action could be taken in this sphere.

They are having General Managers on Rs. 3,500 per month. So I do not know why they want to have unnecessary papers to be crowded in the Railway Board. I wish the hon. Minister takes advantage of the branch about which I spoke during the discussion on the Report of the Organisation and Methods Division, namely the SRU branch. They will be able to help the Board. The Board must see what is the real decentralisation which they can give effect to. It will save their time. The members of the Railway Board, who are highly qualified people, will be able to devote their time to doing much better things.

I feel that there should be an economy drive. I have a hunch that so far as the ministerial jobs are concerned, an economy of 20 per cent. could be immediately effected. I am not talking of the field staff. The present strength of field staff would be required. But so far as the ministerial

staff is concerned, so far as the Secretariat and the Directorates are concerned, the staff could be reduced by at least 20 per cent. That is my hunch. I wish the Railway Minister examines this suggestion carefully.

Coming to the Personnel Branch, they have not been able to make proper selection. At least they have not been able to create the feeling that it is the right persons who will get selected. After a certain level, they have got selection posts. Also, I may say in a hurry that the recruitment policy has not been for some time—possibly now they have taken note of it; I do not know—on scientific lines. There is a complete blockade in a particular branch. There is a stores branch. Only those who are fit for the engineering side, will go to the engineering side. But if you go to the stores branch, you find that anybody who has put in six or seven years will be able to get a chance of promotion, while on the engineering side he will not be able to do it. I think some steps should be taken in this direction to rectify matters.

I very much welcome the delegation of powers to the General Managers to deal with disciplinary matters. Discipline in our country is very low, and we must take note of the situation. How is it that they do not trust even their General Managers? How many cases there will be on each railway? Hardly half a dozen or one dozen. They cannot even trust their General Managers drawing Rs. 3,500. Do they think that these General Managers have got malice against a man getting Rs. 40, Rs. 50, or Rs. 100 a month. I think we are going a bit too far in this matter. We are only satisfying a particular fad in insisting that the Railway Board members—who are getting Rs. 4,000—should do the humblest job. They should do the jobs for which they are paid. They should not do the humblest job. I think there was a conference of the General Managers here, and we were expecting that the hon. Minister would take us into confidence as to what real steps



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he has taken to see that better discipline is enforced on the railways.

While talking about personnel, I would like to refer to one matter. Some hon. Members referred to the employment of Harijans in the railways. I think there should be no grievance or complaint against the Railway Minister on that account. In this matter, he has brought into being the full force of his personality and in so doing, has done what was possible so far as Harijans are concerned in the matter of appointments and promotions. I think if he goes faster, it will have a reaction which will not be very happy so far as the Railway Administration is concerned. But let us take a very balanced view in this matter.

Again, referring to the Personnel Branch, it is definitely an advanced technique of administration to have a separate Personnel Branch. I am very happy to note that it is the Railway Administration who have adopted this procedure first. But unfortunately, their Personnel Branch is working in a most unsatisfactory manner, and there is always a conflict between the administrative side and the Personnel Branch because no co-ordination has been brought about. The man who has to take work from his subordinate feels very much handicapped. I think there should be a proper assessment. Also, the Personnel Branch must definitely have specialisation. There is no specialisation at present. As an hon. Member pointed out, a person taken at random from here or there is put in. Sometimes what happens is that nobody wants to go to the Personnel Branch. Somebody who is not fit for anything is put in the Personnel Branch. This is very wrong. I hope the advances in technique which they have achieved will be taken care of and they will see that the Personnel Branch is functioning properly, that there is proper adjustment between the Personnel Branch and the administrative side and all that.

My hon. friend, unfortunately, touched on the question of road transport.

I have a strong feeling—and I wish to stress it here—that it is only road transport which has injected a sense of urgency and efficiency in the railways. The crack trains, of which we hear so much now, are nothing but the result of competition from road transport. It would be an absolutely fallacious thing to say that road transport should just be a feeder to the railways. There must be a healthy competition between the two; otherwise, the railways are going again to relapse into the same inefficiency as before. It is really unfortunate that we do not watch the trend of development of road transport in the entire world. After all, road transport has in itself those intrinsic merits which cannot be suppressed. What has happened to road transport is really unfortunate. Out of Rs. 23 crores of fresh taxation announced by the Finance Minister in his Budget, Rs. 13 crores will be a deadweight on road transport. And here is the Planning Commission sitting, and the Minister of Planning who we had occasion to examine, saying that road transport is the most heavily taxed in India. And yet through this indirect method of taxation, road transport receives another setback.

**Shri Jagjivan Ram:** I am also taxed.

**Shri Harish Chandra Mathur:** I am coming to him what he has done. The hon. Minister has not taxed enough. That is my complaint against him. The expert Committee on freight structure appointed by the hon. Minister said that there is a possibility of going right up to 13 per cent. The hon. Minister has not even gone beyond 9 per cent. He has not gone beyond 9 per cent. to 13 per cent. only to cover up the inefficiency of the railways. I wish him to go up to 13 per cent.

What have they done? They have selected certain items. Because of their inefficiency, they have selected coal. I am definitely against it. Even if you put a surcharge on coal, there should certainly be no increase on the freight beyond 500 miles. They are just jeo-

pardising the development of the country. Unfortunately, the railways have developed in these matters a very parochial and very commercial outlook. They do not have a national and developmental outlook in this country.

My hon. friend was talking about the development of the hinterland in Rajasthan. If you take the complete picture, I am sure the railways would benefit considerably after a short time. After all, the hinterland has got to be developed. The development of Kandla port has been given a very great setback simply because of the regressive policy pursued by the Railway Board. Here is the Commerce and Industry Ministry coming and asking them for it. But nothing is done.

I have to switch on to another point before I sit down and that is about big zones. I am not one of those who will ask the Railway Minister now to change the zones and have more zones. But what I would certainly like to ask him is that he should strengthen the Divisional set-up and each Division must function as if it is almost a zone and the General Manager should have only an overall coordination of the zone. The Divisional set-up must be very much strengthened and efficiency must be injected into it.

For other matters I shall take another opportunity.

14:21 hrs.

**श्री च० क० नायर :** (बाह्य दिल्ली) : उपाध्यक्ष महोदय, आप लोग तो दिल्ली को भूल ही गये हैं। दिल्ली जो है वह राजधानी की दृष्टि से शायद हिन्दुस्तान का सब से बड़ा जंक्शन है। इसलिये हमें जरूर मौका मिलना चाहिये और डम मोके को देने के लिये मैं आप को धन्यवाद देता हूँ।

**उपाध्यक्ष महोदय :** मैं भूल तो नहीं गया बल्कि मारा चक्कर लगा कर आखिर में दिल्ली में आ गया।

**श्री हरिश्चन्द्र माधुर :** नई दिल्ली का नया स्टेशन बना है तो पुरानी दिल्ली का नया स्टेशन क्यों नहीं बना ?

**श्री च० क० नायर :** सब से पहले तो मैं कई उन मैम्बरों के साथ शामिल हूँ जिन्होंने रेलवे मंत्रालय को इस लिये बधाई दी कि उस ने बहुत शानदार काम पिछले कई सालों में किया है और हम उस की उम्मीद भी रखते हैं। मैं इस के लिये मंत्रालय को शाबाशी देता हूँ। खास तौर से हमारी रेलवे फ़ैक्ट्रीज की तरफ़की बहुत बढ़े सन्तोष की बात है।

थर्ड क्लाम की सहूलियतें बढ़ाने का हमें आश्वासन दिया गया है। खास कर वीमेन्स कम्पार्टमेंट्स में सिमलिंग के लिये जो स्पेशल डिवाइस का जिक्र किया गया है उस के लिये भी मैं बहुत बधाई देता हूँ। इस के अलावा जो रेलवे डिपार्टमेंट ने शेड्यूल्ड क्लाम को एन-लिस्ट करने के लिये, नौकरी देने के लिये जो कदम उठाया है उस के लिये भी मैं शाबाशी देता हूँ। सिर्फ़ ऐम्पाइंटमेंट के सिलसिले में ही नहीं, मैंने सुना है कि एक नया नोटिफिकेशन निकला है जिस के अनुसार उन के प्रमोशन में भी खास सहूलियतें दी गई है। यह सचमुच बहुत ही सन्तोषजनक कदम है, जिस की मैं चाहता हूँ कि और मिनिस्ट्रीज भी नकल करें क्योंकि हमारे शेड्यूल्ड क्लाम के लोग बहुत पिछड़े हुए हैं। उन की जितनी भी मदद की जाय मैं उस कम समझता हूँ।

लेकिन बावजूद इन तमाम कोशिशों और तरक्कियों के हमारी शिकायतें भी बढ़ती जाती है। इसमें कोई शक नहीं है कि जब एक डेवेलपिंग एकानमी हो, एक डेवेलपिंग मुल्क हो तो उस में चाहे जितनी कोशिश करें, उस के साथ साथ जरूरियात भी बढ़ती जाती है, और इस के लिये खास तौर पर मिनिस्ट्री का ध्यान आकषिप्त किया गया है कि नई नई लाइनें कई जगहों पर होनी चाहियें, खास तौर पर कराबार के बारे में बहुत जोरदार स्पीच दी गई। लेकिन

## [श्री च० ड० नायर]

मैं समझता हूँ कि बजाय इस के कि हम इस के लिये डेबेलपमेंट खाता नायें, मैं रिट्रैबिलिटीशन खाने को उस में ज्यादा जरूरी समझता हूँ। क्योंकि जब तक हम लाइन्स और कोचेज का रिट्रैबिलिटीशन नहीं करेंगे उस वक्त तक जो हालत रेलों की है वह सुधर नहीं सकती जब तक हम उन की हालात को नहीं सुधारेंगे और नया डेबेलपमेंट करने का ही ट्रेडिशन ही कायम रखेंगे तब तक इन्फिगिण्सी और स्लोनेस के खतरे को दूर नहीं किया जा सकता है। इस लिये मैं इस पर जोर देना चाहता हूँ कि एक रिट्रैबिलिटीशन फंड जरूर खुलना चाहिये जिस के द्वारा लाइन्स का एक्स्टेंशन हो, जो मीटरगेज हों उन को, ब्राड गेज बनाया जाय, जो कमजोर लाइन्स हैं उन को मजबूत किया जाय, जहाँ कोचेज कम हों वहाँ उन को पूरा किया जाय। इन तमाम चीजों पर ध्यान देना आवश्यक है। हम चाहे जितनी नई लाइनें खोल दें लेकिन ग्राम जनता के अन्दर रेलवे प्रोचरकाउंडिंग के बारे में और थर्ट क्लास की ट्रेवेलिंग में मुश्किल होने की वजह से जो शिकायतें हैं वह जब तक कम नहीं होती हैं तब तक रेलवे की असली तरक्की नहीं मानी जायेगी।

मैं एक स्पेशल लाइन के बारे में कहना चाहता हूँ, हालांकि मैं उस के लिये इतना उत्सुक नहीं हूँ जितना एग्जिस्टिंग हालत को सुधारने की फिर में हूँ लेकिन फिर भी एक चीज कहें वगैर नहीं रह सकता। वह चीज टिनेवली और ट्रिवैन्ड्रम को वाया केप कमोरिन मिलाने की है। एक और साहब ने इस का जिक्र किया था कि टिनेवली लाइन को केप कमोरिन तक मिलाया जाय। लेकिन मैं समझता हूँ कि उस को ट्रिवैन्ड्रम तक मिलाया जाय। हालांकि मेरा प्रदेश केरल था और है, लेकिन मैंने आज तक इस चीज को इतना महसूस नहीं किया जितना इस दफा किया जब मैं काप्रेस के कार्य के लिये वहाँ गया था। मेरे कुछ मित्र थे वे केप कमोरिन देख ही

नहीं सके क्योंकि वहाँ कोई डाइरेक्ट ट्रेन कनेक्शन नहीं है। यह सब में बड़ी खामी है। जो हिन्दुस्तान के सब में दक्षिण का हिस्सा है उस को काश्मीर में मिलाने की रेलवे मिनिस्टर की खास जिम्मेदारी है।

आज रेलवे डिपार्टमेंट में होने वाली जो खराबियाँ हैं वह सब को मालूम है। इट इज ऐन प्रोपन सीक्रेट। उन के बारे में कुछ जिक्र किया गया है। मैं समझता हूँ कि उस का जवाब भी मंत्री जी ने सोच लिया है कि विजिलेंस डिपार्टमेंट शुरू किया गया है। यह बहुत अच्छा है और विजिलेंस डिपार्टमेंट का काम बहुत तेजी से बढ़ना चाहिये और वह हो सकता है। मैं जानता हूँ कि रेलवे डिपार्टमेंट के अन्दर कई बड़े शानदार और ईमानदार व्यक्ति हैं, उन को इस का इन्चाज बनाया जाय क्योंकि वही डिपार्टमेंट के भेद जान सकते हैं। अगर ईमानदार व्यक्ति इन में लगाये जायें तो मुझे उम्मीद है कि बहुत सी खराबियाँ धे दूर कर सकते हैं और दुरुस्त कर सकते हैं। लेकिन अफसोस है कि चन्द दोस्तों ने यह कहा कि विजिलेंस डिपार्टमेंट को एन्क्वायरीज के मुताबिक अगर कोई जनरल मैनजर कोई कदम उठाता है तो उस के लिये मुश्किल हो जाती है। यह गलत है। कहते हैं कि वह दुखी आदमी है, उस के लिये कोई जरिया नहीं है जिन्दगी का, इसलिये उस के बारे में फिर एन्क्वायरी होनी चाहिये। मैं पूरा इन्फाफ दिये जाने के हक में हूँ लेकिन जब विजिलेंस डिपार्टमेंट बहुत कांशिस के साथ एक चीज की एन्क्वायरी कर के जनरल मैनजर के पास उसे भेजता है तो मैं समझता हूँ कि उस में डिपार्टमेंट वालों का देखल देना खत्म होना चाहिए। उस में सचमुच पूरा हाथ जेनरल मैनजर का होना चाहिये। अगर बम्बई के जनरल मैनजर ने सचमुच इस तरह का काम अपने ऊपर उठाया है तो मैं तो तमाम जनरल मैनजरों से उम्मीद रखूंगा कि वे

भोग भी विजिलेंस डिपार्टमेंट की एन्वबायरी और उन की रिकमेंडेशन के ऊपर फोरन कदम उठाये।

दिल्ली के बारे में मुझे दो ही एक चीजें कहनी हैं, उस के बाद मैं समाप्त कर दूंगा। सब से पहली चीज तो ओवरब्रिज के बारे में है। आप को मालूम है कि कोई तीन चार साल पहले एक बहुत बड़ी ट्रेंजेडी हुई थी मथुरा रोड पर, तिलपट की। जब वहां एम्बर शो हुआ था तो उस में हजारों गाड़ियां गई थी जो कि कोई भी जगह पर नहीं पहुंच सकीं और कोई दो बजे रात तक ही वापस आ सकी। उस की वजह यह थी कि बीच में दो रेलवे लाइनें हैं जिन की वजह से गाड़ियों को हमेशा रुकना पड़ता था। नतीजा यह हुआ कि एक बहुत भयानक जैम हो गया। वह सब को याद है। इसके कारण मथुरा रोड पर एक ओवर ब्रिज बनाया गया। वह बहुत अच्छा हुआ लेकिन मैं समझता हूँ कि उतना ही जरूरी एक और ओवरब्रिज रोहतक रोड पर सराय रुहेला के पास है। इस के लिये मैंने कई दफा जिक्र किया लेकिन मुझे अफसोस है कि डिपार्टमेंट ने उस पर ध्यान नहीं दिया। एक दफा यहां कहा गया एक क्वेश्चन के दम्यान कि यहां जमीन अवेलेबल नहीं है। यह बिल्कुल सगसर गलत बात है। वहां जितनी जमीन रेलवे के पास है उतनी किमी के पास नहीं है। दूसरे यह कि एक तरफ सलामी यां रिज है, इस लिये वहां मिट्टी डालने की भी कोई जरूरत नहीं है। दूसरी तरफ मिट्टी डाल कर ही ओवरब्रिज बन सकता है। यहां पर अगर शॉटिंग भी हो तो भी रोड बन्द हो जाती है। यह बहुत शर्म की बात है कि दिल्ली में रेलवे वालों का हैडक्वार्टर होते हुए भी इस तरह जग भी ध्यान नहीं है। इसलिये मैं मंत्रालय से यह दरखास्त करूंगा कि वह इस पर खास ध्यान दे। एक दो सालों के अन्दर उसे इस काम को अपने हाथों में उठाना ही चाहिये।”

एक और चीज सबसे जरूरी मुझे कहनी थी और वह दिल्ली के एलेक्ट्रिफिकेशन के बारे में है। आप को मालूम है कि दिल्ली का मास्टर प्लान तैयार हो रहा है। उस के अन्दर यह एनविसेज किया गया है कि आने वाले बीस सालों के अन्दर दिल्ली की आबादी २०, २५ लाख से बढ़ कर ५० लाख हो जायेगी। आपको मालूम है कि इस वक्त हमारी ट्रैफिक की क्या हालत है, ट्रान्स्पॉर्ट की क्या हालत है? दिल्ली अब एक बहुत बड़ी आबादी वाला शहर हो गया है। यातायात की हालत बहुत अफसोसनाक हो गयी है। उसको दुरुस्त करने के लिये हमारे पास क्या साधन हैं? यह ठीक है, कि बसेज, टैक्सीज और कारों की संख्या पहले की अपेक्षा काफी बढ़ाई गई है लेकिन इतने से तो समस्या हल होने वाली नहीं है कारण दिल्ली की आबादी और ट्रैफिक को देखते हुए सड़कें जितनी चौड़ी होनी चाहिए, उतनी चौड़ी नहीं हैं। दिल्ली के लिए मास्टर प्लानसं ने जो यह कहा है और दिल्ली प्रशासन ने जो यह सोचा है कि दिल्ली में एक रिंग रेलवे बनाई जाय, वह उचित ही सोचा है और रिंग रेलवे का निर्माण होना चाहिए लेकिन खाली रिंग रेलवे बनाने से यह सवाल हल नहीं होगा क्योंकि इसके साथ ही मास्टर प्लानसं ने यह तजवीज किया है कि दिल्ली के आसपास ३०, ४० मील तक मेटेलाइट्स टाउंस बनाये जायें जैसे कि गाजियाबाद है, फरीदाबाद है, पानीपत है, मोनीपत है, गुडगांव है और बहादुरगढ़ है। यह सब दिल्ली से २० से ३० मील की दूरी पर हैं और चूँकि दिल्ली देश की राजधानी होने के कारण बढ़ रही है और अभी भी उसका बढ़ना रुकना नहीं है तो यह जरूरी है कि इन पास के टाउनशिप्स को इस तरह से डेवलेप किया जाय कि लोग वहां पर जाकर बसें। लेकिन इसके साथ ही हमें दिल्ली की ट्रान्स्पॉर्ट व्यवस्था में भी काफी सुधार और प्रगति लानी होगी और उसको बढ़ती हुई आवश्यकताओं के अनुरूप बनाना होगा। आज दिल्ली

[श्री च० कृ० नायर]

की रेलवे लाइन्स का एलेक्ट्रिकेशन होना बहुत जरूरी है। यह इलेक्ट्रिकेशन का काम सब से पहले शुरू करना चाहिए। यह ठीक है कि पावर की हमारे यहां कमी है लेकिन जैसे भी हो इसको किया जाय और पहले एक दो लाइन में इलेक्ट्रिकेशन का एक्सपेरिमेंट करके हम देख सकते हैं। अगर एलेक्ट्रिकेशन हो जाय तो उस में हम चाहे जितनी लाइनें चला सकते हैं। इस वक्त लाइन्स की भी भीड़भाड़ है क्योंकि हिन्दुस्तान की सब से बड़ी बड़ी लाइन्स यहीं दिल्ली में आकर मजं होती हैं इसलिए इस भीड़भाड़ को किमी हद तक दूर करने के लिए पुराने किले के पीछे से गाजियाबाद को जो एक पुल बनाये जाने की तजवीज है वह मुनासिब है और आशा है कि उस ब्रिज के निर्माण से आज जो केवल एक पुल होने से दिक्कत है और कंजेशन है वह बहुत हद तक दूर हो सकता है। काफी लाइनें उधर को डाइवर्ट हो सकती हैं। लेकिन जैसा मैंने पहले कहा कि एलेक्ट्रिकेशन का सवाल बहुत जरूरी है और उस पर ज्यादा ध्यान दिया जाना चाहिए। मुझे अफसोस के साथ यह कहना पड़ता है कि हमारे मास्टर प्लानर्स ने भी इसके ऊपर ध्यान नहीं दिया। मास्टर प्लान का मतलब तो यह है कि तमाम मिनिस्ट्रियों में सलाह मशविरा करके सब के कोऑरडिनेशन से इस चीज को बनाया होता तो ज्यादा अच्छा था। इस कारण से भी और मुझे इस मन्त्रालय के डिबेट में हिस्सा लेना पड़ा और मेरे हिस्सा लेने का मुख्या कारण यह था कि दिल्ली का एलेक्ट्रिकेशन एक बहुत बड़ी आवश्यकता है। दिल्ली की आबादी निरन्तर बढ़ती चली जा रही है और अनुमान है कि कोई बीस साल में दिल्ली की आबादी बढ़ कर ५० लाख हो जाने वाली है क्योंकि बाहर से लोग आ आकर यहीं हमेशा के लिए बस रहे हैं और बच्चों की पैदाइश भी ज्यादा हो रही है। सरकार को अभी से इस बारे में सतर्क हो जाना चाहिये और इस बढ़ती हुई

आबादी के खतरे का सामना करने के लिये आवश्यक इन्तजाम अभी से कर लेना चाहिये और वह है एलेक्ट्रिकेशन आफ दो रेलवेज और हमारे दिल्ली के जो अब ओवरब्रिज बनाने का काम है उसको पूरा किया जाय और कम से कम यह सराय रोहिल्ला के ओवरब्रिज बनाने का काम तो फौरन शुरू कर देना चाहिए।

**Shri Jagjivan Ram:** Sir, quite a large number of hon. Members of the House has participated in the debate and their words of appreciation and encouragement will naturally hearten me and more than a million of railway employees and I share that feeling as one of the railwaymen.

**Mr. Deputy-Speaker:** Does he not want to share anything given by the Pay Commission?

**Shri Jagjivan Ram:** In so far as the benefits are concerned I would like to give the benefits to them.

The two important questions which practically covered the entire field of railway working had been posed in this House: namely, whether the Railways are working with a degree of efficiency and whether the present financial position of the Railways is sound. In regard to the question of efficiency, it would be unrealistic to suggest that we have reached the optimum limit. In a vast organisation like this, there must always be some scope for improvement, however well-run it may be, and my approach to the problem is not one of complacency but one of active and energetic endeavour to do better and better. The question, however, is whether we are far removed from the optimum stage, or we are nearing it, or progressively receding from it.

The principal assets which we possess are our coaches, wagons, engines, railway lines and equipment for the maintenance of these assets. So far

as our passenger coaches are concerned, these run on trains according to the set time-tables, allowing a reasonable margin at the terminal for their maintenance and there is very limited scope for any improvement in their use. In regard to the punctuality of passenger trains, a persistent endeavour is being made to effect an improvement and although there is scope for improvement particularly in respect of branch line trains, some results are already in evidence which has also been recognised by a number of the hon. Members of this House. We are also watching the punctuality of the trains at intermediate points, not only at the originating station and the destinations, but also at other stations which are junction stations.

**An Hon. Member:** That is very necessary.

**Shri Jagjivan Ram:** As I said we were watching the punctuality performance of the passenger trains, whether express or mail, at the destination stations. Now, we are watching their performance at the intermediate points and junction stations also and I am sure some improvement will be noticeable shortly.

Now, we have to focus our attention on the usage of wagons, engines, railway lines and workshop equipment. In regard to wagons, the most important composite statistics which bring out their earning potential are the net ton miles per wagon day, that is, the net ton miles output achieved daily on an average from each wagon owned by the Indian Railways. This figure in 1957-58 was 598 on the broad gauge and 225 on the metre gauge and in 1958-59, 573 on the B.G. and 216 on the M.G. The figure in 1958-59 shows some drop which I have already explained in my Budget speech was due to a lack of traffic on account of which the available rolling stock could not be fully utilised. Now the question

which arises is against which yardstick should this output be measured? Our own figures against which we can judge are the results achieved during the war years when things were regimented and the then Government had exerted its utmost to achieve the maximum output. The Estimates Committee had also recognised these results as a guide. The best results then attained were 451 on the B.G. in 1942-43 and 201 on the M.G. in 1943-44. Allowing for the increase in the average carrying capacity of the wagons since the war years, the corresponding results for the year 1958-59 work out to 557 on the B.G. and 182 on the M.G.

Although the results of different countries are not strictly comparable, because the pattern of traffic, method of traction etc. differ, the corresponding output achieved by some of the advanced countries of the world which publish their statistics does provide some index against which we may judge our results.

The equated net ton mile per wagon day figures are:—

United Kingdom	74
United States of America	330
Germany	363
France	304
Italy	243
Japan	938
India	573

For this purpose we should base our judgment on the B.G. figures of Indian Railways because nearly 85 per cent of the net ton miles materialise on the B.G. system. The Japanese Railways which show better results than us are admittedly more efficient though an appreciable proportion of the disparity is accountable to the difference in the pattern of traffic and a preponderance of electric traction. A point worthy of note in our case is that there is a variation of about 7 per cent between the busy and the slack months, and it is this which I wish to keep down by inducing more

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movement during the slack period. Shri B. C. Ghose has suggested that Railways should have their own coal dumps. This we have already done. In regard to the dumps for the public, we have even agreed to recover the freight for coal when it is moved from the dump to its ultimate destination provided the party concerned gives us a reasonable security. There is, however, no progress in evidence in this direction. We shall further pursue it with the Coal Controller.

On our Metre Gauge the results are not comparable because the areas are essentially agricultural and deficient of industries; therefore, the quantum of freight traffic available in such areas is of a lighter character. Also, the inherent character of our metre gauge construction does not lend itself to a much better output with the axle load limitations. For these reasons, wherever the density of traffic demands we are planning to project a B.G. line if it is feasible to do so. I wish to assure the House that we are paying sufficient attention to the problems of the M.G. sections, but we cannot obviously rectify its inherent drawbacks.

Coming to the question of locomotives, their output may be judged from the figure of net ton miles per engine day. Comparable figures after making allowance for the variation in tractive effort are:—

	Net ton miles per goods loco-motive day—steam	traction
1941-42	B.G.	18,379
1957-58		20,360
1958-59		20,296

Here too, results comparable with war years have been attained. Results, however, cannot be compared with other countries because there are great variations in the tractive effort of engines and the type of tractive power used.

In regard to the usage of railway lines the comparable figure is net ton miles per running track mile of railways. These results are:—

	Year	Net ton miles per running track mile B.G.
		Million.
India	1942-43	·98
	1957-58	1·94
	1958-59	1·95
U.K.	1958	·52
U.S.A.	1957	2·36
Germany	1957	1·28
France	1957	·97
Italy	1957	·66
Japan	1957	2·64

Here too, our results are fairly comparable. U.S.A. and Japan show better results. With the new bogie wagons and bigger train loads about which I have mentioned in my budget speech, we hope to catch up these countries very soon.

In regard to the output of our workshops, this has progressively improved, but we cannot say how much leeway we have to make up in our approach to the optimum results. It is for this reason that I have started a Productivity Cell in the Railway Board, whose main job is to determine the norms of output in each phase of working of the various workshops. This examination will take some time, but as soon as it has been done we will introduce the incentive bonus scheme on the Chittaranjan pattern and I hope by this and other means we will make further improvement.

While dealing with workshops, Sir, it will not be out of place to deal with the points raised by my hon. friend, Shri Mathur. As the House is aware, we have achieved self-sufficiency progressively in the matter of railway requirements of equipment. Some we are manufacturing ourselves and some we are farming out to private manufacturers. As and when surplus capacity becomes available in

the workshops, that capacity is utilised and farming out of orders is reduced to that extent. But, Sir, we cannot manufacture all our requirements in our own workshops all of a sudden because that will adversely affect the capacity that has been created in the country, in the private sector, and we will have, in order that there is progressive increase in the industrial output in the country as a whole, to see that no capacity which has been created either in the private sector or in the public sector is not fully utilised. Therefore, though it has been suggested by some hon. friends that all the requirements of the railways should be manufactured by the Railways themselves, I think that is a strange suggestion.

**An Hon. Member:** That was not the suggestion.

**Shri Jagjivan Ram:** Nowhere in the world it is done, except, of course, Russia or China.

**Shri Harish Chandra Mathur:** There is no other sector.

**Shri Jagjivan Ram:** Everywhere, railway requirements are manufactured, to a certain extent, by themselves and also by private industries. In India we are doing better than most of the other countries so far as production of railway requirements by the railway establishment themselves is concerned.

**Shri Harish Chandra Mathur:** My submission was about small-scale industries.

**Shri Jagjivan Ram:** I am coming to that. Perhaps my hon. friend is aware that we have taken certain steps to encourage private industry to undertake manufacture of certain items which we had been up till now importing from other countries, and the results in this respect have been rather spectacular. Several industries have been encouraged. We have detailed engineers to advise the private industry, to give them the know-how. We have even put some officers who are more or less engaged whole time in this job of advising

the private industry in the matter of know-how and also watching the progress in those industries, to see how far they have succeeded in manufacturing the equipments which we had been importing from other countries.

Regarding the question of Railways establishing industrial estates, I do not know how far it will be feasible. Industrial estates are being established by practically all the State Governments at various centres either at the provincial headquarters or at the district headquarters, and advantage may be taken of that by the Railways to suggest in which place what items of railway requirements may be manufactured and the duplication of establishing separate industrial estates at convenient centres by the Railways can be avoided.

**Shri Harish Chandra Mathur:** If I may explain the point, as a matter of fact, the hon. Minister of Commerce and Industry has also circularised to all the big private enterprises also to set up industrial estates for their ancillaries, and the enterprises in the public sector have also agreed to set up industrial estates. It is with a double purpose, to see that you have close supervision at one place and that there is a dispersal of industries even in the backward areas where you want to bring them up. It is to see that industrial estates can be set up at any place. A scheme may be examined. I do not say you should accept it here straightaway.

**Shri Jagjivan Ram:** I think we have made very satisfactory progress in encouraging small industries to undertake the manufacture of certain railway stores and equipments. I feel that decentralisation is taking place. I have instructed the Railway Board to farm out orders in such a way that centralisation of certain items does not take place at one centre but these various industries are dispersed throughout the country so that the railway may not have to undertake



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unnecessary transport of certain items from one corner of the country to the other.

I will give one example. Take cast iron sleepers. I have asked the Railway Board to see whether we can create some capacity in the south, in the west and other parts of the country so that transportation of cast iron sleepers from more or less the eastern part of the country is avoided. So, we are taking these steps.

**Shri Harish Chandra Mathur:** We appreciate it. What we suggest is improvement.

**Shri Jagjivan Ram:** There is further scope for improvement in our workshops and the steps that we have taken have saved us substantially and I am sure that during the course of the next year or so our workshops will achieve spectacular results. I am not talking of Chittaranjan or Perambur. I am talking of the normal workshops of the railways.

Again, I would remind Shri Mathur that we have increased the capacity of several workshops. We have recently rehabilitated them and where we found that the railway works so justify, we have increased the capacity of the workshops and we will be continuing to do that wherever it is necessary.

**Shri Rajendra Singh:** You are not utilising it to the full extent. That is the point.

**Shri Khushwaqt Rai (Kheri):** And you are not encouraging private industries.

**Shri Jagjivan Ram:** No capacity of the railways remains idle.

**Shri Rajendra Singh:** See Jamalpur.

**Shri Jagjivan Ram:** I am supposed to know better than the hon. Member knows. I know that no capacity in any of the railway workshops remains idle.

**Shri Rajendra Singh:** Jamalpur is an example.

**Shri Jagjivan Ram:** My hon. friend gets some information from some one or two persons. I have the complete picture of the workshops.

Several hon. Members have commented about the speed of goods trains. This subject has been comprehensively studied by the Efficiency Bureau of the Railway Board and its report has already been placed in the Library of the Lok Sabha. Similar study for the metre gauge section is in progress. The recommendations of the Efficiency Bureau will be followed up.

I, however, feel that I should clarify the position in regard to the results attained in the year 1958-59. The average speed of 'all goods trains' on the broad gauge main lines purely under steam traction indicates an improvement, but in the case of broad gauge branch lines as also on the metre gauge it has registered a drop. I have since received the corresponding figures for 1959-60 up to December which register a distinct improvement. They are: Broad gauge, for 1958, 8.95; for 1959, 9.54. Metre gauge: for 1958, 7.90 and for 1959, 8.38.

The House may, however, like to know why there has been some drop from year to year. In my budget speech I have commented upon the effects of extensive developmental work on operation. While these works have been in progress even the existing facilities get restricted, and yet, from year to year and from month to month, traffic has increased at a rate unprecedented in the history of the Indian railways. The density of traffic or rather the net ton mile per running track mile, which is an index of output and is a measure of strain on our capacity, approaches closely the highest attained in the world. Amidst these environments, even if we completely discount other factors like floods etc, which of course vary in intensity and effect from year to year, we must concede that there

would be some adverse effect on speeds.

The existing position is that most of our trunk routes are being worked to 80 per cent or more of the capacity. The problem of expansion of capacity in a fast developing economy is a continuous one. We are not so rich as to effect all the improvement required in one stride. We have to adopt every conceivable way to do so and move up progressively in consonance with our expanding needs. There is some skill in doing so with the utmost economy. We have to double some sections, improve the signalling on others and adopt the various modern methods available including electrification and dieselisation, consistent naturally with the financial and other resources available. We have to function within these limitations and I cannot visualise any easy or a comfortable position for us when we can just sit back.

Now, I come to the financial outlook. I am afraid I cannot share the apprehensions of some of my hon. friends in this House. I would request that this problem may be viewed objectively in the light of the historical background; what we inherited and what vicissitudes we are going through. It is common knowledge that Rs. 121.77 crores of our railway surpluses were credited to general revenues during the war years. This amount normally would have been credited to our reserves to meet the post-war inflationary element. Other industries during the war boom built up their reserves. The credit to the depreciation fund during the ten years, from 1941-42 to 1949-50, was Rs. 144.77 crores, or an average of Rs. 14.5 crores per year. The total rehabilitation expenditure was restricted to Rs. 84.44 crores during those years. Even during the pre-war period, due to a depressed economy and several railways being under company control, rehabilitation was done sparingly. Added to this was the acquisition of a number of State railways whose assets largely were of

subnormal condition. Besides intensive usage during the war, the mounting accumulation of rehabilitation work was thus our legacy, and unluckily for us, it coincided with a period of rapid price inflation. In the result, steel which constitutes the most important ingredient in our scheme of rehabilitation costs 3.66 times the prewar price. The money values have gone down here and every item of asset which is rehabilitated costs nearly four times the prewar price. The system of allocation has also undergone a change. We do not simply debit the original cost of the asset replaced to the depreciation fund, but we even debit the inflationary and the improvement elements—a practice that is not in vogue in normal commercial accounts. The total debit to depreciation fund in respect of improvement of assets alone amounts to Rs. 73.17 crores.

15 hrs.

During the pre-war years, the contribution to the depreciation fund amounted to 1/60th of the capital assets and this was adequate under stabilised price conditions when rehabilitation signified replacement of an asset by an equivalent at practically the same cost. With the changed conditions and price inflation, we have to spend nearly four times the original cost to replace an asset and the contribution to the depreciation fund has, therefore, to be correspondingly greater. The stress on the depreciation fund, therefore, has operated from two directions: the price inflation and the high incidence of deferred maintenance.

In our endeavour to overtake these heavy arrears, naturally the draft on the depreciation fund has been excessive during the second Five Year Plan and the depreciation fund will run down to the low level of Rs. 18 crores in spite of an additional contribution of Rs. 10 crores per annum we are making to supplement what the Convention Committee had suggested. I am alive to the need of

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building up this fund and the views of my Ministry on this subject will be placed before the next Convention Committee for their consideration.

An erroneous impression seems to have been created by certain views voiced by the ex-Financial Commissioner in the *Statesman* dated 24th February, 1960, that heavy arrears of rehabilitation of track will still be left after the third Five Year Plan. This view does not seem to be warranted. On our present thinking, it looks that these arrears will be more or less liquidated by the end of the third Plan period and in the subsequent Plan periods the task will be reduced to the normal figure; and, debits to the depreciation fund are likely to come down by Rs. 70 crores to Rs. 80 crores in a five-year period.

Coming to the question of the development fund, it was constituted as a result of the recommendation of the Convention Committee of 1949. This fund is built out of the revenue surpluses which may be credited to it. The principles of allocation of expenditure under this fund were revised by the Convention of 1954 and the following items were listed for debit to this fund:

- (i) Expenditure on amenities for all users of Railway transport, such as improvement of goods sheds, loading and unloading platforms, waiting sheds for the trading public etc. and the minimum of Rs. 3 crores per annum on this account would continue to be spent.
- (ii) The expenditure on unremunerative operating improvement works costing more than Rs. 3 lakhs each.
- (iii) Labour welfare works, including cost of Class III quarters.

The scope for debit to this fund was greatly enlarged with the result that the debits to this fund during the second Plan have been much greater as compared to the first Plan—Rs. 126.48 crores against Rs. 50.53 crores during the first Plan. The labour welfare works alone cost Rs. 37.57 crores during the second Plan against Rs. 8.66 crores during the first Plan. The operating improvements cost Rs. 61.14 crores against Rs. 6.84 crores in the first Plan. Most of these debits are of such a nature, as may even justify their inclusion in the capital cost. I would like to emphasise this aspect. The operating improvements of which the remunerativeness cannot be precisely determined because the benefits are widely dispersed are assets of a productive nature which are being created, but are for convenience debited to the development fund. Likewise, Class III quarters built for labour are assets of a potential value. It is also to be noted that bulk of the expenditure debited to this fund is of such character. Therefore, to the extent the revenue surpluses credited to this fund sustain works of a capital nature, we are saved the dividend liability and for the balance we must borrow. Apparently, the Convention Committee of 1954 had visualised the possibility of revenue surpluses being inadequate to meet such heavy debits as were likely to materialise and to meet this contingency, it had recommended as follows:

“Money should be advanced from General Revenues to the railways for utilisation on those projects or works which are of a development nature. Such advances should be treated as temporary loans to the railways and will not be added to the capital-at-charge on which 4 per cent. dividend is payable annually. The railways will pay interest on this loan to General Revenues at the average borrowing rate charge-

able to commercial departments. It shall, however, be open to the railways to repay this loan in instalments, if necessary, from accretions to the development fund in more prosperous years and thus liquidate the debt and the interest liability thereon."

This was the view of the Convention Committee in the context of a planned forecast of a much smaller dimension. It is not surprising, therefore, that for a much bigger plan that was later sanctioned for railways, the need for temporary loans arose. The investment already made is bound to yield results and this should undoubtedly enable the railways to revive their reserves and build them up to an adequate level.

Another factor which must be borne in mind is that the railways throughout have met their increasing dividend obligations to the general exchequer which has risen from Rs. 36.12 crores in 1955-56 to the budgeted estimate of Rs. 57.27 crores in 1960-61 and this with inflationary prices and increasing wages. The additional capital, therefore, has been ploughed into productive channels. In the last year of the Plan, besides paying 4 per cent. dividend, there will still be a surplus of Rs. 18 crores and this for a public utility concern, where numerous losing assets to satisfy the social and commercial needs of the people have to be nursed, cannot be considered a mean achievement. There are at present several narrow gauge sections of the line, where parallel road services already exist, which can be dismantled to the financial gain of the railways, but we have not viewed this problem in such a narrow perspective in response to the public demand.

The return from railways, therefore, must be viewed in this broad perspective, in the light of its public utility character and the fund balances should be judged in the context which I have delineated at length. Some of my friends here have accused me of

painting a rosy picture. They would probably have liked me to paint a gloomy picture. I have done neither. I have simply shown a healthy picture, which is what it is. I cannot paint a public utility with the brush of a profiteer and only then say that it is healthy. Public utilities are a means to an end and not an end in themselves. They are primarily for service.

I feel sure, in view of what I have explained, it will be conceded that there is no cause for pessimism in regard to the railways' financial position. The country is in a rapid stride towards a 'take-off' stage in its economic resurgence, and transport, which is the handmaid of this revolutionary change, must inevitably reap the harvest in the gains which will be shared by millions of our people.

Some hon. Members have, on the one hand, expressed their apprehensions about the financial stability of the railways and, on the other, questioned the desirability of the proposals for a five per cent. surcharge. It is very difficult to reconcile both these things.

**Shri Harish Chandra Mathur:** There are exceptions also.

**Shri Jagjivan Ram:** I have said "some hon. Members". I think that if they think over what they have said they will find that they are contradicting themselves and I am sure that they will feel that this very small levy was called for.

Coming to the rehabilitation of rolling stock, we are utilising old coaches. I myself gave instructions to the Railway Board that no coach which can be serviceable should be condemned. But, then, the engine, coach or wagon has to be kept in a serviceable condition. In the case of over-aged stock special care has to be taken as in the case of old persons. When it is found that a particular coach is not economical to maintain, then it has to be condemned, rejected and disposed of.

**Shri Harish Chandra Mathur:** But let there be even distribution of good and bad.

**Shri Jagjivan Ram:** I have asked the Railway Board to prepare the statistics of engines, coaches and wagons on each railway, giving their age. I have asked them to publish a small pamphlet so that it can be supplied to the hon. Members, who can see whether any railway has been treated unfairly or discriminated against, because if persons from every railway zone make the complaint....

**Shri Bimal Ghose (Barrackpore):** We should take into consideration the miles done, not merely the age.

**Shri Jagjivan Ram:** I have dealt with the most important aspects of the budget. Then, quite a number of other points have been raised, and I would like to deal with them also.

Of course, if we have sufficient funds, we can very well say "all right, we will replace all the coaches", because new coaches are more pleasant, more comfortable and good. But we have to choose: whether we go with reconditioned coaches or without coaches. That is also another aspect. Of course, Shrimati Parvathi Krishnan will ask "Why are you thinking of exports?" Well, we have to build up foreign markets, if we can. And if a situation like that comes, I may appeal to the country "let us put up with some inconvenience so that we can capture foreign markets and increase the export trade". That many countries do, and we will have to do in the best interests of the country. I am sure, I will get the support of the House in that matter.

**Shri P. N. Singh** stated that our passenger trains do not cover the journey in the same time as they used to do during the pre-war period. Well, in many cases what he has said is correct.

**Shri A. C. Guha (Barasat):** In most cases.

**Shri Jagjivan Ram:** I will not say "in most cases", but what he has said is correct in many cases. We are taking many steps to see whether we can catch up with that. But our present comparison should be with the past few years, and when we compare our position with the past few years we find that we are achieving some result progressively towards the speeding up of the passenger trains.

Secondly, we should not forget that demands are increasing for opening of new stations, halts, flag stations and other amenities for the travelling public. When a new halt or station is provided, it affects the speed of the trains; it takes time. So, all these factors will have to be taken into consideration. As I said, there is no sense of complacency and every endeavour is being made by the Railway Board to see how far we can speed up the trains and maintain the punctuality of passenger trains.

I now come to accidents. My friend, Shri Vajpayee, is not here. He ridiculed me for the word which was there in my budget speech, fortuitous. I do not know how far he was justified in that. Sometimes it is a way of putting things. Of course, there were no major accidents, fortunately, and the credit must go to the railway workers who have worked efficiently. Since they are blamed when there are accidents when there is no accident the credit should go to them. There are several factors on account of which accidents do take place. Steps are being taken and railwaymen are alive to their responsibilities; they are alive to the sense of discipline. We have been fortunate that no major accident took place during this year.

While talking of accidents, Shri Bharucha spoke about automatic block signals and automatic signals. I find he is not here. He said that there were quite a number of failures of the automatic block signals round about Bombay in the suburban section which led to accidents and the staff

was not to be blamed. I would like to refresh his knowledge about this. One positive thing about automatic signalling is that if it fails the signal is at danger and, therefore, in case of failure there would be no accident, unless the staff deliberately ignore the signal. That is one great advantage of automatic signal—if it fails, the signal is at danger. So, in case of failure there should be no accident.

Then he said that the general rules and the subsidiary rules were drafted hundreds years ago and they are still continuing. He was not properly informed. These rules are kept up-to-date and the subsidiary rules have been revised and were enforced on various railways from different dates. On the Central Railway they came into force on 1st April 1958, Northern Railway 1st July 1958, North Eastern Railway 1st October 1958, Southern Railway 1st October 1958, Western Railway 1st October 1958 and so on. The Signalling Manual was revised and brought into force from 1st October 1956. Perhaps the House is aware that, after the Mohri accident near Ambala, a committee was set up to revise those rules, and those rules are kept up to date. So, to say that some of the rules are very old, out-of-date and, therefore, the staff are not quite alive to their duty will not be correct.

Shri Vajpayee, again, said that most of the staff did not know the rules. Well, if they did not know the rules, they are to blame. If something untoward happens on account of their ignorance, they will have to be punished. If opportunities are not provided to them so that they may know the rules, they can approach the superior officers with a request to that effect. But no plea can be taken that because they did not know the rules, they should not be punished. That will affect the safe running of railways to a very great extent.

Here I am not dealing with staff matters, but as it is a connected

thing I would like to say a few words about that. Some hon. Members had mentioned that the services of some staff have been terminated without the normal procedure being followed. Some hon. Members have suggested that if discipline has to be enforced and safe running of trains has to be ensured, some powers should be given to the General Managers to deal with the staff guilty of such delinquencies. Such authority or power exists with the General Managers, according to which they can terminate the services of any railway employee. But I may assure the House, as I have done on previous occasions, that this power of the General Managers is exercised very sparingly.

**Shri Rajendra Singh:** That is not true.

**An Hon. Member:** Can't help.

**Shri Jagjivan Ram:** Only those, who have to defend persons whom they know to be guilty, will never like the authority of the General Managers.

**Shri Rajendra Singh:** My submission was that the hon. Prime Minister.....

**Shri Jagjivan Ram:** I am not yielding.

**Shri Rajendra Singh:** The hon. Prime Minister declared that a man is not guilty unless he is proved.....

**Mr. Deputy-Speaker:** Order, order. When the hon. Minister is not yielding, the hon. Member may wait for some time or till he finishes. I will allow him an opportunity if he wants to ask a question.

**Shri Jagjivan Ram:** I know what type of cases are brought to my notice by some of the hon. Members of this House. This authority is to be exercised.....

**Shri Braj Raj Singh (Firozabad):** It is clear that there are certain implications.....

**Shri Rajendra Singh:** Insinuations.

**Shri Raghunath Singh (Varanasi):**  
No insinuations.

**Shri Jagjivan Ram:** There is no question of any insinuations. But there are facts. When some members of the staff approach the hon. Members, they, out of sympathy, write to the Minister concerned. In some cases even when they get a reply from the Minister explaining the facts, they again write to him. Maybe, they are pestered by the employee concerned. There is no insinuation. I am stating a fact.

This power of the General Managers to terminate the services of a railway employee is to be exercised in a case where the General Manager is convinced that the employee is corrupt and if there is a case of gross indiscipline involving violence. These are the only two types of cases where this authority of the General Managers has been exercised. The third category where it has been exercised in a very limited number of cases is in the case of accidents. Apart from that this power of the General Managers to terminate the services of railway employees has not been exercised. They have been exercised very sparingly. But if we are to deal with accidents and if we are to deal with corruption, we have to exercise this power. Wherever action has been taken under this section, salutary effects have been produced on the railway staff as a whole.

I will again assure the hon. Members that utmost care is taken to see that no person, who is innocent, is punished under this section. The utmost care is taken. But we have to believe some authority. As Shri Mathur says, we have to rely upon the General Managers. I have to rely upon the General Manager's fairness and sense of justice. If he says that he is satisfied that the action taken is quite justified, I see no reason to interfere in that matter.

**An Hon. Member:** You are right.

**Shri Raghunath Singh:** Otherwise you cannot manage.

**Shri Jagjivan Ram:** I will implore the hon. Members of this House not to encourage the tendency on the part of some railway employees to approach them.

**Shri Harish Chandra Mathur:** In wrong cases.

**Shri Jagjivan Ram:** I am referring to those cases. I am not referring to it generally. I am referring to these cases. Generally, of course, hon. Members write to me on general questions or about some principles. I try my best to reply and explain the position to hon. Members. Even in these cases I try to explain it. But once the matter has been explained to them, they should try to convince the employees. What happens is that I send a reply to one hon. Member, then the employee goes to another hon. Member. Well, then I have to go on sending the same reply to different hon. Members.

**Shri Harish Chandra Mathur:** I am sure he is talking of exceptions.

**Shri Jagjivan Ram:** These employees themselves are exceptions. I am talking of them, not of hon. Members.

**Shri Harish Chandra Mathur:** A general wrong impression may not be created that hon. Members of this House act irresponsibly. You are talking of exceptions in your staff and exceptions in this House.

**Shri Jagjivan Ram:** I am talking of the exceptions in the staff. I am not talking of the hon. Members. The hon. Member is not aware that the man concerned has already approached the Minister through some other hon. Member and he has approached me. So, he writes to me. He does not know that he has already exhausted ten hon. Members.

**Shri Braj Raj Singh:** Even then they may be very few.

**Shri Jagjivan Ram:** So, in this matter, I will again appeal to hon. Members of this House to discourage this tendency on the part of Government employees if we want to eradicate complaints of corruption from the general public regarding railway staff whether it is the staff or officers—I do not discriminate in that matter; if it comes to my notice that some officer is involved, howsoever high-up he might be, I will never be found wanting in taking necessary action against him....

**Shri Rajendra Singh:** Charges were brought on the floor of the House and they were ignored.

**Shri Jagjivan Ram:** Again, I would not have liked to pass certain remarks on the running commentary made by the hon. Member. I know what those allegations were and how far they were true.

**Shri Rajendra Singh:** Was any investigation made?

**Shri Jagjivan Ram:** The hon. Member made certain allegations. He was asked to give them in writing. He never cared to give them in writing. I again assure him that if he gives that in writing, I will take appropriate action in the matter.

**Shri Rajendra Singh:** I said that if an open enquiry is made, I can give it in writing. But if a departmental enquiry is made....

**Mr. Deputy-Speaker:** If the hon. Member's offer was also conditional that unless an open enquiry was made, he was not prepared to give those facts to the hon. Minister, why should he complain?

**Shri Rajendra Singh:** An open enquiry should be conducted.

**Shri Jagjivan Ram:** About corruption I do not claim that there is no corruption in the railways, but as I have said the co-operation of every member of the public will be of help in this matter. We are taking certain action but as you are aware and as

the House knows how difficult it is to deal with this problem, which is a threatening problem in the country at present. But wherever it comes to our notice, action is taken.

Then, connected with the operation of the railways, the question about coal supply was raised. I mentioned in my speech about the poor quality of the coal supplied to the railways. Some hon. Member asked whether the railways cannot establish their own washeries. Some hon. Member asked whether we cannot run our own collieries. Both are not feasible, because it has to be done by the Ministry competent to do that, and we are pursuing the question of establishment of washeries with the appropriate Ministry.

Before I come to the other points raised by various Members, I would like to deal with one important matter, and that is about the recommendations of the Pay Commission and their effect on the railway employees. Some of the Members have suggested that there is great dissatisfaction among the railway employees. I want to make it clear that there is no cause for dissatisfaction among a large section of the railway employees on account of the recommendations of the Pay Commission. As a matter of fact, the vast bulk of the railway employees is going to gain by the recommendations of the Pay Commission which have been accepted and are going to be implemented.

So far as our contacts with the railway employees are concerned, we have devised a machinery by which we have periodical meetings at different levels with the representatives of the organised employees on the railways. At the Railway Board level, we have periodical meetings between the two federations and the Railway Board. At the zonal railway levels, we have the negotiating machinery at the railway headquarters and at the district or divisional level, and they have their periodical meetings and the grievances or complaints



[Shri Jagjivan Ram]

are discussed at these meetings. Some of them which the authorities at that level are competent to settle are settled, while others which they are not competent to settle are referred to higher levels, sometimes to the Railway Board or to the Minister.

There have been some complaints that this machinery is not functioning expeditiously. The matter was recently discussed between the two federations and the Railway Board, and we have agreed to take certain action by which this machinery functions expeditiously, efficiently and effectively.

Therefore, to say that the complaints of the railway employees are not heard will not be correct. I am talking of the organised labour. So far as individual complaints are concerned, they have their proper channels of first appeal, second appeal and things like that. That avenue is open to them.

On this question of the recommendations of the Pay Commission, I want to repeat that the agitation that is being whipped up has no justification. To say that the railway employees have been adversely affected is without any foundation.

Much was being made out of the passes and P.T.Os. I made it clear while answering questions either in this House or the other, that the *status quo* was being maintained. There has been no reduction in the number of passes or P.T.Os. to which the different categories of railway employees are entitled. If at any stage the question of revision of the number of passes or P.T.Os. is to be considered, the two federations will be taken into confidence, and consultation will be held with them. Therefore, to whip up agitation on this account, I say, is not disinterested.

Again, to say that on account of working of Saturdays, or reduction in casual leave, or reduction in holidays,

the railway employees have been adversely affected is quite incorrect; it indicates lack of either knowledge or of *bona fides* that agitations are carried on saying that these are going to affect the 11 lakhs of railway employees.

I will dilate somewhat in detail on this. It has been said that some of the recommendations of the Jagannadha Das Pay Commission have the effect of superseding the adjudicator's award, to the disadvantage of the railway staff. The actual position is as follows. The points in dispute adjudicated upon by the late Justice Rajadhyaksha were : (i) Hours of work of railway servants other than those to whom the Factories Act applies; the quantum of periodic rest, provision regarding leave reserve, leave rules and holiday concessions applicable to railway servants who were daily-rated and/or in inferior service. The recommendations of the adjudicator on the first of these three items were accepted in their entirety and are still in force. The decisions regarding hours of work, period rest and overtime have also since been incorporated in the Indian Railways (Amendment) Act, 1956. As regards the fourth item the Government did not consider it necessary to issue formal enforcement orders as, in the meantime, the recommendations of the Varadachariar Pay Commission in this regard had been accepted and these recommendations more or less met the adjudicator's award. The Jagannadha Das Pay Commission's recommendations regarding hours of work do not alter the existing statutory limitation in respect of railway servants. In fact, one of the recommendations states that a weightage of ten minutes for every hour worked should be given in respect of night duty, which is such as to require continuous application. Such a provision had not been made in the adjudicator's award. This recommendation has, however, yet to be considered by Government.

In respect of office clerks, the Pay Commission's observations are that their hours of work are on the low side and that an increase would be justified, but that an attempt should be first made to secure better out-turn within the present hours. Government have since decided that there should be a slight increase in the working hours of office staff and this decision has been implemented on the railways.

**Shri Tangamani:** Does it not adversely affect the railway employees?

**Shri Jagjivan Ram:** I am coming to that.

**Shri Harish Chandra Mathur:** They must work harder.

**Shri Jagjivan Ram:** The people who are agitating are referring to this decision which may be construed to be against one of the observations made by the late Justice Rajadhyaksha.

So, I am myself saying that this is going to affect them, but it applies only to those who are working in the offices on the railways, as it does apply to other employees working in other offices of the different Ministries of the Government of India.

I was going to say that all this agitation is being put up by the staff in the offices which have been slightly affected because their hours of work, as compared to other workers on the railways or in other departments of the Government, had not been disadvantageous to them. What Shri Tangamani has said is correct. In any case, this will affect only the office staff whose number will not exceed about 9 per cent of the total staff on the railways. More than 90 per cent of the Railway employees will not be affected at all.

As regards periodic rest, no change has been made either by the Jagannath Das Commission or by Government's orders.

As regards overtime, one hon. Member, perhaps Shri Radha Mohan Singh

or some other Member, said that the lowest paid staff on the railways were going to be adversely affected by the recommendations of the Pay Commission. I do not know who told him so. No sensible person will ever come to this conclusion that the recommendations of the Pay Commission are going to affect adversely the class IV employees. If they have benefited substantially any section of the railway employees, then they have benefited the class IV employees. I am saying this just to point out how this kind of wrong information is carried to Members. When such information is given to them, it will be better if it is checked up.

**Shri S. M. Banerjee (Kanpur):** I would only say this. I am sure the hon. Minister must have read the booklet issued by the All India Railwaymen's Federation entitled *Railwaymen's Rejoinder to Pay Commission*, at page 43 of which they have said:

"Government's decisions on the Pay Commission's recommendations affect railwaymen adversely, inasmuch as.....".

and then they have given about nine points. I would like to know whether the hon. Minister has gone through them, and whether they are correct. It has been supplied to us.

**Shri Jagjivan Ram:** I would advise the hon. Member who is quite studious and painstaking to go through the summary of the recommendations of the Pay Commission and the recommendations which have been accepted by Government, and he can himself come to know whether those things are exaggerated or not, whether they have some basis or not. Why does he want my comment on them? He can himself come to some conclusions on those points.

As regards overtime, I may point out that overtime is going to be very advantageous to those who work overtime. I think any railwayman who scrutinises that will come to the same conclusion.

**Shri S. M. Banerjee:** I have not asked about overtime, but I have asked about the other points.

**Shri Jagjivan Ram:** In regard to hours of work also, it is not going to affect them at all.

The Pay Commission have also recommended certain changes in the reckoning of over-time allowance. As against the present procedure under the Hours of Employment Regulations, of calculating overtime on basic pay plus dearness pay, the Commission have recommended that overtime allowance should in all cases be calculated on the basis of pay and all allowances except house rent allowance. This means that over-time has to be based on pay plus dearness allowances plus city compensatory allowance. Apart from the automatic advantage which even under the existing rules, the staff get by the process of the merger of the dearness allowance in the basic pay, this will result in a higher rate of overtime because of the recommendation that it should also be calculated on the dearness allowance and city compensatory allowance.

As regards leave reserves, the Pay Commission have stated that the adequacy and the basis of the calculation of leave reserves should be reviewed to ensure that the leave to which the staff are entitled will actually be granted to them. There is, therefore, no question of any modification being made in the award of Justice Rajadhyaksha.

I now come to the question of holidays. The workshop staff are entitled only to fifteen paid holidays of their choice, but no casual leave. Therefore, the question of the workshop staff being affected by the reduction in the casual leave does not arise. I am just pointing out how many categories are not being adversely affected by the recommendations of the Pay Commission which have been accepted by Government.

As a matter of fact, the workshop staff are going to gain by the recommendations of the Pay Commission. The Pay Commission have not recommended any positive change. As regards casual leave for such staff, however, they have stated that if it is proposed to grant them the privilege of casual leave, the quantum of earned leave should be proportionately reduced, in view of the fact that on the railways, the workshop staff are already getting leave on the same scale as non-workshop staff, which is considerably more than what has been recommended by the Pay Commission for workshop staff in other industrial establishments.

The number of holidays has been reduced from 23 to 18. This decision affects mainly the office staff and some supervisory staff. The number of staff affected is not likely to exceed about 10 per cent of the total strength.

However, line staff who were hitherto not entitled to any holidays—I think Shri Frank Anthony raised the question about the line staff—have been recommended the three national holidays or compensatory payment of 4½ days' wages in lieu thereof.

The casual leave has been reduced from 15 to 12 days, but this also is in respect of office staff and some supervisory staff. Other staff who do not get any holidays or who get a very restricted number of holidays will continue to have fifteen days of casual leave as at present. This will, therefore, affect about 10 per cent of staff as in the case of the holidays.

It may be mentioned here that office staff and some supervisory staff who have been affected by the decisions concerning increase in the working hours or reduction in holidays and casual leave have up to now been better off than the other staff. The rest of the staff do not get any holidays or get a very restricted number of holidays, and their hours of work are also longer.

Shri Frank Anthony raised a question when I said that we were not going to charge any tuition fees from the children of railway employees in railway primary schools up to the primary stage, having instruction in any of the languages contained in our Constitution. He asked why Anglo-Indian children were being deprived of this privilege, and he argued that according to the Constitution, it might amount to discrimination. Without entering further into that question, I may assure him that there was no intention to discriminate against the Anglo-Indian children. The only consideration when we decided to make the primary education free was that in primary schools imparting instruction in the English medium, the cost was much higher as compared to that in primary schools imparting instruction in any of the Indian languages. That was the only consideration. After Shri Frank Anthony spoke, I have given further thought to the matter, and I have decided that in the English-medium schools also, the boys or girls of railway employees, whose mother-tongue is English will be free from the payment of fees in the primary standards.

**Shri S. M. Banerjee:** But they should learn Hindi.

**Shri Jagjivan Ram:** Those whose mother-tongue is not English will have to pay the fees in the English-medium schools.

**Shrimati Subhadra Joshi (Ambala):** Whose mother-tongue is English?

**Shri Jagjivan Ram:** The Anglo-Indians.

Shri C. K. Nair had said that I had done something for the recruitment of Scheduled Castes and Scheduled Tribes boys on the railways. Well, I have done nothing more than what the Home Ministry has done. What I have done is to see that all the orders, and circulars issued in this behalf are properly implemented.

**An Hon. Member:** Are they? Not fully.

**Shri B. K. Gaikwad (Nasik):** Not yet. The hon. Minister is trying, and we must congratulate him.

**Shri Jagjivan Ram:** Some hon. Members want a millenium in a day. Any trend which has been established in society for centuries takes time to change. One has to see whether the change is taking place or not, and whether it is taking place in the right direction or not.

**Shri Sinhasan Singh (Gorakhpur):** May I know whether the Home Ministry's circular is applicable only to the Railway Ministry and the Posts and Telegraphs Department or it is applicable equally to all departments of the Government of India?

**Mr. Deputy-Speaker:** Why should the Railway Minister be asked to interpret whether that circular is applicable to other Ministries or not?

**Shri Jagjivan Ram:** I am coming to that.

**Mr. Deputy-Speaker:** He says that it is applicable to his Ministry and he has implemented the circular. He need not be asked to state whether it applies to other Ministries or not.

**Shri Jagjivan Ram:** I am coming to that.

The hon. Member is in possession of the Office Order of the Home Ministry and the Office Order of the Railway Ministry. I sent a copy of each to the hon. Member. The hon. Member is a practising lawyer. I am sure he can read the Office Order of the Home Ministry as well as that of the Railway Ministry. I am sure he can understand whether that order is applicable to other Ministries or not.

I know a furore has been created in certain sections of railway employees and in certain sections of the caste

[Shri Jagjivan Ram]

Hindus in this country. I want to make it clear that I am not going to be cowed down by this agitation. No flutter was created when the memorandum was issued by the Home Ministry. But when the Railway Ministry just fell in line with that memorandum and saw to it that that memorandum was honestly implemented, there are a number of questions and notices! I am surprised how this caste feeling is deep-rooted in this country, how everything is weighed and measured by the criterion of caste and caste alone. No questions were put when the Home Ministry issued that memorandum.

**Shri Tangamani (Madurai):** Nicely said.

**Shri Jagjivan Ram:** When after three years, the Railway Ministry issued a Memorandum on the same lines as the Home Ministry memorandum, the caste interests are affected and questions are put and constitutional provisions invoked. Why? Is efficiency going down? How? If there are a hundred efficient persons and one inefficient man comes, does efficiency go down? It is a matter of commonsense.

Then the hon. Member asks me whether that circular applies to other Ministries or not. I presume the hon. Member is aware that the Home Ministry is the custodian of all services in the Central Government and any circular issued by that Ministry—I presume he knows that much—is applicable to all government servants, to all Ministries. Therefore, that question should not have been put to me.

**Shri Sinhasan Singh:** The question is whether it is applicable to other Ministries also and whether they are following the same.

**Mr. Deputy-Speaker:** As to whether it applies to other Ministries or not, the hon. Minister should not be asked to clarify.

**Shri Jagjivan Ram:** If the hon. Member is honest and solicitous about the interests of the Scheduled Castes and Scheduled Tribes, he might put that question to other Ministries, whether they have implemented that memorandum or not, and not to me.

**Shri B. K. Galkwad:** Perfectly right.

**Shri Jagjivan Ram:** The whole question comes up because I have implemented it. Questions are put to me, not to those who have not implemented it.

**Shri B. K. Galkwad:** Others are sleeping over it.

**Shri Jagjivan Ram:** I want other people to be honest about their convictions. If they feel that I have done wrong, they should come directly and tell me—not indirectly. I am prepared to face it here and now.

**An Hon. Member:** Do not mind such things.

**Shri Jagjivan Ram:** I know I have done the right thing. I am convinced of it. Therefore, I never mince matters.

I do not know how Kumari M. Vedakumari was briefed by some people—that qualifications have been reduced in the case of Scheduled Castes and Scheduled Tribes. This was a mischievous information given to her. Nowhere have the prescribed minimum qualifications been reduced either for the Scheduled Castes or for the Scheduled Tribes. And I will be the last person to reduce qualifications which will in any way affect the efficiency of the services. What I want is nothing more than what the Constitution has provided for the Scheduled Castes, Scheduled Tribes and Anglo-Indians.

**Shri S. M. Banerjee:** They must have it.

**Shri Jagjivan Ram:** I want to be honest and sincere about it. I want to

see that the provisions are not flouted. If certain interests are enraged on that account, I cannot help it.

Then she said that perhaps educational qualifications were being reduced. If any qualification is to be reduced or modified, it will be for all, and not only for Scheduled Castes and Scheduled Tribes.

Then again, I do not know how she says.....

**Mr. Deputy-Speaker:** That much should be enough for the hon. lady Member, that the information conveyed to her was mischievous.

**Shri Jagjivan Ram:** I am giving this information that if any qualification is to be reduced, it will be reduced for all. It cannot be for any one section alone.

Then she says that the same privileges should be given to the Scheduled Tribes. I may assure her and the House that whatever concessions have been granted, have been granted for the Scheduled Castes and Scheduled Tribes equally. No office memorandum has issued only for the Scheduled Castes. It is always issued for Scheduled Castes and Scheduled Tribes—for both.

It was suggested that there should be joint committees on the railways. We have formed joint committees and they have started functioning in some of the railways. I think by the next year I will be in a position to give something about it in the Report on the Railways, for the information of hon. Members. It has always been my effort to encourage railway officers and men to have greater and greater personal contacts among themselves, because nothing counts so much for the efficient functioning of any undertaking as personal contacts among the workers in that undertaking at various levels. I regard all people who are engaged in this national undertaking as workers for a common cause. Their designations may be different; their

salaries may be different. But the objective is the same—how to render efficient transport service for the community. There will be lapses here and there, but I have always been emphasising upon the officers the necessity of taking personal interest in the workers so that the workers may look up to them, not only as officers but as advisers in times of necessity and difficulty. That will take some time. Both sides will have to change.

As regards passenger amenities, doubts have been expressed whether we will be able to spend Rs. 15 crores during the Plan period. Up till now, we have spent Rs. 9·87 crores and I am sure by the end of the Plan, we will be able to spend all the Plan allocation on this account.

16 hrs.

Shrimati Parvathi Krishnan wanted to know the break-up of the Rs. 20 crores which have been provided to meet the effects of the Pay Commission's recommendations. For her information I may give it. *Ex gratia* payment for the period 1st July, 1959 to 31st October, 1959 to be credited to the Employees Provident Fund accounts is Rs. 3·19 crores; cash payments on account of pay and allowances from 1st November, 1959 to 31st March, 1961, Rs. 13·82 crores; and Government contribution to Provident Fund in respect of (2) above, Rs. 3·11 crores; total Rs. 20·12 crores.

Then, questions have been raised about the provision of overbridges. Without going into individual cases, whether it is at Jabalpur or at Calicut.....

**Shri S. M. Banerjee:** At Kanpur.

**Shri Jagjivan Ram:**.... At whatever place it may be, whether it is at Jabalpur or at Kanpur.....

**Ch. Ranbir Singh (Rohtak):** Rohtak-Delhi road.

**Shri Jagjivan Ram:** Wherever it may be—or at Ahmedabad—the general principle is this. We have to share with the local authority or the State Government concerned. We on the railways are always prepared to meet our share.

I have got in my brief the present position regarding Ahmedabad, Calicut or Jabalpur. Either references have been made to the municipalities or to the local authorities, and, as soon as matters are finalised, they will be undertaken.

What I have done is this. When the Transport Ministry wrote to the State Governments I also wrote to them to prepare a list of the overbridges that they will require in their respective States and determine the priority in which they would like these works to be executed. They would have to provide the necessary funds in their own Budgets so that the Transport Ministry and the Railway Ministry may provide the balancing provision in their Budgets, so that these works may be taken in hand. I personally feel that this problem in our country is a big problem and will have to be tackled in a planned way on a long term basis.

**Shri Sinhasan Singh:** What is the ratio?

**Shri Bimal Ghose:** What is the proportion?

**Shri Jagjivan Ram:** The proportion, in some cases, is half and half about the bridge portion; and, in some cases, the bridge portion is to be done entirely by the railways and the approach portion has to be done by the local or road authority or the Transport Ministry.

**Ch. Ranbir Singh:** What about the portion that will fall in the Delhi State?

**Shri Jagjivan Ram:** The Delhi Administration takes the place of the State Government, and they will have to do it.

**Ch. Ranbir Singh:** That is the responsibility of the Centre.

**Shri Jagjivan Ram:** I wanted to say generally about overbridges.

Then, there were questions about platforms, waiting halls etc. I have got information about them. But, I am afraid there is no time at my disposal. They are all at various stages and it is our intention to provide the minimum basic amenities at all stations.

We have also made good progress with electrification. But, it will take some time to electrify more than 6,000 stations. We are electrifying stations on a programmed basis where electricity is available in the adjoining town or city.

We have been providing drinking water facilities; and I have asked the Railway Board to see that even at the smallest station drinking water facilities are provided. If nothing else is possible, at least a hand-pump should be sunk there so that drinking water becomes available. We will see that before the next summer sets in, these programmes are executed. There is much to be desired regarding the cleanliness of the third-class compartments, waiting halls, etc. It requires some social education for the passengers and more sense of responsibility on the railway staff charged to look after cleanliness. It is true that the sweepers took very little care of the third class compartments. I have asked specifically the General Managers to appoint sweepers detailed only for third class compartments in the bigger stations. Staff has been appointed but still the old tendency is continuing. I will only suggest that passengers should be careful in taking work from them. I have been emphasising upon the railway officers that the scavengers who

are meant for third class compartments should see that at the bigger stations they are cleaned and the same broom should not be used for the lavatory and the compartment. As a matter of fact some swabs and duster are provided for them. (*Interruptions.*) I am saying that we have provided the staff with the equipment and accessories to them. It is not being utilised fully. It should be seen by the passengers themselves that the scavengers do their job.

About sleeping accommodation for the ladies, instructions have been issued to reserve at least one boy for them in the sleeper coach (*Interruptions.*) About push button it is not only to be introduced in the higher class ladies compartments; it will be introduced in the third class compartments as well.

**Shri Sinhasan Singh:** What about the third class three-tier system?

**Shri Jagjivan Ram:** We have the three-tier coaches; we have the two tier coaches. The former are not as comfortable as the latter. It is quite obvious. We have decided to maintain two-tier and three-tier coaches. Those who want comfortable accommodation will have to pay and travel by the two-tier coaches and those who cannot afford to pay for that comfort will travel by the three-tier coaches and no additional charge will be levied from them. It will be seen which of these is more popular. If the three-tier coach is more popular then we will have more of them but if the two-tier coach is more popular, the three-tier coach may be withdrawn.

**Shri Sinhasan Singh:** There is now a fourth class!

**Mr. Deputy Speaker:** If the three-tier coach becomes more popular, then he should not begin to levy a charge on that!

**Shri Jagjivan Ram:** No, Sir. We have said that no charge will be

levied for the three-tier sleeping accommodation.

**सुश्री मणिबेन पटेल (भानन्द):** दो टायर वाले में जगह नहीं होगी तो तीन टायर वाले में जायेंगे। जिसको सोना है वह तो सोयेगा ही। जिसके लिये दो टायर वाले में जगह नहीं है वह तीन टायर वाले में नहीं जायेगा तो क्या करेगा ?

**Shri Jagjivan Ram:** The whole intention was to provide the third class passengers travelling long distances some accommodation where he could stretch himself. Instead of sitting all the time, if I can provide him some accommodation where he can stretch his legs and body without charging anything extra from him, I think it will be an advantage to them. I am providing not a very comfortable accommodation but there is accommodation where a passenger will be in a position to stretch himself and sleep.

**सुश्री मणिबेन पटेल :** आप एक रात तीन टायर वाली कोच में सबसे ऊपर सोकर तो देखिये, थोड़ी देर के लिये नहीं, और दो चार बार उतर कर देखिये तब पता चलेगा कि यह कितना आसान है।

**श्री जगजीवन राम :** जो नये डब्बे बने हैं उनमें मैंने चढ़ कर और लेट कर भी देख लिया है। रात भर तो नहीं, लेकिन थोड़ी देर के लिये ट्राई कर के देख लिया है, और देख लेने के बाद ही उनको बनाने का आर्डर दिया है।

**Shri S. M. Banerjee:** Sir,.....

**Mr. Deputy-Speaker:** Are we going to stretch ourselves now?

**Shri S. M. Banerjee:** Sir, if I travel from Delhi to Calcutta I am charged this extra levy for two nights by the third class sleeper coach. I have to pay Rs. 7 or more at the rate of Rs. 3.70 nP, whereas in the case of first class the reservation charges are only 50 nP for travelling both the nights. Has the hon. Minister considered this matter?



**Shri Jagjivan Ram:** That is a separate question. That is the existing system. I am not talking of that. When the new third class three-tier sleeper coaches are introduced no extra charge will be levied on the passengers. In some sections these coaches have been introduced and no additional charges are levied.

Sir, I think, I have dealt with the important aspects. There are many small matters which have been raised. It is not possible for me to deal with them all though I have briefs here in regard to all those points. I would only assure the hon. Members that all their suggestions will be taken into consideration and we will try to see how far we can implement them.

**Some Hon. Members:** What about the line to Kashmir?

**Mr. Deputy-Speaker:** We will again be taking up the lines under Demand No. 1.

**Shri Jagjivan Ram:** I have already given that information, that that line is going up to Kathua. I do not know why hon. Members want me to repeat it. The survey is being conducted and work will start. That work is going to be undertaken.

I am grateful to the hon. Members of this House for the way in which they have received the Railway Budget and for the way in which they have expressed their appreciation for the work performed by the Railways. I will again repeat that this will very much encourage more than a million employees on the Railways.

**Shri Rajendra Singh:** I submitted that since the Railway Minister has failed to bring the two federations together let there be a referendum irrespective of the total membership of this federation or that federation, and those who are elected as members

should be recognised as the absolute representatives of the railwaymen.

**Mr. Deputy-Speaker:** Is the hon. Member making another speech? I can only allow a question.

**Shri Rajendra Singh:** This was my submission, Sir, and it has not been replied. My second point is about the wage board for the Railways. These are the two things on which I would request the hon. Minister to reply.

**Shri Jagjivan Ram:** It is for the two federations to come together, and if there is unity amongst them I will welcome it. The Pay Commission has just examined the conditions of service, pay scales and other things of the railway employees along with other government employees. Therefore, there is no case for a separate wage board at present.

**Shri Harish Chandra Mathur:** He has said nothing about economy.

**Mr. Deputy-Speaker:** We shall pass on to the next stage. He shall have another opportunity when we take up the Demands.

16.13 hrs.

\*DEMANDS FOR GRANTS—RAILWAYS

**Mr. Deputy-Speaker:** Now we shall take up the Demands for Grants relating to the Railways.

In this connection, I have to announce that a large number of cut motions have been received. Hon. Members who desire to move cut motions may send slips to the Table within fifteen minutes, indicating the numbers of their cut motions. I shall treat them as having been moved, if the hon. Members in whose names the cut motions stand are present in the House and the cut motions are otherwise in order.

\*Moved with the recommendation of the President.