

## BUSINESS OF THE HOUSE

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** Sir, with your permission I rise to announce that Government Business in the House for the week commencing 6th March, 1961 will consist of:

- (1) Consideration of any item of Government Business carried over from today's Order Paper.
- (2) Discussion and voting of:
  - Supplementary Demands for Grants (Railways) for 1960-61.
  - Demands for Grants (Railways) for 1961-62.
- (3) Discussion on the Resolution approving the Proclamation issued by the President assuming to himself all the functions of the Government of Orissa.
- (4) Consideration and passing of:
  - The Insurance (Amendment) Bill, 1961.
  - The Railway Passenger Fares (Repeal) Bill, 1961.
- (5) General Discussion on General Budget for 1961-62 on 9th March onwards.

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 RAILWAY BUDGET—GENERAL  
DISCUSSION—(contd.)

**Mr. Speaker:** The House will now proceed with the General Discussion of the Railway Budget. Shri Manay was on his legs the other day and he may continue his speech.

**Shri Manay (Bombay City Central—Reserved—Sch. Castes):** Mr. Speaker, Sir, the other day I was trying to draw the attention of the House to the demand of the people of Nipani for a railway line between Nipani and Raibaug. I have already said that Nipani is a commercial centre and the business conducted there is such that it is able to get foreign exchange for the country. I have already showed that it is a justifiable demand.

One more thing. The predecessor of the present Railway Minister had been to Nipani some time ago and he had promised the people of Nipani that he would be pleased to consider their demand and see that the railway line between Nipani and Raibaug is granted in the Third Five Year Plan.

12.30 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

I am not able to remember the exact words of his promise but the promise was there. I just want to ask our hon. Railway Minister whether he is agreeable to keep the promise given by his predecessor to the people of Nipani or he is not in a position to keep up to that promise.

One more point. It is about the coaches on the Frontier Mail running between Bombay and Amritsar. We are running the Swiss made schileran coaches which were converted from second class to first class. There have been many complaints about these coaches. I remember a recent incident when on 10th February a number of hon. Members of Parliament travelled from Bombay to New Delhi by the Frontier Mail in these coaches; they were not in a position to sit comfortably, not to speak about the sleeping accommodation.

**Mr. Deputy-Speaker:** Something wrong with the M.Ps. or with the compartment?

**Shri Manay:** With the compartment. I am bringing this to your notice and to the notice of the hon. Minister through you not only because the M.Ps. were not comfortable in these coaches but the general public also made complaints about these coaches and the Railway Board have accepted the demand to withdraw these coaches. But I am told that the Board is finding certain difficulties to replace them; but these difficulties are creating more difficulties for the staff at the reservation office in Bombay; they are the people who allot

[Shri Manay]

these berths and they are blamed. Some via media should be found to replace these coaches as these things may effect the morale of the people working at the reservation office in Bombay.

I would now refer to the grievances of the Scheduled Castes and Buddhists employees of the Railway and also to the grievances of the employees in general. With due respect to the hon. Minister for his sincere efforts to do some good job for the betterment of the Scheduled Castes, I may have to say that the Railway Ministry and the Railway Board are not completely free from the observance of untouchability in the Railway Ministry. For the last three years I have been pointing out the injustice done to them but to my surprise I have not been able to get good reports from the associations which have been working for the betterment of the Scheduled Cast employees of the Railway Ministry. On page 104 of the Railway Board's report, some figures about recruitment are given. The number of non-gazetted class III posts indented is shown as 1886 while the number of candidates recommended by the recruiting centre is 1818—less than the indented number. But it is a fact that the applications have been much more than the required number. Then again, as against 1927 reserved class III posts, only 1721 had actually been appointed. Apparently, it may appear that the filling of posts is almost complete as only 200 posts are left unfilled. I will not agree if it is said that because the applicants are not forthcoming, these posts are not filled; It cannot be a fact. I had an opportunity to visit the office of the Railway Service Commission in Bombay and met the Chairman of that Commission there. To my surprise I found that as against some 2000 posts indented, there were more than 10,000 Scheduled Caste applications received. That only shows that the machinery, engaged in the

appointment of Scheduled Castes, if I may say so, is not completely free from that tinge which prevents the filling up of these posts.

Regarding the availability of candidates from these three sections for which reservation is made—Scheduled Castes, Scheduled Tribes and Anglo-Indians—the Railway Board themselves had said that there was no dearth of candidates from among the Scheduled Castes. Therefore, there is no justification for keeping over 200 posts unfilled. That is about the reservation of posts.

I have referred to the observance of untouchability by the Railway Board and I want it to be taken as a painful observation of mine. I know that the hon. Railway Minister is not only interested in the amelioration of the condition of the Scheduled Caste employees of the Railway Ministry but is also very keen on doing everything possible and within his reach. I am also prepared to say that he has been doing so. But, as I said earlier, the machinery that is charged with the responsibility of carrying out the administration of the railways has succeeded in dodging the sincere efforts of the Railway Minister in fulfilling these obligation under the Constitution. I will quote three or four instances of harassment of Scheduled Caste employees in the Railway Ministry, I will quote one instance from one railway and other instances from other railways. Let us first take the Northern Railway. There are two instances here and both are in regard to Class III staff. Both are of persons belonging to the Scheduled Caste community. One is an inspector in the P.W.I. section and he has been applying for the senior inspector's post since the last three years. He is fully qualified and he is the seniormost in his grade in the department. But his application is not considered for reasons better known to the officers. I am using this terminology because, as I have

already stated, they are dodging successfully. The officers in the Railway Ministry would use that pet terminology, that, is, the 'suitability' is not there, or that suitable candidates are not available. Now, I am yet to understand the real meaning or the real sense behind this word 'suitability'.

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

**Shri Manay:** I have to cover so many points.

**Mr. Deputy-Speaker:** He took nine minutes the other day.

**Shri Manay:** I had taken only five minutes.

**Mr. Deputy-Speaker:** It has been put down in the record that he took nine minutes.

**Shri Manay:** I shall finish soon. Another instance is that of a Class III employee in the same Northern Railway. He is transferred from one place to another seven times in the period of two years, and this is a case of nothing but harassment because he belongs to the Scheduled Caste community.

**Mr. Deputy-Speaker:** If the hon. Member wanted to mention names and bring out illustrations and put representations on behalf of particular individuals, he ought to have conveyed this information to the Minister earlier, so that the Minister might be ready with these cases. Otherwise, it is difficult.

**Shri Manay:** With your permission, may I submit that I myself have taken the trouble to represent their cases and I received the reply from the Ministerial level which is based on the stereotype reply given by the officers.

**Mr. Deputy-Speaker:** If the representations are stereotype, the answer also would be stereotype!

**Shri Manay:** Therefore, I feel that there is no other forum where I

can bring out those grievances but this House, and so, with your permission....

**Mr. Deputy-Speaker:** There are directions that if particular representations are to be made and the names of individuals are to be mentioned, previous notice of that intention must be given to the Minister so that he might be ready with those particular instances with a suitable reply. Again I am using the word 'suitable' which might be offensive!

**Shri Manay:** I have never said that the word 'suitable' is offensive. I said that I have yet to know the intention and the feeling behind that word. But I have not quoted any names of the persons and therefore I feel....

**Mr. Deputy-Speaker:** Let us see how he proceeds.

**Shri Manay:** I am giving these instances to substantiate why I charge the Railway Ministry for the observance of untouchability. Otherwise, I would not have given those cases.

I shall drop further instances and quote only one in particular. It is from the Chittaranjan factory. One person was there in the factory for ten years—I am not giving his name—and when he found that he was not going to be spared for one reason or the other, he went to the extent of resigning his post after putting in ten years' service, saying that "I should better prefer to be unemployed rather than to submit to the tortures because of the fact that I belong to the Scheduled Caste community". With your permission, I would say that hats off for this militant man who has put up a fight against the observance of untouchability.

**Mr. Deputy-Speaker:** Does he approve of the militant attitude of subordinates to their superiors?

**Shri Manay:** This poor man had no other honourable course available except to resign his job

[Shri Manay]

Now, I shall turn to the grievances of general labour. Many other hon. friends here have already spoken about the victimisation of railway workers in the name of the last general strike. Cases of harassment and victimisation are still rampant in the railways in respect of those employees connected with the general strike. Taking advantage of the post-strike situation, the authorities have withdrawn the recognition of those unions which had served notices on the railways. I shall cite some of the instances of harassment of the workers. One is that the active workers of the unions are being transferred from one place to another in mid-term. The second is that of severe punishment with reduction in pay and rank and withholding of annual increment for years with loss of seniority. The third is, a period of suspension for months have been treated as suspension and the balance of their dues is not paid to those who have been taken back, with some punishment. In the Western Railway alone, of which I have knowledge, there are about 75 workers who have been thrown away under one pretext or the other.

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

**Shri Manay:** A few minutes more, Sir. The Government of India and the Railway Ministry have in general taken a very lenient attitude, a very reasonable attitude, towards the strikers. But—I do not want to repeat the charge—the petty officials are settling their old scores. I do not want to make that charge, as I have said, but then, I would like to say that despite this lenient policy of the Government of India, the officials are openly flouting this policy and are creating frustration and bitterness amongst the railway employees.

**Mr. Deputy-Speaker:** He ought to conclude.

**Shri Manay:** In two minutes.

**Mr. Deputy-Speaker:** Not in two minutes. Even for those two minutes, I have rung my bell three times. He ought to conclude.

**Shri Manay:** I shall finish now, with a reference to the shortage of staff. The Railway Ministry has said that it has banned new recruitment in the year under report. But then I might point out one thing. If I had the time, I could mention it in detail, with reference to the figures in the Railway report. But now, I may say that though there has been no recruitment so far as Class II is concerned, in Class II and Class I posts, there has been an increase of about 109 and 21 respectively. It means that about 130 people have been recruited to Class I and Class II. Apart from that, the shortage in staff has resulted in the increase in workload in the railways. This increase of workload in the railways is to such an extent that the Railway Ministry is compelled to employ overtime workers. This year, the amount paid by way of overtime allowance comes to about Rs. 149 lakhs. Therefore, I wish to say that while the workload has been increasing, an equivalent increase of staff also ought to be there, to relieve the over-burden on the workers in the railways. With these words, I conclude.

**Shri Naushir Bharucha (East Khandesh):** Mr. Deputy-Speaker, Sir, before speaking on the railway budget, I desire to invite the attention of this House to the practice which has been prevailing for the last two or three years, namely, of the railway budget being exhaustively discussed in the upper House before it is discussed here. The unfortunate effect of it is that in the replies which the Railway Minister gives in the Rajya Sabha, many of the conclusions to which we should arrive on financial matters after discussion in this House become crystallised there, with the result that we are left merely to speak on the subject, knowing fully well that the mind of the hon. Railway Minister has been made up already by arguments in the Rajya Sabha. I submit that the railway budget is part and parcel of the

general budget and it is the privilege of this House to discuss all matters, and discussion means influencing the decisions of the Government. I hope in future the mere excuse that it is more convenient to have the railway budget discussed in the Rajya Sabha first will not be brought forward and that the Government will look into it and revise this practice.

Coming to the railway budget, I am of the view that while the railway administration has attempted a gigantic task and not done too badly, it has also not done too well either. I am not satisfied with the display of surplus figures for the last five years totalling about Rs. 20 crores, because I have always been of the opinion that in the past five years, we have set aside by way of depreciation a much smaller figure, with the result that these surpluses are really illusory.

For example, this year we will be setting aside Rs. 65 crores, Rs. 20 crores more than the usual depreciation amount. If only we can set aside this in the course of the current year, it will completely wipe out all the so-called surpluses of the last five years. This only indicates that before basing our conclusions on the figures given by the hon. Railway Minister, a very critical inquiry is necessary.

Taking the revenue side, we find that the total gross receipts are Rs. 500 crores inclusive of Rs. 12½ crores which will be paid to the general revenues in view of the abolition of the tax on passenger fares. But if we critically analyse, how these revenues are made up, we find that in the course of the last five years, the first-class receipts have not increased by more than Rs. 2 crores, because the first-class fares are yielding to what I may call the law of diminishing returns and the receipt is not going up. Normally, it should have gone up by 8 to 10 per cent. a year. It has not gone up, which indicates that a revision downwards of first-class fares is called for.

If you see the receipt from third-class fares, they total only to Rs. 13

crores more in the last five years. I was rather surprised to find the optimism on the part of the Railway Minister in estimating in this budget that in the budget year alone, there will be an additional increase of Rs. 13 crores in receipts from third-class fares. Even in the last five years, it did not come to Rs. 13 crores more or it just came to that figure. Then, why is he so optimistic that within the next year he expects there will be an increase of Rs. 13 crores?

The hon. Minister has given various reasons for the short-fall in goods traffic to the extent of Rs. 16 crores. He says, one reason was the strike which accounted for a short-fall of 3 million tons of originating goods traffic, which is roughly one week's haulage. When the strike was on, we were told that the strike was a complete and dismal failure. If it was such a complete and dismal failure, why is it that the railways lost 3 million tons of goods traffic?

**Mr. Deputy-Speaker:** Failure in the sense that they did not lose more than that.

**Shri Naushir Bharucha:** I am afraid when it suits the Minister, when he wants to hit the strikers, he picks up any stick he likes.

**Mr. Deputy-Speaker:** Would the hon. Member spare that when his opportunity comes? (*Interruption*).

**Shri Naushir Bharucha:** Anyway, the point I am making is, if there is a short-fall of Rs. 16 crores in the tonnage hauled this year, the reason is that he over-estimated the capacity of the railways. He says, we are in a position and we have in fact carried more if we look at what he calls the ton miles. I am coming to that point later on and I shall discuss it in greater detail, but I am inclined to think that the short-fall was due to the fact that there was an over-estimate from this part of the traffic receipts.

Coming to the expenditure side, two items attract our attention: repairs

[Shri Naushir Bharucha]

which have risen up to Rs. 107 crores in the budget year and fuel expenditure which in the course of the last five years has gone up by 150 per cent. It is very strange that the expenditure on salaries and wages has gone up in the last four or five years by only 22 per cent. In other words, taking into consideration the increase in the cost of living in these four or five years, the salary of the employees in terms of goods has not increased. But the fuel consumption shot up by 150 per cent. It is true there have been revisions of coal prices and revisions of haulage and handling charges. But I am all the time not satisfied that the coal is consumed economically.

Of course, the Railway Convention Committee's recommendations have been endorsed by this House. But I am still appealing to the House, since the Railway Convention Committee's recommendations have been mentioned in such great detail, that a complete revision is called for. As this House is aware, the railways have very magnanimously offered  $4\frac{1}{2}$  per cent. by way of their contribution to the general revenues instead of 4 per cent. After ten years of so-called successful working of the railways, there is an increase of only  $\frac{1}{2}$  per cent. What type of private enterprise you will call if, after ten years, it does not give anything more but only  $\frac{1}{2}$  per cent.? You will throw the directors into a junkpot. Still, we say to the railways, "Instead of 4 per cent., you pay us  $4\frac{1}{2}$  per cent and we are quite satisfied". For another five years, there is no prospect of general revenues getting anything more even though they will have spent in the course of the next five years Rs. 1,255 crores by way of capital investment.

The second point is, the depreciation of Rs. 65 crores that is being set aside this year is not adequate because of the backlog of accrued depreciation in the past. Surely the depreciation could not have jumped up in one year from Rs. 45 crores to Rs. 65 crores. There is a backlog of depreciation for

years, and taking that into consideration, the depreciation should have been a great deal more. Therefore, I feel the surpluses are illusory.

Also, the dividend payable on new lines had been deferred by the Railway Convention Committee of 1954 for five years. Now by a very curious interpretation, the hon. Minister says that so far as new lines are concerned, the dividend will be deferred not only for five years, but until the railways start earning a surplus, which means, if for the next 20 years, they do not start earning a surplus, we get nothing. I do not find any warrant for extending this tax holiday so far as the railways are concerned.

The hon. Minister has got a very nice way of placing facts before the House with regard to the development fund. He says, there are Rs. 29 crores liability in it, that is a minus balance of Rs. 29 crores. He uses the terminology that the Rs. 29 crores in the development fund are to be liquidated by *ad hoc* write-back adjustments from development fund to capital fund. In plain language, it means robbing Peter to pay Paul. He uses a beautiful phrase that it is to be liquidated by *ad hoc* write-back adjustment, i.e., transfer from development fund to capital account. It simply means robbing the capital account so that the development fund may be benefited.

The Minister has waxed eloquent on the achievements of the railways in the second Five Year Plan. He says, the second Plan provided for an increase in passenger traffic by 15 per cent. and we have carried 25 per cent. more. He also says, while it is true that in regard to the haulage of originating goods traffic the target was 162 million tons in the second Plan and we have fallen short in terms of originating goods traffic, but if we take into consideration the million ton-miles, in that case, we have more than achieved that target. He says at the end of the First Plan the total million ton miles was 36,000 and they have actually achieved

56,000. I submit it is a more scientific method of calculating the amount of work the railways have put in. He says this has been put in with less of traction effort, 29 per cent. of additional effort and 26 per cent. of wagon increase. I am not very satisfied with the conclusion that he draws that the efficiency of the railways have increased. Why has not that increase taken place?

13 hrs.

Coming to wagon utilisation, take for example the wagon miles per wagon day which have increased from 45.6 miles to 47.6 miles. Then he says the net ton miles per wagon day have improved from 573 to 593. But if we calculate 22 tons per wagon, it ought to give us 1,034 net ton miles per wagon day instead of 593. The conclusion is that many of your wagons are running empty. If your efficiency has so far increased why it is that your wagons are running so very empty and when full utilisation would work out to 1,034 net ton miles per wagon day yours is only 593? Can you not devise measures to carry return traffic? It is true that in many cases there may be one way traffic, but surely ways and means can be devised for utilising empty wagons for some sort of return trip traffic, if necessary, at concessional rates? The conclusion, therefore, is that far too many empty wagons are running unnecessarily. The electrification programme of the hon. Minister also has fallen miserably short of the performance expectation in the Second Plan.

Coming to the Third Plan, I have been reading with very great interest the beautiful array of astronomical figures which he is flourishing. He says that the ton miles will now rise from 54,000 million tons to 93,000 million tons. He says the originating traffic will improve from 154 million tons to 234 million tons. Just see the flaw in his arguments. In the Second Plan period when the railways spent capital amount to the extent of Rs. 1,121 crores, you improved your net ton miles from 36,000 million tons to

54,000 million tons, or by 50 per cent. or 18,000 million ton miles more. In other words, at a capital cost of Rs. 1,121 crores you could carry only 18,000 million ton miles more. Now, at a capital cost of only Rs. 1,255 crores how can you carry 39,000 million ton miles more? So, there is disparity between the two figures. There is something wrong either with the estimate which the hon. Minister is making with regard to his carriage capacity in the Third Plan and it is faulty or his capital expenditure in the Second Plan has been very exorbitant and reckless. These are the conclusions and, therefore, he has got to explain the position?

Carrying goods traffic of 93,000 million tons is certainly a big effort and, putting it in astronomical figures, if I may say so, it amounts to a railway effort conveying one goods train of 1,000 tons from earth to the sun. That is the meaning of the Third Plan effort of the railways. If the railways carry a goods train of 1,000 tons from the earth to the sun, they would put the same amount of effort in the Third Plan.

**Mr. Deputy-Speaker:** The railways are put only in the earth for the present.

**Shri Naushir Bharucha:** That is true.

**The Minister of Railways (Shri Jagjivan Ram):** But he is going to the sun.

**Shri Naushir Bharucha:** I am only pointing out the gigantic effort that is required and putting it graphically. But even that is not enough for the Third Plan. Because, the estimates made by the Planning Commission themselves are faulty and, I am sure, that at the end of the Third Plan you will find that the carrying capacity is as short as ever before. So, I should like to know how with these Rs. 1,255 crores they will be able to carry so much more when they did not carry so much more in the Second Plan.

[Shri Naushir Bharucha]

There is one point on which I shall try to dispel the illusions of the hon. Minister, the Railway Board and the Railway administration. He says that often in well-informed quarters, there is a misconception that the railways must carry all the traffic that is offered to them. I say it is a misconception on the part of the railways that they will carry only a limited amount of traffic and that is all that is required of them. What type of business enterprise is this that when your customer comes to your door you kick him out and say, "No, we are not going to serve you?" Surely, a public utility concern has got no right to say that and so long as this House gives the railway administration the amount of capital invested and all the money that the railways want, it can only be attributed to lack of organisation and mal-administration if the railways say on principle they are not bound to carry all the traffic that is offered. It is a wrong conception and the sooner the railway administration disabuses its mind of it, the better.

There are a few miscellaneous matters to which I will draw the attention of the hon. Minister before I conclude my speech. It is rather unfortunate that many of the complaints which we make from time to time to the railway administration are not attended to. I have written to the Railway Minister about the Bhusawal workshop workers, nearly 400 to 500 of them, not being paid their overtime. I find that grievance still remains unredressed. I have also written to the hon. Minister about the strikers at Bhusawal, whose only fault was that they participated in the strike and the hon. Minister had given an assurance that nothing would happen to them. Still all those people who have been dismissed have not been taken up. What type of assurance is it of the Railway Minister if the man on the spot does not implement it? Apart from that, I will like to refer to the extension of the Diva-Dasgaon line and I hope the Railway Minister will take speedy

steps for implementing that project which will, I am sure, be remunerative from the very first day it is put into operation.

There are many other matters to which I wanted to refer but I shall briefly conclude it by giving my outstanding impressions on the budget. As I said, the railways have put forward a stupendous effort and they have attempted a stupendous task not badly, but not too well either, and that Parliament's approach to the railways should be one of being watchful, alert, sympathetic as well as appreciative but also critical when necessary. I would also request the hon. Minister to keep a watch on the repairs and renewals bill and the fuel bill and I think that he will have to revise his freight charges sooner or later. There are some concrete suggestions which I wanted to make but on account of the lack of time I shall postpone them hoping that perhaps I might get an opportunity when we get down to the details of the budget.

**Mr. Deputy-Speaker:** No promise.

**Shri Naushir Bharucha:** I therefore say that I do not grudge the hon. Minister a measure of compliment, but I do hope that the administration requires more careful consideration and more careful watching, especially as to the matters to which I have drawn the attention of the House.

**Shri M. S. Murty (Golungonda):** Mr. Deputy-Speaker, I associate myself with many of my friends here in paying a compliment to the Railway Ministry for their very satisfactory progress during the Second Plan. The indigenous production has been stepped up, reducing the quantum of imports, thereby saving a lot of foreign exchange. Not only that. The Railway Ministry is now in a position to export some of the rolling stock and the ICF built coaches to the world market on a competitive basis.



The provision for training educated unemployed as trade apprentices in railway installations is also a welcome feature. All these things show that the progress achieved is tremendous.

As for the performance on the whole, it is very satisfactory except for the movement of coal for which we cannot entirely blame the Railway Ministry. The Ministry of Steel, Mines and Fuel is also responsible for it. There seems to be some defect in planning itself of both production and movement.

Coming to accidents, in the report which we have been supplied with it has pointed out that collisions have been reduced but derailments and the damage caused to rolling stock, engines and the permanent way is on the increase. Accidents that have taken place at stations themselves are a very notable feature. Out of 19,000 and odd accidents that took place, about 11,000 accidents were at the stations themselves. These were due to the negligence of the staff and we have to view this with grave concern. I hope the Railway Ministry will take necessary action in this matter.

Day before yesterday my hon. friend, Shri Ramakrishna Reddy, mentioned about the formation of a separate zone for Andhra. I think there is some misunderstanding with regard to this. We are not demanding this zone for Andhra as such. We want a separate zone for dividing the Southern Railway which extends over four States. If you include that portion of Maharashtra also over which the Southern Railway runs, it is running over five States. If the total route mileage be taken into account, it has got 20 per cent of the route mileage. Also, the Southern Railway is running at a loss, which is probably partly due to this unwieldiness and consequent inefficiency in handling these things. So we request that there should be a separate zone by tagging on some portion of the Central Railway with that of the Southern Railway.

It is understood that the Andhra Government have also made a suggestion in this respect taking the jurisdiction of the new zone as Balharsha in the north, Wadi and Manmad on the west, Bangalore and Madras in the south and Walair on the east. This will be a compact zone. The Estimates Committee and the Corrupt or Enquiry Committee have also suggested the formation of compact zones. I therefore request that suitable action may be taken in this regard. Both the Government and the representatives of Andhra have been stressing for it for the last so many years. I also mentioned this in my last speech on the Budget.

As regards the laying of new lines, not a single inch of new line has been laid in the entire Andhra Pradesh. It may be true about the entire south itself. Taking that into account probably the hon. Railway Minister has said in his speech that based on political, social and economic grounds new lines may be constructed for the development of the south. If there is any further provision made by the Planning Commission, he may take up such lines as are necessary in the south. Out of the total route mileage of 35,212 miles for the whole of India, only about 7,250 miles are in the south. This comes to only 20 per cent of the total. If we draw a line from Bombay to Calcutta via Nagpur and take the southern portion as a whole into account, only one-third of the total railway line runs through the south. I do not know why it is so. It may be a historical or political accident, but in these days of development is it not our duty to see to the improvement of the backward areas as we do about other things in society? We are uplifting the backward people in society. So I would request the Railway Ministry to look into these things and have some new lines in the south connecting the important mineral deposit areas so as to exploit these things.

[Shri M. S. Murty]

In my last Budget speech in 1959 I requested for the construction of a new line from Waltair to Hyderabad connecting Kothagudium-Singareni collieries and Bhadrachalam so that the mineral deposits, like managanese ore, iron ore, mica and limestone deposits, may be exploited to the best advantage. So far not even surveys have been taken up in the South. It is a very regrettable thing.

The other day my hon. friend, Shri Asoka Mehta, cautioned the Railway Ministry about laying a new lines and introducing new trains in the south. I think he has studied the problem from one standpoint only, that is from the standopoint of diversion of traffic from the railways to road transport. Probably he is not aware of the timings of trains, how the trains are running, what the trains are that are running and the number of halts that have been taken away during the past two or three years. He might have taken into consideration all these things.

On the east coast, that is, the north east line of the Southern Railway, only two trains are running from Madras to Calcutta. Then there is one mail and two passenger trains running from Howrah to Hyderabad and from Puri to Hyderabad and there are two passenger trains from Waltair to Madras, one in the morning and one in the evening. If you take their timings, you will find that passengers from Waltair to Madras have either to start in the middle of the night or at an inconvenient hour. Many of the halts of the through running trains from Madras to Hyderabad, Madras to Calcutta and Calcutta to Hyderabad have been taken away. How can these people travel by these trains then? There must be short-distance passengers there. Therefore we have been demanding a diesel train between Tuni and Waltair. The need has been felt by the Railway Ministry but I do not know why they

have not introduced it so far. I would request that this may be taken up as early as possible.

People in that area have also been agitating for the restoration of the mail halt at Yellamanchili. There is only one train which halts there and which carries these passengers. That is the *janata* train. After a long agitation the Railway Ministry has been pleased to restore the halt of that train there. So I request that this may be viewed sympathetically and action taken on this immediately.

Last time also I requested that minor amenities, like providing drinking water at stations and construction of first-class waiting rooms, be provided there. These things have not been looked into. There are people who supply water but they come only when the train comes there whereas people will be waiting for the train even before it arrives. So they are not able to get drinking water there specially during summer. I cannot understand why these things cannot be looked into. Cannot these things be improved? After all, they do not cost a large amount.

Here, there is a mention of reconditioned coaches. There is one first-class bogey which runs between Hyderabad and Waltair. There are eight berths in it having two fans and only one toilet. You can very well understand the difficulties of passengers travelling by that coach. People used to call it a choultry coach where they cannot have any amenities. Such things can be rectified. After all, they do not cost much.

The policy that has been followed by the Railway Ministry all these days towards level crossings is causing a great difficulty in the south, specially after the introduction of Panchayati Raj. A lot of development is going on there. New roads are being constructed. These roads connect the villages with the main roads. Naturally these roads cross the railway lines.

Without sanctioning level crossings, they may not be able to cross the lines. If you want to construct a level crossing, the entire capital cost and the maintenance cost must be borne either by the people or by the local government. But the State is not forthcoming. Formerly, the district boards used to share the capital and maintenance costs. Now that the district boards have gone and, after the introduction of Panchayati Raj and democratic decentralisation, the local Panchayat Samitis are in charge of these roads, all these village communication works are being taken up as half-contribution works. People are contributing for the construction of roads. So, if the Railway Ministry asks them to contribute towards the capital and maintenance costs also, it will be very difficult for the people to contribute.

So in the light of all these things I request the Ministry to review their policy and frame a new policy which is acceptable to people in the light of these developments.

The last point I would like to touch is about retired railway employees. The First Pay Commission had recommended the introduction of the pensionary scheme to the railway employees also, and this was implemented by the Railway Ministry from 1st April, 1957. The First Pay Commission's report had come in 1947 and a group of employees were given these pensionary benefits in 1950 itself. But the rest of the people who retire after 1957 and before 1957 were not given these pensionary benefits and they were given only the bonus, as was usual at that time according to the rules. Now they are requesting the Railway Ministry to give them the pensionary benefits also. After all, the number of these employees is very little, and the total cost to the exchequer will be five to six lakhs of rupees according to their estimation.

**Shri Jagjivan Ram:** Are they prepared to return the provident fund contribution which they took?

**Shri M. S. Murty:** They wanted to return the bonus and the interest that had accrued thereon. Provident fund contribution is made by them.

**Shri Jagjivan Ram:** No apart from their own contribution, are they prepared to return the provident fund contribution of the Railways to them?

**Shri M. S. Murty:** Yes, they wanted to return. The bonus is given by the Railways from their funds. Provident fund is deducted from their salaries only.

**Shri Jagjivan Ram:** Just a minute. I wanted a clarification. The hon. Member has been improperly and wrongly briefed. As regards provident fund, the employee contributes a certain percentage of his salary and the Railways contributes an equal amount, and when the employee retires he draws not only his own contribution but the contribution of the Railways as well. To clarify it, I may say, if the employee's contribution is Rs. 5,000, the Railways' contribution is also Rs. 5,000, and interest accrues on this Rs. 10,000. Then there is bonus. When the employee retires he gets not only his five thousand rupees but the five thousand rupees contributed by the Railways also. So the question I put to the hon. Member was this, whether the employees who have retired between 1947 and 1957 are prepared to return this five thousand or whatever be the sum, with interest thereon, which was the Railways' contribution.

**Shri M. S. Murty:** Whatever the Railways have given them, that which was not contributed by them, they are prepared to return that amount, and make a deduction out of the total pension that is due to them. And the pension contribution may be taken from a convenient date, say, 1st April, 1961.

**Shri Jagjivan Ram:** If the hon. Member is prepared to collect a list

of those who have retired and who give their consent that all of them are prepared to deposit this amount, I will consider this.

**Shrimati Ila Palchoudhury** (Nabad-wip): This will become a hardship to those people.

**Shri M. S. Murty**: It is impossible, they cannot deposit the entire amount.

**Shri Jagjivan Ram**: Then it is impossible for me to give them pensions.

**Shri M. S. Murty**: A deduction can be made from the pension that has accrued to them and the balance you can pay to them. The pension will be calculated on that basis. They wanted to assist in the calculation of the pension also. After all, so far as these people are concerned, this will operate on the basis of diminishing returns. Due to the factor of mortality it will go on decreasing, it will not increase. So, I would request the Railway Ministry to consider this matter.

**Shri Bangshi Thakur** (Tripura—Reserved—Sch. Tribes): At the outset, I congratulate the hon. the Railway Minister for having it certain to connect Tripura with the rest of India with a link railway line that runs from Kalkalighat of Assam to Dharmanagar of Tripura. Though Tripura has been an integral part of India, it remained virtually isolated from other parts in the absence of rail communication since Independence. In pre-partition days, Tripura used to have railway facilities both for goods traffic and passenger traffic. But with partition it has been strangulated.

With this proposed link railway line, a long-felt want of Tripura has at last been fulfilled. In constructing this link railway line some acres of land belonging to Dharmanagar people are to be acquired. In this regard I request the hon. the Railway Minister to see that satisfactory

amounts are paid to the people concerned as compensation.

Since independence there has been commendable progress in the Indian Railways. More than 1,000 miles of new lines have been laid; more than 1,000 miles or so have been doubled; and some hundred miles have been electrified. Amenities for third-class passengers, like sleeping accommodation, befitting waiting rooms, catering, etc. have been and are being provided. The Railways have been able to carry tonnage more than was assigned to it under the Second Plan. The Railways have been able to meet the stresses and strains of a developing economy. The Railways have met the hopes and aspirations of being the biggest public enterprise in India. For all these, let me again extend my hearty congratulation to the hon. Minister and also to the railway employees of all shades and of all walks.

India is a land of many ups and downs. There are regions which are developed in every sense of the term. But there are other parts which have remained backward and under-developed in their economy and social condition. Planning in the Railways should always endeavour to do away with regional disparities. The regions which are backward in their economy and social development should be given preferential treatment, so that they do not remain paralysed for a long time to come. Of course, it would not be prudent to carry coal to Newcastle!

Tripura and Manipur are one of these backward regions which are in urgent need of having a rail communication. At least a link railway line from any suitable place of Assam to Manipur is of the utmost necessity.

The utmost problem in Tripura is under-employment and from it flow all sorts of dissatisfaction, be it tribal, communal or the like. Limited acres of cultivated land are there; but there

are many people, like tribals, refugees and other landless peasants, who look forward to own this meagre land. Obviously, this meagre land cannot meet the need. Only well-planned industry can meet the rising unemployment and remove the general dissatisfaction.

Cheap transport through railways is a 'must' for any industrial undertaking. Moreover, even for normal living, the railways are of imperative need. It is still more absolutely necessary for a developing economy. Internal rail communication in Tripura is of the utmost necessity for the very living of the people there. The life in Tripura is an isolated one; it ought not to be so for a long time to come. The untold sufferings cannot and should not be brought to a saturating point. So I request the hon. Minister to approve of the construction of an internal railway line in Tripura from Dharmanagar to Sabroom, linking all the sub-divisional towns, which should be made during the Third Plan period.

Let me say a few words about the other aspect of the problem. Though there has been remarkable progress in the Railways, there should not be any sense of self-complacency. Though the revenues and receipts have increased, should I say, by arithmetical progression, the expenditure has increased by geometrical progression. Of course, if such increase is due to granting satisfactory scales of pay to the low-paid railway employees, then there is nothing to say against it.

A handsome amount has been contributed to the General Budget, there is no doubt about it; but we should expect more. There is an increase in the freight of small goods from 10 per cent to 20 per cent. We should see that it should not be at a great cost of the people.

The Railways have been giving students concession in the railway journey; but certain restrictions are

also there. Students beyond 25 years of age are not allowed to enjoy that concession. There is no concession in the Toofan Express for a student going from Delhi to Howrah and vice versa on the plea that it goes on a little longer route. The difference in fare from that of other trains is less than eight annas only. Wage-earner students also are debarred from such concessions. Due to abject economic conditions, quite many begin their study very late. The Government also is encouraging its employees to study in night colleges. I remember, some time back, the hon. Minister himself was good enough to say that in the treatment of students' concession, everybody should be liberal. I request him to see that such liberality is maintained in practice also.

Concerning the education of the Railway employees' sons and daughters, much more has to be done. Most of them stay outside their provinces. Facilities for the education of their children in their mother tongue are to be adequately provided. The holiday home project for the employees and their children is really praiseworthy. The number of such homes should be increased and the expenses should be so low that it should be within easy reach of every humble employee of the Railways.

We hear a cry of dishonesty in the Railways. I would suggest that it should be seen from a deeper angle. I think the socio-economic condition is the clue to it. With low pay, low amenities and the rising cost of living, one finds it impossible to pull on. I do not support dishonesty. But, on the contrary, I say, the only panacea to fight it out is the granting of satisfactory scales of pay.

I should like to say something about the tour programme of our Minister. Our Railway Minister was to tour Manipur and Tripura. Accordingly, a tour programme was made and intimated to all concerned. Some time afterwards, it was cancelled.

[Shri Bangshi Thakur]

Again, it was made and again it was cancelled. It is easy to make a tour programme and cancel it again and again. But, it leads us to a false position. We have to give an explanation to the people. But, it is very difficult to give an explanation. How should it be if we say to the people in giving the explanation that our Ministers are very busy, too busy, awfully busy, seriously busy, very seriously busy, no-time-busy, always busy and so on?

**Mr. Deputy-Speaker:** Not critically busy?

**Shri Bangshi Thakur:** I would like to remind, in the end, the necessity of internal railways in Tripura. May I say, unequivocally, that on it depends the solution of the multifarious problems of Tripura? I again urge upon the Railway Minister to consider it very seriously.

**Mr. Deputy-Speaker:** Shri Nal-durgkar—the poor man has been waiting for three days; he is not there. Shri Gautam, Shri Naval Prabhakar, Shri G. S. Musafir.

**श्री श्री गुरु० सि० मुसाफिर (अमृतसर) :**  
डिप्टी स्पीकर साहब, मुझे यह मानने में, जैसा कि श्री माननीय मेम्बर साहिबान ने कहा है, कोई संकोच नहीं है कि रेलवे ने इन दिनों काफी तरक्की की है, और काफी मुधार रेलवे में हुआ है इसमें कोई शक नहीं है। रेलवे मंत्री, उपमंत्री ने इस मुधार में दिलचस्पी ली है और हमारी खुशकिस्मती है कि मंत्री और इस बक्त हमारे जो टापमोस्ट आफिमर्ज हैं सब ने मिल कर कोशिश की है मुधार करने की, और इस मुधार को देखकर एक मुसाफिर को यकीन होता है कि हमारी मंजिल .

**उपस्थित शहीदय :** मुसाफिर को सब करने या मुसाफिर को कहते ?

**श्री श्री गुरु० सि० मुसाफिर :** मुझे एक बड़ा मौजू शेर याद आ गया है जो कि मैं आपकी इजाजत से कहना चाहता हूँ। वह शेर इस तरह है :

जज्वये जोके तलब तेरी नवाजिश की कसम  
अब नहीं महमूम होती दूरिये मंजिल मुझे।

जो यह मुधार हुआ है इसी वजह से मुझे कहने की जूरत होती है क्योंकि मैं यकीन रखता हूँ कि इस वक्त एक मौजू समय है जब कि जो कमी है वह पूरी हो सकती है। अच्छे लोगों में ही ज्यादा तबक्को हो सकती है कि वे इन कमियों को पूरा करेंगे।

रेलवे का अच्छा इम्प्रेगन ग्रवाम में जब तक न जाए, यानी ग्रवाम इसे महमूम न करने लगे, उम वक्त तक काम पूरे तौर पर नहीं बनता है। ग्रवाम से मंगरा मतलब थर्ड क्लास के मुसाफिरों में है, जिनमें कि रेलवे को ज्यादातर ग्रामदनी होती है। इसलिए थर्ड क्लास के मुसाफिरों को जितनी फैसिलिटीज दी जा सकती हैं। दी जाए। कुछ फैसिलिटीज दी गयी हैं। कुछ अच्छे डब्बे भी बनाये गये हैं उनमें कहीं कहीं पंखों का भी इन्तिजाम भी है, मगर ये इतनी कम तादाद में हैं कि इससे ज्यादा थर्ड क्लास के जो मुसाफिर हैं वह फायदा नहीं उठा सकते। इसलिए अच्छे डब्बों की तादाद ज्यादा बढ़ानी चाहिए।

जहां तक भीड़ का सवाल है, मैं देखता हूँ कि थर्ड क्लास के मुसाफिरों के लिए उसी तरह की सुसुबतें कायम हैं। यानी कई दफा स्टेशनों पर इतनी भीड़ हो जाती है कि हर एक को जगह नहीं मिलती। उनको फिर दूसरी गाड़ी का इन्तिजार करना पड़ता है। लास तौर पर जहां हमारी सरकार ने कुछ इन्डस्ट्री के और देग के डेवेलपमेंट के काम किये हैं वहां तो इसका इन्तिजाम बहुत जल्द होना चाहिये। जहां जहां हमारे बड़े बड़े कारखाने लगे हैं वहां के जो स्टेशन हैं उन

पर ऐसा इन्तिजाम जरूर होना चाहिए । मुझे एक मिसाल याद है कि मैं ने रूरकेला स्टेशन पर देखा कि जो थर्ड क्लास के पैसिजर थे, ग्राम मजदूर लोग, उनकी इतनी बुरी हालत थी कि कड़ियों से पूछा तो उन्होंने कहा कि मुबह के यहां पड़े हैं, गाड़ी आती है और भर जाती है और हम प्लेटफार्म पर मिट्टी में पड़े रह जाते हैं और हमें जगह नहीं मिलती । तो इन स्टेशनों की तरफ खास तौर से ध्यान देना चाहिए और इसमें जो हमारे यूनियन हैं उन की इमदाद लेनी चाहिए । यह खुशकिस्मती की बात है कि इस वकत जो बहुत से रेलवे के यूनियन है वे रेलवे डिपार्टमेंट से तफाव्वेन कर रहे हैं । खास तौर पर मुझे उत्तरी रेलवे मजदूर यूनियन का पता है कि जब पिछले दिनों स्ट्राइक का मामला था तो उस वकत इस यूनियन ने बड़ी मेहनत से कोशिश की कि यहां स्ट्राइक न हो । उन के मेम्बरान से मेरी थोड़ी बहुत वाकफियात है । उन दिनों जो मैं उनके आहददारों से मिला तो मैं ने देखा कि वह इस मरगरमी में थे कि रेलवे के काम में कोई हजं न हो और रेलवे के लोग हड़ताल में कोई हिस्सा न लें । तो ऐसी यूनियन्स को फेमिलिटीज दी जाएं और ऐसा आखिर करना ही पड़ेगा । फारसी का एक भकुसा है :

मजदूर खुशदिल कुनद कार बेध

जितना मजदूर खुश होगा उतना ही वह काम करेगा और प्रोटीमेटनी इमका फायदा रेलवे को जायेगा ।

तो जब यह प्रवाम का जिक्र हो रहा है तो मैं इसमें थोड़ा सा जिक्र अपने जो कुली भाई हैं उनका भी करूं । यह बात ठीक है और यह एक बड़ी कमी है कि हमारे जो भाई कुली लोग हैं वे मेटमफाइड नहीं होते । इस कमी को तो मैं समझता हूँ । जितना भी उनको एवजाना दिया और उमसे वह जरूर ज्यादा मांगने की कोशिश करेंगे । मगर रेलवे उनके लिए जो कर सकती है वह जरूर

करना चाहिए । रेलवे का जो अस्पताल है उसमें कुलियों को इतनी सहूलियत नहीं मिलती जितनी कि दूसरे मुलाजिमों को है । उनको आउटडोर दवा मिल जाती है मगर इनडोर पेण्ट के तौर पर उन्हें वहां एडमिट नहीं किया जाता है । मैं समझता हूँ कि जिस तरह से रेलवेज के दीगर मुनाजिमों का मेडिकल ऐड और अस्पताल की सुविधा मिलती है उसी तरह से इन कुलियों को भी इसकी पूरी पूरी सहूलियत मिलनी चाहिये ।

जहां तक प्रोडक्शन का सवाल है हमारे देश में इंजन भी बन रहे हैं और रेल के डिब्बे भी बन रहे हैं यह बिलकुल ठीक है मगर यह एक कायदा है कि नई चीज जो बने वह पुरानी से अच्छी हो तब ही उससे लोगों को संतोष हो सकता है । मगर यह ग्राम राय है कि जो नई चीज हम बनाते हैं उस को देख कर कई दफे लोग पुरानी को याद करते हैं और कहते हैं कि इससे तो पुरानी चीज ही अच्छी थी । पुराने डिब्बे इन नयों से अच्छे थे । यह इम्प्रेशन बदलना चाहिए । मैं ने दूसरे मुल्कों में भी यह देखा है कि नई चीज के बनाने में वह खास तौर से दिलचस्पी लेते हैं और मुकाबलतन देखते हैं कि यह पहली चीजों से अच्छी हो । मसलन मैं बल्लाऊं कि ग्रंटरप्राउन्ड रेलवेज जो रूम वालों की अपनी ग्राम रेलवे थी वह कोई इतनी अच्छी नहीं थी मगर वह पुरानी बनी हुई थी । उन्होंने अपनी ग्रंटरप्राउन्ड रेलवेज नई बनायीं सब जिन्होंने उनको देखा है वे यकीन के साथ कह सकते हैं कि वह संदन और पेरिस से अच्छी हैं । वह हर लिहाज से अच्छी हैं, कूबसूरती के लिहाज से रफ्तार के लिहाज से और धाबाज के लिहाज से । उन्होंने जो नई चीज बनाई वह अच्छी बनाई और इसलिए कोशिश इसी की होनी चाहिए कि नई चीज जो भी बनाई जाय वह अच्छी बनाई जाय ।

[ज्ञानी गू० सि० मूसाफिर]

मगर जब तक अच्छी चीज नहीं बनती तब तक इतना तो खयाल करना चाहिए कि खास खास जगहों पर और जरूरी जरूरी जगहों पर ऐसे ढंग से तबदीली की जाय कि नाकि रेलवेज के नाम पर कोई हर्फ न आये। मसलन मैं आपको बतलाऊ कि एक दिन मैं फस्ट क्लास से देहरादून जा रहा था और उसी फस्ट क्लास के डिब्बे में मेरे साथ एक यूरोपियन पैसेंजर भी बैठा था। यहां से हम देहरादून के लिए रवाना हुए और हुआ यह कि आखिर तक देहरादून तक पहुंचने में चूकि बारिश हो रही थी हमारे सब बिस्तर वगैरह भीग गये। मेरा हमसफर यूरोपियन इंजीनियरिंग टेस्ट का था और वह कहने लगा कि यह बिल्कुल एक साधारण बात है और अगर गाडी के साथ हम डिब्बे को लगाते वक्त थोड़ा सा खयाल रख लिया जाता तो यह जो पानी अंदर आ रहा है यह आना बंद हो सकता था।

अब चंडीगढ़ बहुत एम्पॉटेंट जगह है और हमारी यह ख्वाहिश है कि चंडीगढ़ साइन जल्द से जल्द बने। इस बात की बहुत जरूरत है कि चंडीगढ़ लाइन को बहुत जल्दी लुधियाने से उसे मिला दिया जाय क्योंकि वह पंजाब में एक बड़ी एम्पॉटेंट जगह हो गई है। लेकिन जब तक वह नहीं बनती है तब तक के लिए मैं कहूंगा कि उनके डिब्बों के सुधार की तरफ ध्यान दिया जाय। मुझे खास तौर से जो रेल के डिब्बे चंडीगढ़ जाते हैं उनके बारे में दो, चार मलंबा का तजुर्बा है कि वे खराब होते हैं, उनके पीछे टूटे हुए होते हैं और रोगनी के लैम्प टूटे हुए होते हैं। इन चीजों के बारे में खास तौर से ध्यान दिये जाने की जरूरत है।

चंडीगढ़ जैसी मशहूर जगह के लिए जब हम स्टेशन पर पहुंचते हैं तब कई दफा पता लगता है कि चंडीगढ़ के लिए जो कोच लगती है वह आज एवेलेबुल नहीं है। उसमें कुछ खराबी हो गई है और आज वह कोच नहीं लग रही है। इसी तरह कांगड़ा वैली कि जो रेलवे है उसके इंजन और डिब्बे वगैरह ठीक हालत में नहीं हैं और खराब व खस्ता रहते हैं। अब पहाड़ी इलाके में जाहिर है कि खराब इंजन का होना खुद रेलवे के लिए बड़ा नुकसानदेह साबित होता है और उस तरफ भी मैं मिनिस्टर साहब की तवज्जह दिलाऊंगा कि वह उभमें मुधार करें।

अमृतसर का स्टेशन एक बड़ा एम्पॉटेंट स्टेशन है। पंजाब के बटवारे से पहले उसकी बड़ी शान थी। अब यह मुकेरियन लाइन बनने से इधर जालन्धर से उसकी एम्पॉटेंस इस मिलसिले में कुछ जरूर कम हुई है। लेकिन फिर भी मुझे यह कहना है कि वहां के व्यापारियों को वेंगंस की कमी काफी महसूस हो रही है। कोयले की कमी के सवाल ने तो यहां पर आजकल हाहाकार मचाया हुआ है मगर उनको तो हमेशा ही शिकायत रही है कि उन्हें अपना माल भेजने के लिए वेंगंस नहीं मिलते हैं। वह एक बड़ी इंडस्ट्रियल सेंटर है और उन्हें वक्त पर वेंगंस वगैरह नहीं मिलते हैं। यह तो सामान की बात रही। इसके अलावा मुझे यह भी कहना है कि उनका ताल्लुक व्यापार के सिलसिले में बम्बई वगैरह से ज्यादा रहता है और इसलिए मेरा सुझाव है कि यह डिलक्स ट्रेन जो यहां दिल्ली से चलाई जाती है वह अमृतसर से चलाई जाय और ऐसा इतजाम होने से उनको काफी सहूलियतें हो सकती हैं। सवारियां भी काफी मिल सकती हैं और इससे



रेलवेज का कोई नुकसान भी नहीं होता ।

चंडीगढ़ लाइन बनाने की बात तो बहुत बड़ी बात है और वह तो बननी ही चाहिये मगर उसी के साथ साथ मैं एक छोटी सी रिक्वेस्ट मिनिस्टर साहब से यह करना चाहता हूँ कि यह जो अब तबदीली हुई है कुछ इलाका बदला गया है इसमें फीरोजपुर साइड में कुछ थोड़ा सा इलाका हिन्दुस्तान के साथ मिलाया गया है । उसकी बड़ी एम्प्लॉयमेंट यह भी है कि वहाँ पर हमारे शहीद भगर्नासिंह को जलाया गया था । वह इलाका हमारे हिन्दुस्तान में आ गया है । खेमकरन से हमारा चन्द मीलों का एक टुकड़ा हो सकता है वह अगर बना दिया जाये तो उससे हमारे बोर्डर की भी समस्या हल हो सकती है और साथ ही उस जगह की एम्प्लॉयमेंट का मकसद भी इस ख्याल से पूरा हो सकता है ।

एक बात मैं डिपार्टमेंटल कैंटीरिंग के सिलसिले में जरूर कहना चाहता हूँ । मिनिस्टर साहब की स्पीच में यह होमला प्रफजा खबर है कि अब उसका घाटा ११ लाख रुपये से केवल ४ लाख रह गया है । मगर घाटे का शब्द ही चिन्ता पैदा करने वाला है चाहे वह ४ लाख का हो या कितने का ही हो । अब अगर वह घाटा ४ लाख का रह गया है तो इससे तो यह समझना चाहिये कि जो लोग पहले कैंटीरिंग वगैरह का काम करने थे वह घाटे में काम करते थे जो कि हकीकत नहीं है और हो भी नहीं सकता । कोई बजह नहीं है कि उसमें घाटा हो । सोगलिस्टिक बैटून के मेट ग्रुप में जाहिर है कि यह डिपार्टमेंटल कैंटीरिंग का सिलसिला भागे जायेगा लेकिन यह कहना कि वह कोई तमस्वीबन्धन काम हो रहा है मेरे ख्याल में यह गनत है । उसमें किमी की भी तमस्वी होनी मान्य नहीं देती ।

शायद वहाँ पर जो लोग काम करते हैं उनको भी तसल्ली नहीं है कि हम ठीक और सही भोजन देते ह . . .

एक माननीय सदस्य : प्रजी खाना भी कम देते हैं ।

श्री श्री १० सि० मुसाफिर : मंत्री महोदय को डिपार्टमेंटल कैंटीरिंग की तरफ तबज्जह देने की बहुत जरूरत है । मैं यह नहीं कहता कि डिपार्टमेंटल कैंटीरिंग का सिलसिला बन्द कर दिया जाये और ऐसा करना शायद इस वक्त डिपार्टमेंट के लिए मुमकिन भी न हो । मगर इस भरोसे पर नहीं रहना चाहिए कि वहाँ अच्छी और ठीक ढंग से काम हो रहा है । इस घाटे में कमी हो जाना तो इस बात का महज सबूत नहीं है कि वहाँ अब जो खुराक मिल रही है वह पहले से अच्छी मिल रही है और अच्छी चीजें मिल रही हैं ।

डिप्टी स्पीकर साहब, मैं आपकी इजाजत से सिर्फ एक मिनट और लेना चाहता हूँ । अम्बाला, लुधियाना और राजपुरा में क्रॉसिंग पुन बनाया जाना बड़ा जरूरी है । राजपुरा बड़ी एम्प्लॉयमेंट जगह है । इसी तरह लुधियाना एक बड़ा इंडस्ट्रियल सेंटर है और वहाँ इतनी अधिक भीड़भाड़ रहती है कि कई मर्तबे एक्सीडेंट्स हो जाते हैं । अम्बाला का भी क्रॉसिंग पुन बनना जरूरी है ।

बस एक बात और कह कर मैं अपनी स्पीच को खत्म किये देना हूँ । यह डीजेल के जो डिब्बे बनाये गये हैं वह बड़े मुफीद साबित हुए हैं और मेरे ख्याल से यह हर एक लिहाज से मुफीद हैं । इनकी सविम भी बड़ी अच्छी है और यह बड़ी तेज चलते हैं और इसलिये उनकी तादाद जितनी भी बढ़ायी जा सके वह जरूर बढ़ायी जानी चाहिये ।

Shri Thann Pillai (Tirunelveli): I do join with my hon. friends in complimenting the Railway Ministry for the good work that they have done, but at the same time, I would also

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desire to express regret that they have not been helpful in giving due attention to the opening of new lines in the south. It is true that the allocation in the Third Plan is not commensurate with the overall expenditure on the Plan. In the First and Second Plans, the allocation to the railway has been to the tune of about 25 per cent. Now, it has gone down terribly. Of course, the railways, with their meagre earnings, have done a good job, but then, they cannot be content with the laurels of having done some good job with the tight jacket. Where the responsibility is much greater, they cannot afford to shirk it in the name of economy or lack of finance. As the Plan progresses, and the economy of the country develops, it is absolutely necessary that the transport should also increase, and it should increase in a manner commensurate with the demands of the industrial development of the country.

When we ask for new lines in the south, there is a misunderstanding or misapprehension in the minds of some Members that it is something in the nature of a regional or a political demand. I submit that the development of a region is linked with the transport facilities. When we ask for the development of some industry, they say that there is no transport facility. For instance, take the question of the Mangalore port development. The answer has very often been given in this House that there is no rail link to that port. But the port cannot develop, because there is no rail link. Yet, when we ask for a rail link, they ask 'What is the industry that you have? What are the developmental needs?' and so on. So, the one is linked with the other. It is no good excuse, or good answer at that, to tell the people that because there are developmental activities elsewhere, therefore, they cannot give new lines in this area.

For instance, the line at the fag end of the country, about which we are

very much agitated in the Madras State is the line from Tirunelveli to Cape Comorin. That area has got potentialities of development of mines, cement factories and other things. But, even to move the machinery, we do not have the railway line.

The leader of the PSP, Shri Asoka Mehta, said the other day that the Ministry should look to the economics of the new railway lines and not simply open up new lines because there is a demand from the south. But he had not cared to look into the economics of it. The traffic survey has revealed an economic return for the Tirunelveli-Cape Comorin-Trivandrum link. Of that, if the Tirunelveli-Cape Comorin line alone is taken up, the return will be much more than what the calculation has revealed, because if we take the traffic potential of this area minus the 40 or 50 miles required to link Trivandrum and Nagercoil, the return will be much higher than what it has been found to be in the full length of the Tirunelveli-Trivandrum line.

There was also another argument advanced, namely that we have got good roads in Madras, and, they are running parallel to the railway lines. Supposing, after the development of the railways, there is a demand for good roads, would it be argued as a corollary that there are railway lines, and, therefore, one need not have good roads or good bus transport? It is not because of the shift of traffic from the railways to bus transport that the railway earnings have decreased, but a larger number of people have come forward to travel by bus; there is no adequate provision for railway travel facility, and, therefore, they are obliged by force of circumstances to travel by buses, whether good or bad, or whatever they may be. Sometimes, there may be a good road in the main national highway, but all the other roads could not be said to be so very good as to warrant bus travel, if only we could afford railway travel.

Then, again, there is the railway link taken over from the district board, covering a distance of 36 miles from Tirunelveli to Tiruchendur. It takes about three to four hours to cover the distance. Naturally, people would prefer to go by an express bus in 1½ hours rather than travel by this train for three hours. We have been asking for an upgrading of that line for a long time. But, in spite of the promises, it has not been fulfilled as yet. I do not know when we shall be lucky enough to have a railway travel between these two places in a shorter time commensurate with the distance of 36 miles.

There is another demand, which may not be feasible in the Third Plan. In the name of economy, it would be said that that would not be conceded. From the broad gauge link between Coimbatore and Tiruchirappalli, if you link Salem, Karur, Dindigul, Manamadurai, and Tuticorin, that will be a link for the southern part with the broad gauge. In industrial development, one part of the country has to be linked with the other part. Just as we have linked the metre gauge system between the north and the south, likewise, it is time that the railways consider in their future programmes this railway link of the broad gauge to the Tuticorin port through the undeveloped and untapped area of Dindigul, Manamadurai and Tuticorin.

**Shri D. C. Sharma** (Gurdaspur): Will it be in the Fourth Plan or the Fifth Plan?

**Shri Thanu Pillai:** In any Plan which the hon. Member likes.

Then, there is the question of accidents. We find that most of the accidents occur because of human failure. At least, the railway staff cannot say now that they are paid badly or that their conditions of service are bad, and, therefore, they are negligent. I always hold that they are relatively better-paid people, who, but for their loyalty to the members who instigate strikes and other things,

would have been a fine set of workers. From taking the pride of place of being good workers, they are now trying to take the pride of place of being good strikers. I am happy that Government at least were firm in dealing with the strikers, in the last strike in July, 1960, but they have not been firm enough. Very often, here, people come forward and say, 'Why victimise them?'. I cannot understand this. When there is a strike on account of having listened to and followed the wrong advice tendered by some hon. Members, then the consequence flows, and it has to flow. They cannot have the pleasure of having been loyal to somebody and upsetting the normal working of the railway system and then expect their representatives to come forward here and say that 'They have been loyal to us, so, why punish them?' The loyalty should be to the work and to the railway system and not to somebody who instigates something unreasonable and improper in this country. Of course, wherever there is a case for reconsideration, I am not going to object to it. But discipline demands firm dealing. I want the hon. Minister to take a firm stand and not simply yield to cries of threats and shouts on the floor of the House that there is victimisation and all that. Victimisation is bad, but every disciplinary action cannot be styled as victimisation, to suit the conveniences of some hon. Members here.

Then, there was a talk about rail-road competition, and a caution was sounded on the opening of new railway lines. In undeveloped areas, if they resort only to road transport, then, what is going to happen? Leave alone passenger transport; take the case of goods traffic. In any place where commerce or industry has to develop, they must have a cheap transport and communication. The rate per ton-mile on the railways works out to about an anna. But in the case of road transport it normally works out to about 2½ to 3 annas. At a time when the prices are very high, and there is a huge demand for goods

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which are scarce, people may be prepared to pay higher for goods transported by road transport and sell them at high prices in the market, but in normal times one region has to develop in competition with other regions and, naturally, therefore, they have to resort to the railway system of transport and nothing else. For, to equate one goods train carrying all the goods, we shall have to have a caravan of 150 trucks. And I have never seen 150 trucks running in any one place and carrying all the goods that are there for transport.

Therefore, from that point of view of development also, it is absolutely necessary that wherever possible, the rail link should be given, in spite of the theory that it is an old type of communication, and we shall have to resort to new types of communication.

We have got aeroplanes jet planes. Still we have to walk the distance in our homes and streets. We cannot have the planes everywhere. So whatever the necessity of resorting to other types of transport, rail transport is an essential factor in the developmental activities of the country. At the moment, our main object is the development of the whole country economically and industrially.

14.00 hrs.

Now, I come to the position of the catering department in the railways. We all supported the taking over of catering by the railway department in tead of giving it to contractors. But now in some stations—I am not talking of catering in the train in the de luxe train—the contractors are not behaving properly. Even under the railway departmental catering, certain vending contracts or service contracts are given. There, when you go to the railway catering rooms, they do not serve either clean or wholesome food. They do not even have the courtesy of service. They want us to go and take it ourselves. In big city like

Madurai, this departmental catering is not functioning properly. This is a matter to be inquired into by the hon. Minister. The Deputy Minister was there recently. I do not know whether he looked into the departmental catering. He was good enough to look into the platform and other difficulties. But he has not gone into the working of the catering department. I do not know who the contractor is at the Madurai railway restaurant and the system of service is not desirable and they are not very careful.

Apart from these disciplinary measures, in matters of promotion, there has been some grievance expressed now and then, that promotions are not properly given and when matters are taken in appeal, the same stereotyped reply 'There is no case of review' is being given. It is time that the Ministers or at least some agency should be there to see that the executive authority which passes the order should not always be the appellate authority, because the former would normally not like to revise the order.

**Shri Naval Prabhakar** (Outer Delhi—Reserved—Sch. Castes) rose—

**Mr. Deputy-Speaker:** I had called Shri Naval Prabhakar, Shri Naldurgkar, and Shri Gautam. All of them were absent. Even as regards further names on the list, as I was going through it, I found that they were also absent.

Now I will give ten minutes each to those hon. Members.

**श्री नवल प्रभाकर :** उपाध्यक्ष महोदय, रेलवे ने जितनी प्रगति की है, वह वस्तुतः सराहनीय है। चूंकि आपने मुझे दस मिनट का ही समय दिया है, इस वास्ते धीरे-धीरे बातें न कह कर पहले मैं अपने निर्वाचन क्षेत्र की ही बात कहना चाहता हूँ। दूसरी जो बातें हैं, उनको कहने का धरम समय बचा तो मैं वे भी बाद में कह दूंगा।

मैं दिल्ली के सम्बन्ध में कुछ कहना चाहता हूँ। बाहरी दिल्ली, बाह्य दिल्ली मेरा निर्वाचन क्षेत्र है? आप जानते हैं कि दिल्ली की जनसंख्या हर वर्ष एक लाख बढ़ जाती है। यह जनसंख्या निरन्तर बढ़ती चली जा रही है। जैसे जैसे जनसंख्या बढ़ती जा रही है वैसे वैसे यातायात का, परिवहन का जो मामला है वह विकट रूप धारण करता चला जा रहा है। बहुत दिनों से यह मांग चली आ रही है कि दिल्ली में एक रिंग रेलवे हो। इसके सम्बन्ध में माननीय मंत्री जी ने अपने बजट भाषण में थोड़ा सा उल्लेख किया है। मगर मैं समझता हूँ कि वह उल्लेख करना या न करना बराबर था। उसमें केवल इतना कहा गया है कि जो माल के डिब्बे हैं, वे दिल्ली और नई दिल्ली स्टेशनों पर न आ सकें और यहाँ पर जो भीड़भाड़ रहती है, वह कम हो सके, इसलिये वे तुगलकाबाद से हो कर बादली होते हुए, दूसरे स्थानों के लिए निकाल दिये जायेंगे। इससे दिल्ली वालों को कभी भी सन्तोष नहीं होने वाला है। माल के डिब्बे आप दिल्ली और नई दिल्ली स्टेशन पर न ला कर के सीधे तुगलकाबाद और बादली के रास्ते ले जा सकते हैं किन्तु दिल्ली की जो रोजाना जनसंख्या बढ़ रही है और जो आने जाने का मामला है, वह दिन-प्रति दिन विकट होता जाता है, वह इससे हल नहीं हो सकता है। आप दिन आप देखते हैं कि यहाँ पर दुर्घटनाय होती रहती है और इनकी संख्या बराबर बढ़ती जा रही है। कई बार यहाँ इस सदन में मैंने प्रार्थना की है और आज उस बात को मैं फिर दोहराना चाहता हूँ कि दिल्ली में जो रिंग रेलवे की मांग है वह बहुत ही उचित है, उसका पूरा किया जाना बहुत ही आवश्यक है। इस बारे में दिल्ली की अधिन सभा ने एक सकल्प तय किया था और उसके अनिर्वाक्य दिल्ली की जो सब से बड़ी कमेटी समझी जाती है जिसके माननीय मूढ मंत्री जी, प्रधान है, उस सलाहकार समिति ने

भी यह तय किया था कि दिल्ली में रिंग रेलवे होनी चाहिये। इतना होने के बावजूद भी समझ में नहीं आता कि दिल्ली के लिए रिंग रेलवे क्यों नहीं बनाई जाती है। इस और तुरन्त ध्यान दिया जाना चाहिये।

एक बात देख कर मुझे बड़ा आश्चर्य हुआ है। मैंने दिल्ली म्यूनिसिपल कारपोरेशन के बजट को देखा है, उसकी तृतीय पंच वर्षीय योजना की डिटेल्स को देखा है और उसमें स्पष्ट रूप से उल्लेख है कि कुछ लेवेल क्रॉसिंग के ऊपर ओवर-ब्रिज बनाये जायेंगे। किन्तु जब मैंने माननीय मंत्री जी के भाषण को देखा और बड़े ध्यानपूर्वक देखा तथा जो दूसरी बजट सम्बन्धी पुस्तिकायें हैं उनको पढ़ा तो मैंने कहा, भी ओवर-ब्रिज का उल्लेख नहीं पाया। पंच वर्षीय योजना में भी इसका उल्लेख नहीं है। खास तौर से मेरा जो निर्वाचन क्षेत्र है उसमें कई जगहें ऐसी हैं जहाँ पर ओवर-ब्रिज की आवश्यकता है। कारपोरेशन के बजट को देखने से पता चलता है कि पटेल रोड के ऊपर ओवर-ब्रिज का उल्लेख है, रोहतक रोड वाले ओवर-ब्रिज का उल्लेख है, लेवेल क्रॉसिंग का उल्लेख है, इसी तरह से थोड़ा रोहतक रोड से न्यू रोहतक रोड को मिलाने के लिये भी ओवर-ब्रिज का उल्लेख है। किन्तु रेल मंत्री जी के भाषण में कहीं भी इसका कोई उल्लेख नहीं है। इस विषय में मैं माननीय रेल मंत्री जी को बराबर सात साल से लिखता आ रहा हूँ और रेल मंत्रालय ने मुझे एक पत्र में लिख भी दिया था कि जितना भी पैसा उसकी तरफ से खर्च किया जाना बनता है, उसको देने के लिये वे तैयार हैं लेकिन कारपोरेशन इसके लिये तैयार नहीं है। किन्तु अब कारपोरेशन तैयार हुई है तो रेल मंत्री जी के आग्रह से इसका कोई उल्लेख नहीं है। यदि यह बहुत ही उपयोगी चीज है और साथ ही साथ बहुत आवश्यक भी, मैं प्रार्थना करता हूँ कि इस और तुरन्त ध्यान दिया जाए।

श्री मूलमन्त्री इब्रे (फर्रुखाबाद) : माननीय उपमंत्री जी हिन्दी नहीं समझते हैं।

श्री नवल प्रभाकर : अगर नहीं समझते हैं तो रिकार्ड उनको समझा देगा। पिछले साल रेलवे बजट पर वाद-विवाद के समय मैंने कहा था कि नजफगढ़ नाला और नजफगढ़ झील बहुत नुकसानदेह साबित हो रहे हैं . . . . .

डा० मा० श्री० अग्ने (नागपुर)  
दिल्ली की कौन सी साइट में है।

श्री नवल प्रभाकर : दिल्ली के पश्चिमी भाग में।

नजफगढ़ नाला रोहतक रोड के पास घा कर जहाँ से गुजरता है वह रेलवे लाइन के पास हो कर गुजरता है और वहाँ वह छोटा हो जाता है। यहाँ पर रेलवे का जो पुल है, जो कलवट है, वह बहुत छोटा है और उसमें से पूरा पानी नहीं निकलता है। इसका नतीजा यह होता है कि पानी वहीं रुका रहता है और बहुत नुकसान करता है। हर साल ऐसा होता है। मैं माननीय मंत्री जी से प्रार्थना करता हूँ कि वह उसको चौड़ा करने के लिये तुरन्त हिदायतें जारी कर दें। आप स्वयं अपने हिस्से में उसको चौड़ा कर दीजिये ताकि जो पानी है वह यमुना के अन्दर चला जाए और जो बहुत सारे गांव मेरे निर्वाचन क्षेत्र में आते हैं और जिन में बराबर हर साल नुकसान होता है, उससे बचे छूटी पा सकें।

पांच साल पहले मैंने कहा था और आज फिर उसको दोहराता हूँ कि मीटर गेज जो जाती है सराय रूहीला से पालम से आगे विजयामन हो कर रिवाड़ी तक, वह नजफगढ़ हो कर नहीं जाती है। मैं चाहता हूँ कि इसके लिये एक लाइन निकाल दी जाए ताकि नजफगढ़ उसके साथ जुड़ जाए। नजफगढ़ एक काफी बड़ा टाउन है। हमारे यहाँ दिल्ली के चार टाउन हैं,

जिस में मे एक शहादरा है, वहाँ रेल जाती है। नरेला में भी जाती है। मेहरोली और नजफगढ़ ऐसी जगहें हैं जहाँ बहुत बड़ी आबादी रहती है, और शहर की भीड़ भाड़ देखते हुये वहाँ पर बराबर आबादी बढ़ती जा रही है। इस से याता-यात का दबाव बहुत ज्यादा हो गया है। इस लिये मैं माननीय मंत्री जी से प्रार्थना करूँगा कि वे इस पंच वर्षीय योजना के अन्दर विजयामन और नजफगढ़ को मिला दें। यह केवल छः या सात मील का छोटा सा टुकड़ा है और अगर इस को मिला दिया जाय तो जो लोग शहर में या शहर के आस पास रहना चाहते हैं वे जा कर नजफगढ़ में रहने लगे और रोजाना यहाँ नौकरी पर आयेंगे और शाम को वापस चले जायेंगे। मुझे आशा है कि आप इस मुझाव की ओर ध्यान देंगे क्योंकि इस पर बहुत पैसे भी खर्च करने की जरूरत नहीं है।

इस देश के अन्दर एक ऐसा गैंग है जो कि फुस्ट क्लास के टिकट आधे दामों पर बेचा करता है। इस से हम बहुत ज्यादा पैसे से बंचित रह जाते हैं और हमारी रेलवे की हानि होती है। उस में इस तरह से होता है कि मान लीजिये कोई व्यक्ति बम्बई से दिल्ली के लिये चला है। तो उसे दिल्ली का टिकट नहीं दिया जायेगा। उसे या तो रोहतक का टिकट देगे या कहीं और का दे देंगे। वह टिकट पहले से बना हुआ नहीं होता है, उसे बना कर देते हैं और कहते हैं कि उस को तुम वापस कर देना। वह उस व्यक्ति को वापस कर दिया जाता है। आगे चल कर वह काउंटरफाइन में लगा कर कैसल कर दिया जाता है और इस तरह से आधा पैसा रेलवे वाले जा जाते हैं। मैं समझता हूँ कि इस की चेकिंग आप की तरफ से होनी चाहिये क्योंकि इस तरह की गड़बड़ी से आप का लाबोर् एप्यो का नुकसान होता है हर साल में। इस बात की ओर भी मैं समझता हूँ आप ध्यान

देंगे। अगर आप जरूरत समझें तो जिस व्यक्ति ने मुझे सूचना दी है उस के बारे में मैं आप को बता सकता हूँ। हो सकता है कि वह व्यक्ति आप को इस तरह से टिकट ले कर भेज दे।

**एक आननीय सभ्य :** कलकत्ता एजेंसी मशहूर है।

**श्री नवल प्रभाकर :** मेरे निर्वाचन क्षेत्र में जो चतुर्थ श्रेणी के कर्मचारी हैं उन के लिये निवाम स्थान की बड़ी कठिनाई है। रेलवे मंत्रालय के पास यहां पर काफी जमीन है इस लिये चतुर्थ श्रेणी के जो कर्मचारी हैं उन के लिये मकान बनाये जायें ताकि जो भाई सफाई करने वाले हैं या दूसरे लोग हैं उन को रहने के लिये जगह मिल सके।

आप की ओर से जो व्यवस्था सम्बन्धी सूचना निकाली गई है उस के अन्दर कुछ आंकड़े सविसेज के बारे में दिये गये हैं अनुसूचित जातियों और अनुसूचित आदिम जातियों के सम्बन्ध में। कुल सीटें जो उन के लिये रिजर्व की गई थीं वे इलाहाबाद, कलकत्ता और मद्रास में हैं। उन के लिये जो सीटें निश्चित की गई हैं, यानी गेड्यूल्ड कास्टम के लिये, उन की संख्या ५६४ थी और गेड्यूल्ड आदिम जातियों के लिये ४० थीं। लेकिन यह सीटें भी पूरी तरह से भरी नहीं गई हैं। इसी तरह से तीसरी और चतुर्थ श्रेणी के जो कर्मचारी थे उन के लिये भी यह सीट्स निश्चिन्त की गईं, लेकिन उन में भी जितनी भरती होनी चाहिये उतनी नहीं हुई। जहां तक रिजर्वेशन का मामला है उस के अन्दर आप जरा कड़ाई से काम लें तो हम में काफी काम हो सकेगा। रेलवे का जो मुद्दा दन है उस के अन्दर भी रिजर्वेशन के हिसाब से जितने हरिजन लिये जाने चाहिये उतने नहीं लिये गये हैं। मैं चाहता हूँ कि इस ओर भी ध्यान दिया जाये।

आप यह तो जानते हैं कि जिस तरह दिल्ली की जनसंख्या बढ़ती जाती है, उसी तरह से मकानों की मांग भी बढ़ती जाती है। बहुत दिनों से दिल्ली में यह आम शिकायत है कि दिल्ली के लिये जो कोयला होता है वह प्राप्त नहीं होता। इस लिये खास तौर से इंटों के लिये जो कोयला होता है वह पूरी तरह से प्राप्त नहीं होता है। पिछले साल जो इंटें यहां पर २६ या ३० ६० हजार थीं, अब की वे यहां पर ४५ ६० हजार मिल रही हैं, वह ग्राज इयोडे दाम पर बिक रही हैं। फरवरी का महीना आते ही लोगों को काफी कोयले की तकलीफ रही। घर में जलाने का जो सापट कोक है वह भी उपलब्ध नहीं है। दिल्ली की मांग बहुत थोड़ी है। वह इस देश की राजधानी है, इस लिये आप को इस का खाम ब्याल रखना चाहिये और कोयले के मामलों में प्राथमिकता देना चाहिये क्योंकि अगर कोयला नहीं होगा तो इंटें नहीं बन पायेंगी, अगर इंटें नहीं बन पायेंगी तो मकान नहीं बन पायेंगे और मकान नहीं बनेंगे तो लोगों को रहने की जगह की कमी रहेगी। इस लिये मैं समझता हूँ कि आप इन सब बातों की ओर ध्यान दें।

**Shri Naldurgkar (Osmanabad):** Mr. Deputy-Speaker, Sir, three days ago it was debated in this House that our Railway Government is going to enter into an agreement with Pakistan for running a train direct from East Pakistan to West Pakistan. As far as this agreement is concerned, we want to express our opinion unequivocally that we are oppoed to such a thought or agreement. Such an agreement will be detrimental to our interest and integrity. It is not desirable that such trains carrying Pakistani nations should pass through or by the side of our Indian territory of Kashmir. It will not be advisable that such trains should touch some important points or such points which are strategically or militarily considered important. Therefore, before finalising the terms and conditions of this agreement, I would request our Railway Government to

[Shri Naldurgkar]

think a hundred times over this matter.

The next thing I want to refer to is about the employees of the Cheap Grain Shops on the Railways. When this system was first introduced and afterwards abolished, the question arose about the absorption of these employees. Some of these employees were, no doubt, absorbed and the Railway Government gave an assurance that.....

**Mr. Deputy-Speaker:** Railway Government is not anything distinct from the Government. He may say the Railway Ministry.

**Shri Naldurgkar:** I mean the Railway Department. The Railway Department gave an assurance that their services will be computed from the date of their original service and the whole period would be counted as far as the question of seniority was concerned. Afterwards to my regret I have come to know that this assurance was revoked. I do not know the cause of the revocation of this assurance. Now, on 1st January, 1960 some order has been issued by the Railway Administration in which there is no mention of these employees and no reference to the question of their seniority.

But it is understood that some T.T.s. have been directly recruited superseding the seniority of the former employees. I would request the hon. Minister to pay attention to this matter and redress this grievance.

The third point I want to press is the question of the retired employees, those employees retired since 1947. We should not be oblivious of the fact that these employees had to go through difficulties to face an abnormal situation created by the partition. No doubt a proportion of the credit for the present progress goes to them also.

This question was raised by some hon. Members here and the hon.

Minister said that if these employees are prepared to repay what has been given as bonus to them then, that question will be considered. With great respect I submit that on the 16th January, 1961 these employees have submitted one representation to the hon. Minister. I will only refer to para 10 of that in which they have made a minimum demand and in this minimum demand every question is solved. I would refer to that.

"In this respect, we have already declared that we will not claim any arrears of Pension and that we shall only be satisfied if the Pensionary Benefits were made applicable with effect from 1-1-1960. This will not present any such difficulty that cannot be overcome. What we now demand is the Pension to be given to all these employees who retired between 1-4-1947 and 31-3-1957 after qualifying for the Pensionary Benefits and to these few only who are still alive. This is a small percentage and would be reduced each year according to mortality—a natural fact that does not need any arithmetical calculations."

I request that the hon. Minister should consider this demand. At the time of the inauguration of the **Khandwa Hingoli line**, the hon. Minister in his speech said that the purpose was not only territorial connection but they also wanted to bring two hearts of the two regions together not the hearts of the advanced regions but of backward regions. My constituency is in Marathwada, a backward area. That area was deliberately neglected by the previous Government of Nizam. The present Government is making efforts to make progress in that region. As far as the railway line is concerned, there is the termination of the Southern Railway metre gauge at Sholapur. The Bombay Government has recommended the Sholapur Jalna line. That will pass through Naldurg, Tuljapur and Osmanad. There will be a great connection from Sholapur to



Delhi in the metre gauge if it will be connected with Kurduwadi—Latur line which is to be converted into metre gauge. Again, Tuljapur is a sacred place; it is called a kshetra because of the Goddess Tulja Bhavani, the Kulaswami of Maharashtra. Therefore, I want the railway line to be extended via that place so that the Railways may receive Her blessing.

I have got very short time and so I shall conclude. They should pay attention to the coal transport. We hear that several industries in U.P. are facing prospects of closure on account of the inability of the railways to deliver coal to them. In Porbander, the Jagdish oil industry was closed. This problem should be attended to.

In the end I pay my compliment and tribute to the Railway Administration for the tremendous progress made during these ten years and I hope the Railway Administration would dedicate themselves to the service of the people of this vast country and accelerate the standard of efficiency and render assistance to the various developments to achieve a more honourable place for our country in the comity of the nations of the world.

**Kumari M. Vedakumari (Eluru):** The Railways have done a piece of good work and the whole House congratulates them for that work. But there have been some criticisms also about the operational efficiency, that it was not high. We find from the reports that the rate of increase in gross traffic receipts is more than the rate of increase in the working expenses. The gross traffic receipts go up by 21 per cent in 1956-57 to 1959-60 while the working expenses rose by 15 per cent only. The Railway Administration may feel like patting itself on its back.

When we go deeper, there are some alarming points. The operational expenditure ratio to general revenues has shown an extra-ordinary stability around 80 per cent; that is not a good administration. When a public en-

terprise is progressing on good lines and has a monopolistic character, it should try to show some increased profits to the nation because the public enterprises are responsible for the economic progress; they are the propellers for economic progress. When we consider the profits, we should also take into consideration the facilities for passengers, for wagon loading, etc.

There was so much of a controversy about coal loading. I do not want to join any hon. friend in the House and draw a compromising line. They say that the mistake may lie either with the Steel Ministry or the Railway Ministry. On page 7 of the report of the National Coal Development Corporation Ltd. for 1959-60, they say:

“During the year under review, Management had to face several difficulties, some of which were local in nature while others were of a more general type. . . . During this period, there was an over-all shortage of wagon for coal transport which difficulty was shared by the Corporation with the private sector of the industry. A feature peculiar to this Corporation, however, was that in several of its new collieries new siding facilities had to be provided with the result that the full transport requirements could not be met until these sidings were ready. These transport difficulties have not been fully overcome yet but since the beginning of October, 1960, there have been clear indications of a distinct improvement in this regard.”

The N.C.D.C., is also part of the Government and it clearly states that there is shortage of wagon supply. On an earlier occasion on the whole House was protesting against the Government's failure to reach the coal targets and then the Railways were in a safe position. But when they increased production and reached the coal targets, the Railways were unable to supply wagons. There was also

[Kumari M. Vedakumari]

a comment from the Chair by the hon. Speaker on this. Whatever may be the supply of wagons by the Railways for loading coal there was an increase in demand from the Coal Controller. So, the Railways should have loaded the coal when production of coal increased and come up to the target because the target was known to them. In the same report, I also find that they were able to supply 4782 wagons per day while there was a demand for greater number of wagons. The people in the public sector produce some reports and place them before the Parliament. But there are so many private concerns and they could not do that. There is no good forum for them for doing that.

**Mr. Deputy-Speaker:** Would the hon. Member like to continue the next or is she concluding?

**Kumari M. Vedakumari:** I would conclude in about two minutes.

I want to point out that there are go many difficulties facing the private industry also. It is asked: "Why not we load on Sundays also?" But there are other difficulties. The banks are not open on Sundays. Even the workers do not wish to resume work on a Sunday. Further, they have to pay higher wages and extra wages. Who is going to bear this? The cost of production and the cost to the consumer—everything indeed—will be increasing then. There are so many bottlenecks, and I wanted to place these facts before the Ministry. Whenever they ask the nation to come to their help, there are certain things also to be taken into consideration.

Take for instance the transport of rice and mangoes. When we asked for more wagons for rice—I brought this point before the National Committee also—they said, "We are supplying wagons for the transport of mangoes, because they are perishables." But what about the rice which is the

the consumers? Rice is very important and mango is also very important. I am not discriminating between the importance of these two commodities, but the point is they should be able to supply wagons in adequate number. Mango is important, in view of the perishable nature, and rice is important because it is the main food of human beings. That is why I think the Railway Minister will be more careful, alert and cautious in allotting wagons in Andhra Pradesh for these commodities as well as for other industries.

Another point which I want to bring to the notice of the Minister is this. They have started one project called the DBK project. They have fixed the headquarters at Visakhapatnam. We are asking for a separate zone for Andhra Pradesh. They were only replying to our request to the effect that our request is of a parochial nature. But whatever may be the consideration, the southern zone is incurring a loss of 90 per cent every year. We know that, and that zone has become very unwieldy and uneconomic. The point is, we are asking that it may be made into a smaller unit so that efficiency could be improved.

As I said, they have already started a project called the DBK project for the export of iron ore and other things from Visakhapatnam. Why not have another separate zone and call it the coastal zone, and have this line extended from Waltair to Sullurpeta, and on the west up to Nagpur? We are making this request only from the economic point of view and not on a parochial point of view. I think the hon. Minister will consider the points we have placed before him.

I know the administration also is facing many difficulties. Every day, when we go to the station, we find so many goods trains are passing there, and of course, the goods trains are given much preference. Unless the goods train passes, the passenger train

is not allowed to come to the station. We are not bothering about the preference being given to the goods trains; that is also important. But there is so much congestion on this line. So, we appeal to the hon. Minister to consider at least the difficulties in Andhra Pradesh. In the coastal area, there is only one mail train. We are asking for another train, because it is only for the convenience of the public. That part of the public which accidentally happens to be Andhra should not be neglected because we are pleading for them. That is why I request the Minister to consider all these points and try to have another mail train from Waltair to Madras.

**Mr. Deputy-Speaker:** The discussion will continue tomorrow.

**Shri Hem Raj (Kangra):** Will these Members who have not been afforded an opportunity to speak on the railway budget be given an opportunity to speak in the debate on the demands for grants on the railways?

**Shri S. M. Banerjee (Kanpur):** That is generally done.

**Mr. Deputy-Speaker:** Surely they will have, but still there is time for the general discussion of the budget also. When the hon. Member's turn came he was found absent.

**Shri Hem Raj:** My name was not called.

**Mr. Deputy-Speaker:** His name was not called deliberately because when I proceeded to mention the names, I found all of them absent. What could be done?

**Shri Hem Raj:** Only for a few minutes we get out and then we return.

**Mr. Deputy-Speaker:** Very well.

**Shri Bishwanath Roy (Salempur):** From the very beginning, I have been waiting.

14:33 hrs.

## COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

### SEVENTY-SEVENTH REPORT

**Shri Balasaheb Patil (Miraj):** I beg to move:

"That this House agrees with the Seventy-seventh Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st March, 1961."

**Mr. Deputy-Speaker:** The question is:

"That his House agrees with the Seventy-seventh Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st March, 1961."

*The motion was adopted.*

**Shri S. M. Banerjee (Kanpur):** May I submit that the time allotted for the resolution of Shrimati Parvathi Krishnan is only one and a half hours, which is very meagre in our opinion. It is a vast subject.

**Mr. Deputy-Speaker:** She is here, and we will see to it when the discussion proceeds.

### RESOLUTION RE: PREVENTION OF THE USE OF PLACES OF RELIGIOUS WORSHIP FOR POLITICAL PROPAGANDA—Contd.

**Mr. Deputy-Speaker:** The House will now resume further discussion on the following resolution moved by Shri Parulekar on the 17th February, 1961:

"This House is of opinion that the Government should bring forward suitable legislation to prevent the use of places of religious worship and pilgrimage for political propaganda and agitation".

Out of two hours allotted for discussion, only one hour and eight minutes have been taken up. Shri Amjad Ali