

**SHRI VIDYA CHARAN SHUKLA :** I have already indicated Government's stand on that point.

**THE VICE-CHAIRMAN (SHRI D. THENGARI) :** Now, I pass on to the Railway Budget.

**THE BUDGET (RAILWAYS) 1969-70—GENERAL DISCUSSION—contd.**

**SHRI BIRA KESARI DEO :** Mr. Vice-Chairman, I was speaking that the Railway Ministry stands very well, but not always for the development of the country as a whole. They have got their pet States and they concentrate their development in those areas. I come from Orissa. I bring in the point which has been repeatedly said by the Estimates Committee. Orissa and the district of Midnapore in West Bengal are very backward in respect of rail communication. I am not speaking of Midnapore, but of Orissa. Orissa approximately has 960 miles of railway lines, which come to 15 miles per 1000 square miles against the all-India average of 31 miles per 1000 square miles. Sir, you will find that we are very much backward in respect of rail communication. Very recently we have developed a port in Paradip. It is supposed to be the deepest port in the whole of India, particularly in the eastern coast. Now, very recently the Railways have provided rail communication to Paradip from Cuttack, but it is a great pity that for the development of Paradip, the Railways have not yet thought of having a railway line from Cuttack to Bimlagarh, which is the actual hinterland for Paradip. So, I strongly urge on the Ministry to have the Bimlagarh-Cuttack railway line at the earliest.

Last year, our Minister, Mr. Poonacha, had planned to dismantle the NG lines. Then, Sir, there was a great uproar in this House saying that the NG lines should not be dismantled. It was said that they would be converted into B.G., so that they would be economical and they would be of great help in the movement of wagons and trains from one part of the country to the other. But it is a pity that in this Railway Budget we do not find any mention of the conversion of NG lines into BG. In Orissa, out of these 960 miles of railways, there are many NG lines and I hope that they will be converted into regular BG lines.

Lastly, speaking about the Railways, I have to mention a point about the staff. We are now having a big propaganda

drive about family planning. You will be surprised to learn that the railway employees get less incentives than the employees of the regular State Government or the Government of India. Particularly for vasectomy, whereas the railway people are entitled to Rs. 15 the other citizens of India get much more. Similarly for other parts, on the family planning programme, the Railways always have a double standard for their own employees. I hope that the Railways will have the same facilities and arrangements as the other parts of the country and other citizens have.

You will find that our Railways have got a tradition. Our Railways are very old; they are nearly a hundred years old and, Sir, they have produced some of the most brilliant hockey players that this country has produced. But, Sir, it is a pity that even though the Railways maintain some of the beautiful stadiums that we have, still in the recruitment to service the young sportsmen, the college blues, the university blues, are not being recruited as they used to be in the Indian Railways. That is why we find that the Indian Railways are not having a good mark in the field of sports, particularly in the field of hockey for which India was very proud once upon a time.

Lastly, before I close, in the Indian Railways in the recruitment to services the Adivasis and Harijans, the Scheduled Castes and Scheduled Tribes, must get their required quota of reservation, according to the rules.

With these words I conclude.

**SHRI SRIMAN PRAFULLA GO-SWAMI (Assam) :** Mr. Vice-Chairman, let me first congratulate the Railway Minister for presenting the Railway Budget, and we are happy to see the Railway Budget this year with a little surplus.

The next point I must speak is about my State of Assam and while I am speaking on Assam I cannot but charge the Railway Ministry for utter neglect of our State. It is more than twenty years since we have achieved our freedom, but Assam has been kept almost as it was during British time. Nothing tangible has been done in regard to its economic and industrial development and particularly about Railways of which I am speaking. In the budget speech the Railway Minister has declared the creation

of Divisions in the North Eastern Frontier Railway. He has said : "So far as the North Eastern Frontier Railway is concerned, all the operative districts are being upgraded into Divisions except that at Tinsukia where there will be only a Transportation Division till the workload justifies its becoming a full Division. This is nothing but clever manipulation to deprive Assam of its legitimate demands for Divisions." Two thirds of the railway lines of the N.F. Railway fall in Assam State, and here only one Division has been given in Assam at Lumding. The other two Divisions have fallen at Alipur Dooars and at Katihar. I have no axe to grind against Alipur Dooars or Katihar. Alipur Dooars is in West Bengal and Katihar is in Bihar. But when most of the railway lines fall in Assam, when two-thirds fall in Assam, there should be at least three Divisions in Assam. Let Lumding be there and let there be two other Divisions, one in Lower Assam and another in Upper Assam. I do not like to specify the location of these Divisions. It is for the Railway authorities to consider. From the point of view of administration, from the point of view of efficiency, they have to select the site, but there must be three Divisions. Let me say, Sir, that feelings of great frustration and discontent are growing in Assam. We have been long agitating and after many years of agitation we have got a headquarters at Gauhati. That is also after long agitation. That headquarters will be meaningless if there are not three Divisions in Assam. For efficiency, for the good of the local people, these Divisions will have to be there, three Divisions at least. In fact the Divisions are to control and run the administration. Take the question of employment. If there is only one Division at Lumding, and that place is also isolated, and if two Divisions are kept outside Assam, then this will not help the development of Railways and employment in Assam and the discontent will grow. Our Chief Minister and the Assam Government have pressed for this. But this discontent is not a sentimental one, I should say that. I charge the Railway Minister for utter neglect of Assam.

In his Budget speech the Railway Minister has mentioned about many trains and many facilities. During these years I have been touring throughout India and I have seen how much development of railway has taken place in States like U.P., Madras, Bombay, West Bengal, but in our Assam nothing has been done. I request the Railway Mini-

ster to go there himself and see the deplorable condition of Railways. Every day we are having bitter experience about the railways in Assam. There are only a few trains, Express and Mail. They have not introduced a single local train. During the last floods, train Communication with rest of India stopped. From Barauni there was no communication. After the floods when the line was repaired, only one train, the Assam Mail, was restored. The other train, the Lucknow Express, was not restored. Some of us M.Ps. submitted a memorandum to the Railway Minister urging him to start the Lucknow Express and as a result—I do not know why—every alternate day the Lucknow Express is running. It is a matter of great disappointment that only on alternate days they run the Lucknow Express. Even now it is not run daily. In this session, I put a question about it and in reply I got a vague answer that they are trying to run it daily as soon as possible. But I see with my own eyes that the railway line is quite all right, that the goods trains are running, that the Assam Mail is running. But why cannot they run the Lucknow Express daily? You know the condition of the passengers. Assam is now full of army people from all parts of India. These army people every day come home on leave. There is also dearth of space for them, not to speak of ourselves, even in First Class reservation. Sometimes we have to accommodate 5 or 6 people in 4 berths in 1st Class compartment. We find that they do not get reservation. Therefore, somehow we have to accommodate them. About the Third Class, the less spoken (the better). There is no space at all. Of course the Third Class congestion is not only in Assam but it is throughout India. The Railway Minister is boasting that he has introduced many new trains. But out of so many new trains not a single train is given in Assam. Is it not a matter of disappointment? Is it not a matter of neglect? Is it not a matter of callousness on the part of the Railway Ministry? We have been professing that backlog should be removed, we have been professing that all the parts of India should be equally looked upon. But what about Assam? They do not care because I think we have no Railway Minister from Assam. Therefore, there is none to think for us. But let me say now that the hon. Railway Minister is from Bihar; at least he is nearer to Assam. But let me say this. Now the Railway Minister is from Bihar, he is nearer to us,

[Shri Sriman Prafulla Goswami]

During the former Minister from Bihar, Mr. Jagjivan Ram's time, we got the headquarters. And I hope now that Mr. Ram Subhag Singh is from Bihar and the Minister of State, Mr. Parimal Ghosh, is from West Bengal, they would go there personally and see their neighbour, Assam, and do something tangible which will remove the genuine grievance and disappointment and growing discontent of our young generation in that State. Assam is the vanguard of India. We have to defend India against China. Assam is a border State, surrounded by hostile China and Pakistan. Last time when the Chinese aggression came, many business people fled to their home States but we remained there. We refused to go away from Assam. We said, we were born and bred in Assam, we would fight to the last to defend India and we remained in Assam. We decided to remain in Assam. At that time there was a rumour that China would occupy Assam. We took up the responsibility to organise resistance in that case. In that secret effort, some of us volunteered and took the responsibility to organise resistance. Such a situation may again occur at any time. To meet such a situation, we require quick transport, good transport. Now, the railway line there is tottering. They do not introduce facilities. The metre gauge must be converted to broad gauge. The National Highway, No 31, is the only road transport. During the Chinese aggression that road was constructed. It is a matter of great disappointment that even after so many years that road is still not completed. During flood the road is dislocated and disconnected. The railway line is also dislocated. We have to look after ourselves. Left to ourselves, we will look after ourselves. But what about your army, your transport and the other people there? If these are left to themselves, nobody knows what will happen.

Therefore, with all the emphasis at my command, on behalf of the Assamese people, I demand—this is not begging, this is a just and rightful demand—that the Railways must pay more attention, rather equal attention. But now more attention is necessary because during these 20 years Assam had been neglected and it has been lagging behind other States. Therefore, more attention should be paid. What I plead is, if you cannot give more attention, at least give equal attention. When you introduce more trains in other parts, introduce one or two trains in Assam

also. But you are not doing that. You are having the Rajdhani Express, your air-conditioned express and all those sorts of things, only to show that you are having these Rajdhani Express and all that. When the foreign tourists go to Assam, what will they say? They cannot feel any glory of India only by seeing your Rajdhani Express and other things etc. in Delhi or U. P. unless and until the minimum facilities are given to us also in Assam.

Let me now give some concrete suggestions. I urge upon the Railway Minister that from tomorrow the Lucknow Express should be run daily. Then the AT Mail which stops at Siliguri should be extended up to Gauhati, 80 miles distant, or up to Tezpur. If you extend it, not only the Assamese people, but also others, people from Madras, Andhra Pradesh and other States, who are there and who are put to all difficulties, will be benefited. If this train is extended, what is the harm? But they would say, there is a dearth of coaches, there is a dearth of diesel engines. But bring them from some other parts of the country where you have got a surplus of them. I do not say that the other parts of India should not have facilities. But I can say that they have more facilities than what we have in Assam.

Some of the local trains should be introduced in Assam also. In Calcutta. Lucknow and in Delhi there are so many local trains running. When our people come and see them, they feel it. There is not even a single local train there even for Gauhati. Gauhati is an important city with High Court and other facilities. There is the University. But to Gauhati there is no local train. The express and mail trains passing through do not stop at most of the stations there. People cannot take advantage. There is the only train, the Dubri Passenger and that also passes at dead of night. Therefore, I urge: Let there be at least one or two local trains, from Sarbhog or Bongaigaon to Gauhati and Gauhati to Bongaigaon or Sarbhog. Or let there be a local train in the morning and in the evening from Gauhati so that the people can go to and come from Gauhati.

About the general improvement of railways also, throughout India what I find is this. I travel mostly in the First Class, being an MP. But sometimes I travel in Third Class also when I go

with my family members. In Railways I see that there is lot of corruption. We have to firstly remove corruption. The Railways lose heavily because of giving compensation to the lost properties. That is due to the corruption of some railway employees and others that these properties are damaged and stolen, and therefore they are being compensated. There is lack of supervision. Very often I go from Delhi to Gauhati, I find difficulty in my coach. There are no lights. The water tanks are empty, and lavatory is damaged. From Barauni when the train starts the fans are not working. There is no night light. The lavatory is damaged. All these things are there. Every time I have to complain. But sometimes out of disgust, I do not complain because if I go on complaining every time I may be misunderstood. Yesterday when I came and when the train started from Barauni—Barauni is the terminus station—in the first class the night lights were not there. The fan was not working. All these things are going on. There are lots of railway workers to attend to this work. For 24 hours the electric service men are there to serve. Why do not they look to these things and see that the train is fitted properly. I have seen, during the Holi days, the whole train is full of mud thrown but often so many days passed why were not the trains cleaned? So, I hope the new Railway Minister will pay attention to all these things. Uncleanliness, inefficiency and corruption, all these things are there in the Railways of our parts.

Therefore, I personally request the Railway Minister who is hailing from Bihar that he should give a jerk to these things and improve the conditions of Assam.

**SHRI U. K. LAKSHMANA GOWDA (Mysore) :** Sir, I wish to be very brief in my remarks about the Railways.

To start with, I find that there has been a surplus budget of Rs. 1½ crores, and the Railway Minister has to be congratulated, even though it is a smaller surplus compared to the investment involved. Since most of the income has come from freight and from passenger fares, from the third-class passengers, I would like to say here that the amenities for the third-class passengers are to be considerably increased. As everyone knows, there is a shortage of sleeping accommodation in the long-distance trains. Cleanliness,

non-functioning of fans and lights and other thing, as just now mentioned by Mr. Goswami—particularly in the third-class compartments—need attention. And the catering service in the third-class compartments is also a matter which needs very urgent attention. Then I come to the question of laying new lines and also the conversion of the existing metre gauge lines into broad gauge. The point has been stressed many times in the past. Many speakers have already spoken about it. The transshipment losses because of different gauges—transshipment from one gauge railway to another—have been quite considerable. Mr. Anandan has already submitted that progressive conversion to broad gauge is very necessary and more attention should be paid to it, and I fully support his views on this.

Since I come from Mysore I should like to speak about the Mysore State. I find that the Salem-Bangalore and also the Hassan-Managalore lines are being laid on metre gauge and then conversion to broad gauge would take place later on. If something had been done earlier to lay these lines in broad gauge only as Mr. Mulka Govinda Reddy has already said, it would have saved quite a lot of expenditure.

Coming to other sections in my State I find that the Poona-Miraj line is being laid on the broad gauge. I would suggest that it should be extended up to Hospet. Again, the Hospet-Guntakal section is being converted into broad gauge. I suggest its extension, that is Guntakal to Bangalore, into broad gauge.

Again, to make the circuit complete, I suggest the extension of this broad gauge line up to Hubli, that is, Hubli to Bangalore via Harihar. That would be a broad gauge section, a continuous section of, broad gauge from Guntakal to Bangalore and to Hubli. That will facilitate the connection to the Madras trains which are broad gauge. The transshipment losses on goods which are carried there will also be reduced considerably.

Then I come to the new line, namely the Hassan-Mangalore line, the extension of which is now being taken up. Originally there was a suggestion of connecting Mangalore to Kadur so that it could pass through the principal plantation district of Chikmagalur. That alignment was changed over to Hassan-Mangalore.

[Shri U. K. Lakshmana Gowda]

That work is now in progress and should be hastened. It is already several years since that work has been taken up and I am told that it is expected to take another five years for that line to be completed. The Mangalore port work is also coming up. The linking up of Mangalore to Hassan will hasten iron ore extraction from the Kudremukh project which is also expected to be taken up shortly.

Along with this Hassan-Mangalore line, when its survey was being made, it was suggested that a loop line connecting the plantation district of Chikmagalur to Kadur and to Hassan was very necessary in order to provide greater support to the economy of the Hassan-Mangalore line by way of transport of fertilisers, coffee and other types of plantation produce and requirements. But we find, Sir, that no work seems to be have been taken up for this loop line. I would urge the hon'ble Minister of Railways to consider the completion of survey of this loop line so that at least by the time the Hassan-Mangalore line is completed, this loop line also will be completed so as to provide more goods transport for the Hassan-Mangalore line.

Now I come to the question of efficiency. I find from the report that the major portion of the accidents which have taken place have resulted from human failures. Sir, I am all in favour of giving greater amenities to the railway employees. Suggestions have been made about shortage of accommodation and other amenities. I am all for providing them. But I would like to add that unless proper efficiency is maintained in promoting people to man the skilled jobs it will be very difficult to minimise accidents. This is a matter which has to be given very great consideration. Then there are minor mismanagements in the running of the trains which have to be set right and I would quote an instance. Sometime last year a train carrying a through coach from Tiruchy to Bangalore carrying school children instead of being attached to the Bangalore train was attached to the Madras train. The mistake was detected at Jalarpet where it was detached and attached to the Bangalore train which was to leave Bangalore in the evening. The children arrived in Bangalore several hours late. These are small things which may not be as serious as accidents but they do cause great inconvenience to travelling public. This is, I think, due to efficiency not being maintained by staff and so in giving promotion to railway staff effi-

ciency should be the only criterion. This is a matter which needs considerable and urgent attention.

Before I close I would mention about the railway staff who have been victims of the recent token strike. The hon'ble Minister of State for Home Affairs just now said that he is going to give liberal treatment for reinstatement of the workers who went on this strike. I would like to associate myself with Mr. Jaipuria who suggested that people whose services have been suspended may be treated as on leave and they may be taken back into service. Thank you.

श्री जी० बरबोरा (आसाम) : उपाध्यक्ष महोदय, रेलवेज में भ्रष्टाचार, लालफीताशाही और फुजूलखर्ची दिनबदिन बढ़ती जा रही है और इसी लिये रेलवेज की जितनी तरक्की होनी चाहिये वह नहीं हो पा रही है। आज सिर्फ कलकत्ता से दिल्ली, दिल्ली से बम्बई, दिल्ली से मद्रास और कुछ खास खास शहरों को सम्बन्धित कर के जो ट्रेनें वगैरह चल रही हैं उन्हीं की तरक्की के बारे में यह दिखाई पड़ता है कि मिनिस्टर या बड़े बड़े अफसर सोच रहे हैं और हिन्दुस्तान के जो क्षेत्र पिछड़े हुये हैं वहां रेलवे के फर्दर डेवलपमेंट के लिये या वहां जो कुछ भी है उसको आगे बढ़ाने के लिये और कोई कोशिश नहीं हो रही है। ब्रिटिश राज्य में करीब 150 साल में सारे हिन्दुस्तान में उन्होंने रेल की पटरी बिछा दी थी, लेकिन आज़ादी के बाद इन 22 सालों में हम लोगों ने देखने में बहुत ज्यादा रेलवे लाइनें नहीं खोली हैं। इसकी वजह यहीं है कि जहां तक पूंजी का सवाल है वह बहुत कुछ फुजूलखर्ची पर बरबाद हो रही है। अब कोशिश यह होनी चाहिये कि अफसरों की तादाद ज्यादा न कर के फुजूलखर्ची कम की जाय और बड़े बड़े शहरों बम्बई, कलकत्ता और दिल्ली वगैरह में बड़ी बड़ी इमारतें न बना कर के हम लोग ऐसे इलाकों में रेलवे लाइनें ले जाय जो बहुत पिछड़े हुये हैं। साथ ही साथ रेल में सफर करने वाले जो आम लोग हैं उन लोगों को कुछ आराम और सहूलियत दी जाय। यह बहुत शर्म की बात है कि थर्ड क्लास में जो लोग सफर करते हैं उनमें हम लोग डिस्ट्रिक्टिनेट

करते हैं। कुछ लोगों को टिकट के ऊपर और भी ज्यादा पैसा लेकर बैठने का रिजर्वेशन देते हैं। इसका मतलब यह है कि बैठने की जगह थर्ड क्लास के हर आदमी को मिले, इसकी जिम्मेदारी सरकार के ऊपर नहीं है। एक टिकट के ऊपर 4 आने और 8 आने देकर सीटिंग रिजर्वेशन लेना पड़ता है, नहीं देने पर बैठने की जगह देने की जिम्मेदारी सरकार की नहीं है, यह शर्म की बात है। यह कोशिश होनी चाहिए कि थर्ड क्लास की बोमीज ज्यादा से ज्यादा होनी चाहिए और गरीब लोग जो थर्ड क्लास में सफर करते हैं उनको बैठने की जगह दी जाय।

अभी अभी आसाम की रेलवेज के बारे में चर्चा हुई। उस इलाके में पिछले बीस साल से रेलवे में कोई खास तरक्की नहीं हुई। चीनी हमले के बाद यह जरूर है कि ब्रम्हपुत्र के उत्तरी इलाके में नई रेलवे की लाइन खोली गई, लेकिन बाकी जो इलाका है उसमें जो रेल चल रही है उसकी हालत बैलगाड़ी से भी खराब है। मैं चाहूंगा कि राम सुभग जी—उन्होंने अभी नई रेलवे की जिम्मेदारी ली है—रेल से बरौनी से डिब्रूगढ़ तक सफर करें, उनको महसूस हो जायगा कि वहां क्या हो रहा है। एक्सप्रेस और मेल का तो सवाल ही नहीं है, हर स्टेशन पर रेल को आउटर सिगनल पर रुक जाना पड़ता है। उधर स्टेशन कमजोर हैं, कभी उधर से ट्रेन आ जाय तो उसको लाइन नहीं मिल सकती, इसलिए हर स्टेशन पर आउटर सिगनल पर रेल को रुकना पड़ता है। सारे आसाम में रेलवेज के डेवलपमेंट के लिए लोगों ने काफी आवाज उठाई है। ब्रम्हपुत्र के ऊपर नया पुल बनाने के लिए लोगों ने आवाज उठाई है लेकिन आज तक मंत्रालय की तरफ से कोई इसमें काम नहीं हुआ।

जहां तक रेलवे डिवीजन का सवाल है, नार्थ ईस्टर्न फ्रंटियर रेलवे का दो-तिहाई हिस्सा आसाम के अन्दर है। रेलवे मिनिसटर की बजट स्पीच में बताया गया है कि तिनसुखिया में, लमडिंग में एक डिवीजनल हेडक्वार्टर रहेगा—

So far as the Northeast Frontier Railway is concerned, all the operating Districts are being upgraded to Divisions except that at Tinsukia there will be only a Transportation Division till the workload justifies its becoming a full Division, यह बैल के सामने गाड़ी रखने जैसा है। वहां अपर आसाम इंडस्ट्रियल एरिया है। सारे आसाम के जितने चाय बागान हैं एक हजार उसका आधा इन दो डिस्ट्रिक्ट्स में है। फटिलाइजर्स आइल, यह सब इंडस्ट्री है। उस इलाके में आपकी रेल कमजोर है, वहां एडमिनिस्ट्रेशन कमजोर है। इसलिए लोग रेल का इस्तेमाल न करके ट्रक वगैरह का इस्तेमाल कर रहे हैं। चाय बागान चलाने वाले जो लोग हैं—हमारे दोस्तों में से भी हैं—उनका कहना है कि एक ट्रक में जो हम चायके बक्से भेजते हैं उसकी जगह रेलवे के वैगन से भेजे—इसलिए रेल से नहीं भेजते क्योंकि वैगन ठीक समय पर नहीं मिलते—तो कम से कम 500 रुपये की बचत होती है, लेकिन क्योंकि रेलवे की व्यवस्था खराब है, वैगन नहीं मिलते, इसलिए लोग ट्रकों का सहारा लेते हैं। इधर मिनिसटर साहब बोलते हैं कि डिवीजन देंगे रेलवे में वर्क लोड बढ़ा कर दिखाओ। यह बैल के सामने गाड़ी रखने जैसा हुआ। इसी तरह मैं चाहूंगा—अभी तो नार्थ ईस्टर्न फ्रंटियर रेलवे में, जिसका दो-तिहाई हिस्सा आसाम में है, लमडिंग में डिवीजन का प्रपोजल है—कि इसके साथ ही साथ अपर आसाम में तिनसुखिया में एक हो और बगियागांव या रनिया में एक हो, तीन डिवीजनल हेडक्वार्टर्स आसाम में हों। यह सारे आसाम की जनता की मांग है और मैं चाहूंगा कि रेलवे मिनिसट्री इस पर गौर से सोचे।

लोगों के बहुत से सवाल हैं, जैसे पुल बनाने के बारे में, लेवल क्रॉसिंग के बारे में लेकिन रेलवे की अफसरशाही और लालफीताशाही के जरिए कोई काम नहीं हो सकता। एक चिट्ठी जोरहाट से मुझे मिली। जोरहाट में प्राविशियल रेलवे के जमाने में रेलवे कालोनी के नजदीक

[श्री जी० बरबोरा]  
 एक रेलवे क्रासिंग था। बाद में जब रेलवे का नेशनलाइजेशन हुआ तो उसको हटा दिया गया, लेकिन लोगों को एक्सप्रेस दिया गया था और लोगों ने दो हजार रुपया जुटा कर भी दिया 1965 में। लेकिन अभी तक लेवल क्रासिंग की कोई बात नहीं है। इसी के साथ साथ गोहाटी में रेलवे ट्रेक के ऊपर से जो मोटोरेबिल ब्रिज बनाने का काम डेढ़ साल पहले शुरू हुआ था वह अभी तक खत्म नहीं हो पाया। ये जो सवाल हैं इन पर नजर रखते हुए रेलवे मिनिस्ट्री को यह कोशिश करनी चाहिए कि पबलिक की तरफ से कहीं भी कोई रिप्रिजेंटेशन हो तो उसका जल्द में जल्द हल किया जाय।

अगर इस ढंग से हम रेलवे के काम को नहीं सम्भाल पाते हैं तो मैं चाहूंगा कि इस अफसरशाही को हमें खत्म करना चाहिए। मेरी समझ में आपने रेलवे बोर्ड को एक सुपर गवर्नमेंट बना कर रखा है। कोई भी सवाल आप लोग रखें लेकिन sanction is not coming from the Railway Board. जब तक रेलवे बोर्ड को आप खत्म नहीं करते हैं तब तक आप लोग रेलवे की तरक्की नहीं कर पाएंगे, इसलिए रेलवे बोर्ड को जल्द से जल्द खत्म करना चाहिए।

SHRI J. S. TILAK (Maharashtra) :  
 Mr. Vice-Chairman, I rise to make a few observations on the Railway Budget presented to the House by the Minister of Railways.

I am glad to note that this year's Budget is a surplus Budget in the last four years and there is no proposal for any rise in the fares. But I do not know whether the rise will come after some time because passenger fares and the freight rates run parallel to the rise in the prices of commodities, and the Government has failed all the time to stabilise the prices. And as the House is aware the freight rates were increased recently.

As regards passenger and goods traffic, I may say that it should always be the endeavour of the Railways to attract increasing traffic, both passenger and goods, or else in the not very distant future, they will find themselves outpaced by road and air

transport. In this Budget Speech, the Railway Minister has expressed some fear on this account, and I am afraid the adverse effect which he is experiencing at present in the case of short distance travel, will be experienced by him in the near future in the case of long-distance travel also. People are becoming more and more air conscious and, therefore, it should be the constant attempt of the Railways to provide increasing amenities and facilities and thus attract both passenger and goods traffic.

So far as the day-to-day administration is concerned, there is much room for improvement. Leaking bath-rooms, absence of lights, and jammed windows are the every day experience of the travelling public, and I would request the administration to pay more attention to this and see that no room for legitimate complaint remains.

I understand that the Dining Car facility on the Bombay-Nagpur Express was recently withdrawn, apparently on the ground that it was not paying its way. Bombay-Nagpur run by an Express train is of about 18 hours, and it is but essential that food, refreshments, water, tea, etc., should be available on the train itself, irrespective of whether the provision of these facilities pays its way or not. As regards punctuality of passenger trains although there is some improvement on the EMU section, so far as the "all passenger trains" are concerned, the figures give rise to some concern. It is stated that during the year 1967-68 there were 166,422 cases of alarm chain pulling, and if by implication, it is suggested that most of these were unwarranted, then the conclusion is inescapable that the Railway Administration is unable to bring the culprits to book, and when brought to book is unable to punish them adequately so as to put a stop to this evil.

3 P.M.

If you allow me to quote a glaring instance of the regular irregularity, I may mention that as a result of agitation by the public, the Railway authorities started a through bogie service from Poona to Nagpur and vice versa. In the last session in answer to a question the honourable Minister himself admitted that this through bogie ran late on 161 days during the past year. When this service runs late nearly every alternate day

in a year, may I know what useful purpose it serves, and is it any wonder if people get disgusted with this direct bogie service? I would suggest to the honourable Minister to see that this bogie is attached at Kalyan to the Calcutta Mail *via* Nagpur, so that the persons travelling by it will reach Nagpur and other intermediate stations earlier and the object of having a through bogie from Poona will really be achieved. Identical arrangements for the return journey of this bogie should be made at Kalyan by attaching it to the earliest connecting train to Poona. Similarly, I would request the honourable Minister to introduce a through bogie service from Poona to Delhi. With everyday increasing communications with Delhi, it is but necessary that people from Western and Southern Maharashtra should be provided with this facility of direct travel from Poona to Delhi.

As regards the current programme of the works undertaken by the Railways, I should like to know when the conversion of the Poona-Miraj meter gauge section into a broad gauge one would be completed and whether the work of broad-gauging the section beyond Miraj would follow immediately. While on this point, I should like to emphasise the necessity of undertaking a railway line from Wadi Junction in the east to Dabhol port on the western coast *via* Karad and Chiplun. If this work is undertaken and completed soon, it will be beneficial from several points of view including defence, as Dabhol could well be an alternative port to Bombay, and this railway line would be extremely valuable in dispersing industries to this area and developing it. The Government of Maharashtra has recommended the inclusion of the line from Chiplun to Karad in the Fourth Plan, and although the Minister of Railways is of the view that the entire project would have to await better times, I have no doubt that with some economy on other projects, it will be possible for the Railway Administration to make at least a beginning—and a good beginning so far as this project is concerned. As they say, "Well begun is half done", and I would urge on the honourable Minister to do this.

I find that beyond broad-gauging the Poona-Miraj and Miraj-Kolhapur line, no other work for Maharashtra has been proposed by the Railway Minister. It was hoped that he would propose at least the extension of the railway line in the long neglected Konkan area and a new railway line or two in the Marathwada areas

but he is conspicuously silent so far as these works are concerned, and he has thus indirectly strengthened the belief that Maharashtra never gets a fair deal at the hands of the higher-ups unless it clamours for the same.

Although it seems that there has been a gradual decrease in the number of accidents during the last 17 years, still the number is as large as 5000 odd in the year 1967-68 and the number remained the same during the last two years. I would, therefore, urge upon the Railway Administration to see that this number is reduced to the minimum so that the passenger feels confident that his life and personal effects are absolutely safe once he boards the train till he reaches his destination. As suggested by the Vanchoo Committee the provision of additional technological aids to eliminate human failures may help to reduce the number of accidents. Another way to reduce them where human error has been responsible, would be to provide more deterrent punishment to those found guilty, as also to provide more substantial incentive awards to those responsible for their detection. Other reasons responsible for a large number of accidents, apart from the enormous overcrowding in the Bombay suburban trains which takes a daily toll of about 10 human lives, are the unmanned crossings and the absence of overbridges. I would request the honourable Minister to do all he possibly can to reduce the number of accidents on these counts by employing the necessary remedial measures.

The Railway Minister seems to express his helplessness in eradicating the evil of ticketless travel which causes the railways loss of revenue to the tune of several crores of rupees every year. It is said that on the suburban trains there are institutions which thrive on this nefarious activity. I would urge that the Home and the Railway Ministries should put their heads together and devise ways and means by which this evil is brought under control and ultimately eradicated. I am glad to find that the Railway Minister is bringing forward a Bill in this connection, and I share his hope that it will be passed expeditiously and unanimously.

Mr. Vice-Chairman, Sir, I have done

SHRI B. V. ABDULLAH KOYA (Kerala) : Mr. Vice-Chairman, I am one of those who feel that the affairs of our



[Shri B. V. Abdullah Koya]

railway administration are not at all carried on satisfactorily since the attainment of independence. I am sorry to remark that the railway budget presented does not in any way remedy the shortfalls of this important public utility service. The railway administration is carried on just like a factory mainly as if to provide jobs to the workers and to contribute to the general revenues of the country. I am of opinion that the railways are not to be expected to contribute more than 2 per cent of their earnings at the most.

Sir, the trains, especially those running in the southern region, are not at all keeping to the time schedule. Many of the compartments are very old and dilapidated. Overcrowding has become the order of the day. The amenities provided for the passengers are quite inadequate. Even food articles are carried by trains uncovered even during rainy season. These matters are to be seriously and urgently attended to.

As for the Kerala region, you will perhaps be surprised to know that a man in Calicut will have to take about 24 hours to reach Trivandrum, his capital, by getting down twice at Shornur and Ernakulam and very often missing the connecting trains, or forcing himself to travel by third class after purchasing first class or second class tickets. On account of all these difficulties people now-a-days are preferring buses or taxis to go to Trivandrum which is only about 230 miles away from Calicut. To avoid these difficulties, I would suggest that Ernakulam-Trivandrum line should be broad-gauged. The connecting trains should be so timed as to facilitate through passengers even if the trains are late by one or 1½ hours.

Another impediment is the splitting up of the Kerala Division into two divisions, one Olavakkot and the other Madurai, which are at two extreme ends, one outside the State. There should be only one central division in Kerala proper. I agree with Mr. Balachandra Menon regarding the neglect, of the South and especially of Kerala. Kerala as you know, has got the maximum number of students and population of 1200 per square mile and having exportable commodities like pepper and dry ginger both by rail and by ship. Kerala at present is having only 4 miles for one lakh of population against the rest of India having more than 8 miles. I therefore suggest that Ernakulam, Alleppey-Quilon line should be taken up. Mysore should be

connected with Tellicherry which has been a longstanding demand pending. Also Kollengode should be connected with Trichur. These are all short distance lines but highly strategic on economic levels, and will promote closer cooperation with the neighbouring States. The Railway Board as it is constituted to-day, always see that the genuine demands from the public even through organisations, press and Legislative bodies are ignored on some excuse or other. Therefore I would request the new Railway Minister to assert himself in meeting the demands of the public as many of us feel that our legitimate demands even of a simple nature are ignored by the Railway Board. Some demands are for changing the time-table or a request for stoppage of a particular train at a particular station like Parpanangadi. Calicut city has got one big important street called the Big Bazaar. This bazaar has been divided into two parts by a railway wall which is now called by the people as the Berlin Wall of Calicut, constructed immediately after opening an overbridge. This overbridge is not at all suitable for bullock carts and hand carts which now go round the city on account of this wall. I suggest that this wall should be demolished and the old level crossing should be reopened at least for the slow moving vehicles. The Railway Minister has increased the freight of both luggage and goods on the pretext of rationalisation. I would suggest to the Minister to consult the people concerned before he contemplates any such increases. In my opinion and in the opinion of experts, operational efficiency would considerably bring down the costs. The pattern of procurement of railway stores should be changed to avoid delays. Special ticket examiners are to be appointed for detecting and checking ticketless travel and special watch and ward for detecting pilferages. These are the two big drains on the Railway revenues to-day. These new members of staff should be given a percentage on the total amount of money they recover, as an incentive.

Diesel engines should be introduced in all important trains of Kerala so as to enable adding more carriages to meet the overcrowding of trains. Lastly I invite the Minister to visit Kerala in the near future. This invitation had been extended to all the Ministers but none of them so far had the courtesy of visiting Kerala to find out the real problems of Kerala.

SHRI DAHYABHAI V. PATEL (Gujarat) : Mr. Vice-Chairman, I am grateful to you for giving me a few minutes. I have listened to many of the speeches on the Railway Budget and in the past also. I am in disagreement on one fundamental point—which is held up against this House—and that is about the Railway Convention. The Railways are treated as something which is the milch cow of the Government and it must give so much money to the General Revenues. Of course the greed of the Central Government is known to everybody but the Railways are copying them. I may give one more example. The Gackwad of Baroda had paid Rs. 1 crore before his State was merged and that has not been utilised for the Railways. That was to be paid by the Bhavnagar and Baroda States and it has been credited to the General Revenues. What is this? This is a trust. This is public money which the State gave when the State was merged for a specific purpose. It is a money given on trust. It would be a dishonest thing to credit it to the General Revenue. Similarly the Railways are doing this on a large scale. Instead of paying dividends that they should, they are taking away that money, not paying the tax-payer his dues when the fares are going up every day, not giving the fair return that they should give and they are going into losses which they want to make up by increasing the railway fares. They are also following the pattern of the Government of India which is all wrong. We are going wrong there and that is why we are sinking financially systematically. Our financial principles, both in the Finance Ministry and in the Railways, are going wrong. Whenever there is a loss, effort must be made to cut short the losses and if there are profits they must be utilised to improve the railway services, to give passenger amenities and of course the staff also must not be forgotten. It has to be recognised that the railway staff generally get the best deal than the other services. I have no quarrel with that. The railway staff sometimes have to do very hard work, very hazardous work. Their hours are uncertain in the case of many. So I have no quarrel with the benefits they get. Their housing is better, the educational facilities are available to them and I have no quarrel with that. I would like to see that steps should be taken to see that the railway should be of service to the people and to the passengers and the money that they make should be utilised for the people and not wasted as it generally seems to be done. We have the question of dieselisation. As far as Gujarat is concerned there is the tearing up of the N.G.

lines when the Railways are making money. They are making terrific money and anybody who knows accounts will tell you that you can present any type of accounts of the Railways you want to the people. If you want to present a surplus you can do it. The same budget if you want to show as a loss, you can do so.

DR. B. N. ANTANI (Gujarat) : Which they are doing.

SHRI DAHYABHAI V. PATEL : Yes, because they want to milk the country and take out more money from the people. This is very unfair and wrong. Of course when inconvenient we have heard of railway fires where account books are burnt. I hope that is a thing of the past. The accounts books of the railway sleepers etc., when they cannot account properly, get burnt. I hope that is a thing of the past but this must be set right and if the present administration is not fit to do it, a separate Committee, if necessary a Parliamentary Committee or a Committee of Experts, should be set up to put things right. We have invested Rs. 3000 crores on the Railways. In the Public Sector Projects we have invested a little more. It is Rs. 3000 crores here and Rs. 3000 crores there—Rs. 6000 crores of the tax-payers' money are invested in concerns which should be paying money and if they were paying the normal returns that they should this need for heavy taxation, this crushing burden of taxation and the real cause for the high prices, would not exist. It is because no serious effort is made to do this that we have to pay all this. The new Railway Minister comes from a stock which understands the difficulties of the rural areas and the peasants and I hope he will, realising this, apply his mind to this. I am making this concrete suggestion to him and we will cooperate with him if he agrees to appoint a Parliamentary Committee to examine this. These Rs. 3000 crores should be made to pay a profit and there are many leakages in the Railways. There are fantastic things which are taking place in this country which would not be tolerated anywhere else. Gujarat has so much of oil that we do not know what to do with it. If you travel in the night from Surat to Baroda, you will see huge flares of oil and gas being burnt which is never done in any country. This is a precious fuel of which we are short. The gas should be utilised. The

[Shri Dahyabhai V. Patel]

oil should be utilised. Why should we bring coal from one thousand miles away, from Bihar, from North India, when we have got so much precious oil here? No train in Gujarat should be used for coal. We should have dieselisation here and save on coal. Sometimes some people say that coal has a falling market. If coal has a falling market, here is use for it. This country needs fertilizers and coal is an important component for making fertilizers and these will enable our output of food production to increase. It is a vicious circle of one wasteful department supporting another wasteful department, one after another, in which the Railways also have got entangled. I would like the new Railway-Minister to apply his mind to this and try and break this vicious circle. It is only when we break this vicious circle, not only railways, but the finances of this country will also improve. And that is a very important thing that needs to be done. If there is anything seriously wrong, it is in the indifference seen everywhere. Why is it so? Because, thanks to Mr. Gulzarilal Nanda, and his able lieutenant who has now become Governor somewhere, rules of discipline have been completely ruined. You go and complain to a Station Master that this thing happened. He says, "What can I do?" He cannot take disciplinary action against the staff. And this, Sir, undermines the whole service. Railway service, which used to be efficient, where the stations used to be kept clean, where the railway premises used to be kept clean, where the dining cars were clean, it is all a matter of the past. Why? Because nobody can get any work done by the staff; no discipline can be enforced. Railway platforms are not swept, much less retiring rooms. You see the sweepers and other people loafing about. I am not for sweated labour. If necessary, have two more. But let them do their work properly for the eight hours, or whatever the time they have. Similarly the dining cars; they must be kept clean. On the one hand you are trying for increasing the tourist traffic; on the other hand you do nothing to make your railways attractive. Sir, when we had the new *de luxe* train from Bombay to Delhi it was an attractive thing. It used to be clean. The tea and food served were clean. Now it is a matter of the past and now, the morning tea that used to be served in the train is also being stopped.

Amenities to passengers are being cut. Fares are going higher. Inefficiency and slovenliness are increasing and this is really the bane of the railways.

Thank you.

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH): Sir, I am very grateful to the House that the hon. Members, who have participated in the debate, have largely lent support to the Budget. I am also conscious of the fact that quite a number of Members do feel that all that is possible has not been done on the railways.

[THE DEPUTY CHAIRMAN in the Chair]

What Shri Dahyabhai Patelti pointed out, I do accept wherever the railways err, but it is not as bad as Shri Dahyabhaiji has pointed out.

SHRI DAHYABHAI V. PATEL : Unless I use strong language they do not admit. At least you have admitted that there is fault on the part of the railways.

DR. RAM SUBHAG SINGH : Madam, he reminded me of the stock I come from, and you know, Madam, that that stock is not going to deviate from the right course, whatever be the implication of the language. The harsher the language, the lesser will be the deviation because that will be stoutly resisted.

I am also conscious of the requirements of the Assam region, because both Mr. Goswami—who is not at the moment here—as well as Mr. Barborra have pointed out the difficulties that are very genuine. But they say that the aspirations of Assam have not been taken into consideration in regard to the Divisionalisation Scheme of the Northeast Frontier Railway. But I might point out to them that I may come from any corner of our country but the interests of the Assam region, because it is a strategic region just like Kutch, Jammu and Kashmir and parts of Punjab and Rajasthan, will be always uppermost in my mind.

SHRI DAHYABHAI V. PATEL : Is it not half gone?

DR. RAM SUBHAG SINGH : Whatever may be the position, Madam, is it not Railways' fault. The railways went

there. If Mr. Dahyabhai Patel knows about the performance of the Railways in that region—I myself accept that we should do more—he should have understood by this time that it was the Railways and Railways alone which dumped virtually more than half a billion rupees in that region, and they constructed a broad-gauge line from Farakka to Joghopaes a parallel line to the metre-gauge system. It also constructed a metre-gauge line from Rangiya to Murkong Selek. I do not know whether the hon. Member is aware of them or not, and if Mr. Barbor and Mr. Prafulla Goswami know about the traffic position of that Murkong Selek railway, which runs over 365 kms. or so, they will realise our difficulties. And I openly declare that it was not the demand of Assam people that we had given a Division to Tinsukia though of course it is a Transportation Division at the moment. The moment traffic goes up, catches up, it will be a full-fledged Division. And I also wish to declare that Alipur Duar, which controls this Murkong Selek line, the moment this Rangiya-Murkong Selek line gives more traffic, it will also have a Division at Rangiya. Therefore, this Northeast Frontier Railway, which runs through Bihar, North Bengal and Assam and goes into Tripura, will be given another Division. All Divisions taken together at the moment are three. And the Zonal head quarters itself is in Pandu, which is part of Assam. And we also propose to introduce at least one or two diesel locomotives from Lumding down the Cachar District.

As you know, Madam, the Fourth Five-Year Plan has not yet been finalised but we have our tentative Plan which in terms of money totals about Rs. 1600 crores. In terms of traffic the increase is going to be by about 20 per cent. If you take it item-wise, category-wise, this is a detailed picture which I do not want to give just now because it might tire this hon. House, but I would like to point out to this august House that we intend to spend at least Rs. 15 crores on staff welfare, Rs. 30 crores on staff quarters and Rs. 20 crores on users' amenities. I may say that this amount is going to be the minimum; we might spend more if the circumstances permit. Then as you know, Madam, the Plan envisages an outlay of Rs. 83 crores for the construction of new lines. Out of this sum Rs. 55 crores will be required to complete the works in progress at the beginning of the plan. With the balance of Rs. 28 crores it is proposed to initiate the construction of approximately

800 kilometres at an estimated total cost of Rs. 75 crores. The sections will be selected from among those and I will place them on the Table of the House because this is a long picture. As I have already pointed out—some hon. Members also wanted and more particularly Shri Neki Ram from Hissar wanted—our intention is that we should expand the railways with a view to meeting our defence requirements and also the needs of growing agriculture and industry. We also want to modernise the railways as fully as possible and in that connection Mr. Antani—he is here now—pointed out yesterday about the needs of Gujarat, Dahyabhaiji also referred to it. I do accept what he says about Baroda and I assure the House and more particularly Mr. Antani and Dahyabhaiji—here Mr. Momin was also very emphatic about the needs of Gujarat—that the Gujarat interests will always be kept in view be it a question of dismantling the lines or be it a question of maintaining the lines because there is a big controversy in regard to keeping the uneconomic lines. Shyam Dhar Misraji also referred to this and he mentioned the Robertsganj-Chunar railway, the Etah line etc. It is not our view alone but it is the view of the Planning Commission, the Finance Ministry and of all the machinery of Government, that wherever the railways are being run at a loss there we must consider whether this is going to be the mode of transportation or any other alternate method should be evolved and we must consider which is going to be the most economic transportation system for that area. While I say this I also know what is in the heart of the people of our country. Nobody will feel secure without a railway. Today there will be a roadway about the moment there is bombardment the roadway is damaged completely whatever be the quantum of bombardment. I had seen at Dinanagar near Gurdaspur, even in Gurdaspur, Fazilka and Khem Karan where K.K. Shah did something, in Ferozepur, and Wagah. In these places it is impossible for anybody to disrupt the railways. The railways went on performing their duties as effectively as the country expected them to do. I do not want to say that they fulfilled more than the country's expectations but at least they did not fail the country. Therefore I do not want to dismantle a system which had come to the rescue of our country, more particularly, to the security of the people who reside in that area. I do admit that it is being run at a loss but we shall have to

[Dr. Ram Subhag Singh]

find out how best to improve the working of those railways, how best we can make them profitable so that nobody should accuse us afterwards. Whatever may be Committee's report we have to consider this aspect. Committees are generally guided by the statistics that are placed before them. They are very seldom guided by what is in the hearts of the people.

DR. B. N. ANTANI : Very true, very true.

DR. RAM SUBHAG SINGH : I must also say in this connection something about doubling. Many Members have referred to this question of doubling. Mr. Anandan who is not here at the moment said rather than concentrating on doubling we should extend the railways to area where they have not yet gone. That is a very good point from the economic point of view because the railway is a commercial concern. But the railway at the same time is also a utilitarian concern and so we shall have to strike a balance. Let there be profits but the prime consideration should also be the needs of the people. So we will continue to double the lines and we will continue to extend railways to new areas also. The doubling undertaken during the First Plan was 370 kms., Second Plan 1512 kms. and Third Plan 3228 kms. and you all know where new railways lines have been laid. Mr. Mr. Goswami and Mr. Barborra said that we had little care for the needs of Assam. He said that from Bongaigaon and Sorbhog there should be a shuttle train or some other train to Gauhati. We are thinking of it. This is a genuine need. We shall go on expanding and meeting the requirements of Assam and Tripura regions and also of Manipur. The Member from Manipur Mr. Singh who is not here now, said that we had broken our promise. That is true. What he said on the floor of the House is no promise to anybody because this democratic functioning envisages that we create a climate so that the country may be prepared with a view to introducing new ideas and getting those ideas implemented properly. Anyway, Manipur is an area about which I will have consultations with the Defence Ministry because it is a difficult area. No doubt the need is there because the people there find it difficult. Whatever the mode of transportaion there has not yet been a direct link—and by that I mean a moterable road—to Imphal from Shillong, from Silchar though it is under construction.

There is not even a daily plane service because it gets interrupted whenever there is cloud or whenever there is heavy rainfall. Everything goes there by plane or at a great risk by the roadways or by train. Similar is the case with the Tripura region. Though of course the train touches Tripura it does not meet the requirements of the people of Tripura because it has not yet reached Agartala which is the capital of Tipura. I very much appreciate Mr. Kota Punnaiah's demand that every district headquarter must have rail facilities. When I say I like this demand I must at the same time point out that there are districts in our country like Chamoli, Pithorgarh and Leh where in spite of all the advancement in science it is not yet possible even to contemplate this sort of thing. Anyway I am going to stop one of the two train at Khamman because it is a district headquarter and there is a railway station there. He wanted the Grand Trunk Express or the Dakshin Express to stop there; according to our practicability we shall see about it, and see that his demand is met.

He also referred to the question of Scheduled Castes and Scheduled Tribes and the Engineering Services. In that connection Sihr Appan also made a very vigorous demand that there should be a Member from the Scheduled Castes and Scheduled Tribes. I will personally see that justice is done to every member of the Railways, every employee of the Railways, more particularly to the Scheduled Caste and Scheduled Tribe employees because they constitute a segment of our population for whom we must do all that is physically possible. We must do even more than that but at the same time I want to strike a note of warning to Mr. Appan who is my best friend, I may be qualified to be a Minister but it is not possible for me to become a member of the Railway Board. There the only test will be merit. Any meritorious man who can run the railways can get the chance because the Railway Board means running the railways from Kanyakumari to Kashmir though there is no rail at the moment linking Kanyakumari, it is under consideration. That is our idea and we will get that implemented. Similarly we shall see that the line is extended further inside Kashmir.

SHRI KOTA PUNNAIAH (Mysore) : I congratulate the Railway Minister, but I do not appreciate that there are no meritorious people among the Scheduled Caste people.

DR. RAM SUBHAG SINGH : I withdraw that, if you mean by that Railway Board Members. Mr. Anthony also pointed out: "You advocated there cause." What is the need to advocate there cause? They are not in need of it. The country stood the test of two wars, the Chinese war and the Pakistani war. I pointed out what the Railways did in 1962 and afterwards. I pointed out what the Railways did in 1965 and afterwards. There may be millions of errors, but the Railways stood the test of time. It is the Board which manages the Railways. I am not ashamed of advocating their cause. It is an institution which is manned and run by the Railway Board. Therefore, rather than discouraging them, it should be our duty, the duty of every Member of the House, every Indian to encourage them. If they commit any error, you must point it out, but to stigmatise an institution is another thing. For instance, we might commit an error in the House. For that should the Rajya Sabha or Lok Sabha as an institution be stigmatised? I do not share that view. They come from the railway personnel. I asked Mr. Anthony what he meant by that. On the one hand you never get tired of advocating the idea that every scientific man or engineering man should be given due recognition and they should be able to man their personnel. Here is an institution which is manning its personnel, which is running the Railways. This is the only institution. On this pattern the P and T Board is virtually going to be manned. And now you discourage it. This is the conflict in thinking. It is not like the Kashi Pandit, of which he made a mention. The frog may live in the well, but it is the person who can find out who has got merit. As to where a well can be dug, it is the geologist or engineer or scientist who can find out or where water is available in the Rajasthan desert, not the frog which lives in well. After getting the well dug, the frog can find its place therein. So, to the point that the Pandits of Kashi, who constitute the Railway Board, can go from Madras to Colombo and then come to Rewari, that is something which I am not going to answer though, of course, I have the highest regard for him.

DR. B. N. ANTANI : I appreciate it.

DR. RAM SUBHAG SINGH : We have introduced in several parts of our country quite a good number of trains and I must confess that I have not had time up till now to go into the details of our

working. By the time I came over, I was faced with the Railway Budget. It would be my endeavour to provide as many coaches, as many trains and as many stoppages as possible. Mrs. Bhadauria wanted a flag station. I will give that to her. Another hon. Member wanted it. He will also get it.

Many people criticised the Rajdhani Express. They also said that though it is stopping at such and such place, it will not take any passenger. But the mere introduction of the Rajdhani Express has created facilities for all the stations which lie between Delhi and Calcutta. Many seats will be freed for the people who travel between these areas. Also, the Golconda Express has been introduced. The Howrah-New Delhi De Luxe will go via Patna. I am going to examine the possibility whether it will be possible—I hope it will be possible in the October time-table—to divert this De Luxe. It does not touch perhaps Mirzapur. Therefore it can go from Allahabad to Banaras Moghal Sarai and then via Gaya & Dhanbad to Calcutta.

SHRI SUNDAR SINGH BHANDARI (Rajasthan) : What is the percentage of occupation in the Rajdhani Express?

DR. RAM SUBHAG SINGH : Actually Mr. Bhandari knows that when Jan Sangh was formed, it did not occupy even one place here in Rajya Sabha. It can catch up later on. Even then the occupation of the Rajdhani Express is about 80 per cent.

SHRI PITAMBER DAS (Uttar Pradesh) : But the Congress won in the very first election in 1937 and was able to form a Government.

DR. RAM SUBHAG SINGH : But it was not allowed to form a Government even at that time. It formed a Government after going through a big ordeal and resignations, etc.

SHRI SUNDAR SINGH BHANDARI : You want an accident to the Rajdhani Express.

DR. RAM SUBHAG SINGH : I am not afraid of accidents. Then, we are going to increase the frequency of the Bombay-Howrah Janata Express from four to six days a week. We are introducing two additional suburban trains each between Howrah and Andul and Howrah and Ulubaria, one pair of additional trains

[Dr. Ram Subhag Singh]  
between Howrah and Kharagpur. We are introducing 16 additional suburban trains on the Howrah Division and 4 additional suburban trains on the Sealdah Division.

The following additional through coaches are being introduced; (i) One additional through coach between Jabalpur and New Delhi (ii) One additional through coach between Poona and Nagpur. I promise that there will be a through coach between Poona and Delhi via Bombay, whatever be the difficulty. I am not in a position to give you the exact date when it will be done, but we will examine the possibility of doing it.

श्री निरंजन वर्मा (मध्य प्रदेश) : डाक्टर साहब, आप तीन वर्ष से दिल्ली से बम्बई के लिये वाया भोपाल एक द्रुत गति से गाड़ी चलाने का वायदा कर रहे हैं, लेकिन अभी तक कुछ नहीं हुआ है।

DR. RAM SUBHAG SINGH : आप के वायदा को भी देखेंगे। Then, there will be one additional coach to run three times a week between Bombay and Cochin one additional sleeper coach between Madras and Waltair on five days in the week; increase in the frequency of some trains. Many trains are being speeded up and the chief among them are the Black Diamond Express, the Ranchi Express, Bombay-Howrah Express, weekly AC Expresses, Howrah-Madras Express and the Howrah-Delhi Express.

Some Bombay/Madras-Delhi/New Delhi trains have been decelerated to increase the time for halts and improve running.

I am quite conscious of the points raised by Mr. Ruthnaswamy, who is respected Member of the House. He spoke about the Convention Committee's dividend and the Reserve Fund. All these are very relevant points, but as the House knows we are being governed at the moment by the decisions or recommendations of the Convention Committee. The Committee consists of Members of Parliament. I will bear in mind the suggestions and I again repeat that they are very pertinent suggestions. I will find out how best to implement the suggestions. It is not in the form of a promise, but I am going to implement. As it is we are governed by the parliamentary Convention Committee. Those ideas appealed to me

and I will try to see what benefit the Railway can get from the suggestions of Ruthnaswamiji.

Shri Man Singh Varma is not here, but I was very pleased to hear that he undertook some trips *incognito*, as he put it, when he was the Transport Minister. I do not want to dramatise anything, because we come from a stock.

SHRI PITAMBER DAS : He could conceal his identity, but it is not possible for you to do that. He was less well known.

DR. RAM SUBHAG SINGH : That is also true, but I will bear in mind his idea. It would be our endeavour. I do accept that if we sell a ticket, we must also provide seat to the ticket-holder. Ruthnaswamiji spoke about amenities and also about uniforms for porters, etc. This is also a very good idea and we will try, I read out the provision which we want to make during the Plan period, but our endeavour will be to increase and I will try to introduce blue or any coloured uniform for the bearers etc., because it is a fact that the white uniform becomes dirty very soon.

Shri Man Singh Varma said that Railways in other countries were giving better financial results, and as such there was no reason why Indian Railways should not be likewise. I have great respect for him, and if he cares to go into the operating ratio, which is the ratio of working expenses to earnings, that is one of the overall indices for judging the financial position of any railway system. I would like to give the ratio of some Railways:

British Railways . . . .	117
French Railways . . . .	105.5
German Federal Railway . . . .	112.6
Canadian National Railway . . . .	101.9
Canadian Pacific Railway . . . .	92.8
Japanese Railways . . . .	119.4
U. S. Class I Railways . . . .	79.1
Indian Railways . . . .	82.6

Comparatively it is not bad though of course the U.S. Railways have got a lesser figure of 79 compared to ours of 82, they carry freight. They do carry passenger also. After payment of interest on dividend charges, British Railways suffered a loss of Rs. 242 crores in 1966; French Railways suffered a loss of Rs. 236 crores

in 1966; German Federal Railways suffered a loss of Rs. 207 crores in 1966; for Canadian National Railways the loss was Rs. 49 crores in 1966; as I said, the U.S. Railways did get some profit of Rs. 507 crores. Compared to 3.7 per cent of the Indian Railways their percentage return on capital is 4, which is higher than ours. But the expectation of profit in the coming year enables us to say that our percentage is also going to increase. It might be about 5 per cent during the coming year. Therefore, we should not lose heart as Shri Man Singh Varma did while speaking on the Budget.

Shri S. D. Misra referred to the safety fund. We do give money to the State Governments. They do not utilise it. Our endeavour will be to impress upon them to utilise that fund. He mentioned some of the crossings where he wanted an overbridge or underbridge. I will get them examined.

Shri Mulka Govinda Reddy spoke about Mysore zone. Though of course I have every sympathy for him and for Mysore, I am sorry it will not be possible to get that done at the moment because the Southern Railways itself was bifurcated only recently and with a portion of the Central Railway the South Central Zone has been created. You are also familiar with that, but I am sorry it will not be possible at present.

Then some Members spoke about the staff. I had said there in the Lok Sabha while replying to this budget debate that there will not be any victimisation of railway employees. I do not want to go more into that point at the moment, but the House just heard the statement made by the Minister of State of Home Affairs, and we will be covered by that. But our attitude will be as sympathetic as possible. Some Members also expressed apprehension about retrenchment in Railways. The number of staff employed on Indian Railways was 3,144 per million train km. in 1950-51; this has come down by over 9 per cent to 2,881 in 1967-68. It has come down due to the introduction of so many new and improved devices, and we are going to introduce all the modern techniques on our Railways. At the same time we are not going to retrench any staff. We might get them trained in that art so that their family may not suffer because this is no mercy but it is the duty of any welfare Govern-

ment and we are bound by that duty. In terms of comparison also Indian Railways compare favourably.

Shri Kota Punnaiah mentioned about conversion of the Hyderabad-Bangalore Section into broad gauge, and we have ordered an engineering survey. The question of connection Guntakal and Bangalore by broad gauge will be considered after the surveys are completed and the results thereof are known. He also mentioned about the Kazipet-Nagarjunasagar-Ongole line. Engineering and traffic surveys have been undertaken with a view to finding out the traffic justification and financial viability of conversion of the Guntur-Macherla section from metre gauge to broad gauge, along with a new line from Nadikude to Secunderabad. A decision regarding this conversion/construction can be taken only after the surveys are completed and the results thereof known.

Shri Ruthnaswamy pointed out in regard to taking up certain area, and I am fully familiar with that area. That is a very good and productive area but it is linked with Madurai at the moment and we will find out what to do in that regard. Though of course I do not make any promise, we are going to improve our system in that area.

Shir Balachandra Menon said something about running duty hours, and two or three Members stressed the point of the needs of the Kerala State of our country. Though of course the Kerala trains are being improved almost every year, they are not being improved in proportion to the needs of Kerala. That is a fact because that is such a densely populated area that in Third Class coaches it is really very difficult to travel.

SHRI B. V. ABDULLAH KOYA : In Kerala very often people are purchasing First Class tickets for going in Third Class.

DR. RAM SUBHAG SINGH : Then the Third Class is quite safe there.

SHRI B. V. ABDULLA KOYA : They will have to take the trouble of getting refund vouchers. I myself had complained about it.

DR. RAM SUBHAG SINGH : I have travelled in Kerala also. Therefore, I said the difficulty is genuine. Of course I am not mentioning the names of members



[Dr. Ram Subhag Singh]

who made out their points, but I will get them examined. Just now those points were made and I am not in a position to give an assurance straightway, but I will get those ideas examined and then communicate to you, but my efforts will be to meet your demand.

Turning to the point of Mr. Balachandra Menon that the running duty hours should be curtailed, according to the Hours of Employment Regulations their duties will be curtailed to 12 hours. The running duty of the running staff should not ordinarily exceed 10 hours and they should be relieved at the end of 12 hours if they give two hours' notice. In this connection there was some negotiation and though every point of view has not been met, we do not 4 P.M. want to be harsh on our employees and we will be sympathetic. Shri Thengari mentioned about the various sections of our Railway employees. He is himself a railway employee leader and he is conversant with the situation. He has said that the benefits of merger of a portion of dearness allowance with pay are only nominal and the staff have been put to hardship. The demand for merger has been persistently voiced by all sections of organised labour, and it is really surprising to hear that such a persistent demand was voiced in favour of a nominal benefit. Actually, the merger has resulted in substantial increases in Provident Fund and pensionary benefits as the pay of an employee reckoned for purposes of these retirement benefits has increased from Rs. 47 to Rs. 120. In respect of special contribution to Provident Fund or retirement gratuity, this can result in additional lump sum of anything between Rs. 500 and Rs. 1,800. A significant number of the employees would get higher rates of travelling allowance, higher rates of house rent allowance and compensatory allowance and soon. There are, of course, a few marginal cases where the benefits would not be felt, but they are certainly few in number. But we will pay due attention to that also.

He also pointed out about the Vigilance Officers on the Zonal Railways and said that they should be taken from other Railway Zones and not from the same Zone. But even now this is the practice. Of course, it might have overlapped in some Zones, but the practice is to select really good officers in that Vigilance Division. Sharmaji mentioned about the Vigilance Division and said that a Com-

mittee should go into it. But I do not think there is need for a Committee to go into the functioning of the Vigilance Division because this is a new organisation, a New set-up which came into existence a few years back. And let us watch the performance of the Division, and I hope they are doing good work.

Shri Thengari mentioned about the scope of reduction of Class I posts like Vigilance Officers and so on and so forth. We will consider the points in respect of this. He said also about the stagnation of Class III staff. I may state that the question of affording suitable relief to staff who may have reached the maximum of their pay-scale will be considered, not only in respect of Class I officers, but also Class II, Class III and Class IV—all. But we are against this extension—nobody should be given any extension.

Shri Arjun Arora mentioned about the Miabhoy Tribunal and said that the points raised by the All India Railwaymen's Federation, AIRF, should also be gone into by that Tribunal. I am not opposed to his idea because he is a very senior trade-unionist. But the difficulty is this. As the rules stand, I am bound by them. I will consider how best to implement it. But according to the rules, they cannot be referred because whichever be the recognised union, their demands are referred to that Commission. Under the permanent Negotiating Machinery, a Tribunal can be invoked only to settle unresolvable disputes relating to labour between the Railway Board and a recognised labour federation, and this comes in our way. Otherwise, I have no inhibition.

Lala Jagat Narain said about the Ferozpur fruit merchant's difficulty, about the fruits that come there and that to go from there to Delhi and other parts. That is also a very legitimate demand and I will ask our Northern Railways to meet the demand of the fruit merchants.

Sharmaji referred to the recommendation of the Estimates Committee on Railway Electrification that there should be no retrenchment but only redeployment in other categories in the Railway cadres. The recommendations of the Estimates Committee have been received and the same are under consideration. We have high regard for our Committee, they are a

Parliamentary Committee, and any suggestion that is given by a Parliamentary Committee will receive our best attention.

About the catering contract, Man Singhji said that it happened in 1961. My esteemed colleague, Shri Chaturvedi, has nothing to do with that and I want to say on the floor of the House that merit alone will be given consideration on the Railways; no telephones, no pressure from any quarter, even from the Members.

Shrimati Sarla Bhadauria wanted the opening of a flag station between Babatpur and Khalispur stations. There is a dispute about the name, whether it should be Pindra Road or Pindra. It lies within Pindra village. But we are straightway having a flag station. But the name will be discussed with the U.P. Government because names are selected on the recommendation of the State Government and with the approval of the Home Ministry.

Shri Sham Dhar Mishra referred to the foreign exchange. But we require only a very little of foreign exchange of about 25 per cent of the total cost including Rs. 1.86 lakhs for components bought from HEL for our Banaras Diesel locomotive. And by and by, it will become all indigenous. And our production unit at Banaras, the Diesel Locomotive Factory, as you know, Madam, is one of the best in Asia. I said about it in my Budget Speech and gave figures also of Perambur, Banaras and Chittaranjan, and they are working very satisfactorily.

Our RDSO, the Research, Designs and Standards Organisation, which is at Lucknow, that is also one of the best Research institutes and this is going to be the nerve-centre or brain of our Railways, and we will encourage that as fully as possible.

Shrimati Sarla Bhadauria mentioned about the death of one Shri Rajinder Singh at Makhanpur station. It is a fact that that person died. But how he died, that is under inquiry. A case has been filed. So I do not want to say anything. Nor can I say that we can go into the matter because the court will go into it.

Shri B. N. Panda said about Orissa. He said that Orissa is being treated as a second-class State. That is for from our idea. The Railways have regard for Orissa

not only as a State but also because the South Eastern Railway is the Railway which fetches the biggest profit and it traverses through Orissa. And nobody can treat Orissa as a second-class State. Shri Panda is not here just at the moment. How can we afford to treat Orissa like that? We are introducing all the best devices there in Orissa. Shri Bhupesh Gupta will go against shifting the Zonal headquarters from Calcutta to Orissa which Shri Panda wanted. I do not know whether we can do that. Shri Bhupesh Gupta is not listening, very fortunately. But we will improve the status of Khurda. Chakradharpur is another, which is not in Orissa, it is in Bihar. But Khurda will not be a second-class Division.

He spoke about the retiring rooms. As you know, Madam, the retiring rooms are furnished differently at different places and despite the fact that we want to introduce uniformity, it is not possible straightway to do that.

Shrimati Chaturvedi hailing from the Bundelkhand area.

**SHRI BHUPESH GUPTA (West Bengal):** You are going at the speed of the Rajdhani Express. That should stop at least.

**DR. RAM SUBHAG SINGH :** If you want, I will stop it at Howrah.

Shrimati Chaturvedi's speech was excellent. I was here and the points that she made were so pertinent that it is very difficult to ignore any one of them. But she knows the immense difficulties that are in our way. We are going to introduce because there is only one first class bogie. She said that previously there was a first and third class bogie from Jhansi onwards. But now she will get first and third class combined and not first class only. Some of her other points will be considered sympathetically.

**SHRI BHUPESH GUPTA :** What about the Circular railway for Calcutta?

**DR. RAM SUBHAG SINGH :** We are having a survey.

**श्रीमती विद्यावती चतुर्वेदी (मध्य प्रदेश) :**  
मैंने, दिल्ली से झांसी होती हुई एक्सप्रेस के लिये मैंने कहा था, उसके लिये सन् 1966 ई० में प्राविजन किया था लेकिन अभी तक वह नहीं हुई, उसके बारे में कृपा कर के बतायें।

डा० राम सुभग सिंह : आपकी सारी बातों को अलग से एजामिन करा के बताऊंगा . . .

श्रीमती विद्यावती चतुर्वेदी : धन्यवाद ।

डा० राम सुभग सिंह : और ऐसी अच्छी तरह से बताऊंगा कि आपको असंतोष नहीं रहेगा, भले ही वह काम पूरा हो या नहीं हो । About the circular railway, Madam, Calcutta is the capital of the entire eastern India and Barboraji rightly pointed out that the case of that region must not be ignored because the entire economy of Orissa, Bihar, Assam, Tripura, Manipur and West Bengal depends on the prosperity of Calcutta. So we would not do anything which is not in the fitness of the personality of Calcutta. We have initiated a survey and we want to expedite the whole thing. But as Bhupesh Guptaji is familiar with our system, everything will have to undergo a process of scrutiny by the Planning Commission and approval will ultimately come.

SHRI BHUPESH GUPTA : Planning Commission?

DR. RAM SUBHAG SINGH : They have approved and we are going in for it. But we will be in a position to expedite after receiving the final report. But we are going to do that. It is not only for Calcutta but in my main Budget Speech I said that we will cover the metropolitan cities of Calcutta, Bombay, Delhi and Madras. All these things will be gone into and gone into expeditiously.

SHRI BHUPESH GUPTA : Any idea of time?

DR. RAM SUBHAG SINGH : We will discuss it later. I am not a jyotishi as Dr. Antani put it because jyotishis go wrong.

Then, Shri Man Singh pointed out about revision of luggage rates. This is naturally irritating and more irritating to those who have not carefully read the Railway Act. The Railway Act authorises the Railway Board and the P. & T. Board is authorised by the P. & T. Act.

DR. B. N. ANTANI : Shall I put you on the straight line if I request you to tell me something about extending the broad gauge from Gandhidham to Bhuj and,

secondly, to minimise the halt of passengers from Kutch to Delhi which is presently 11 hours?

DR. RAM SUBHAG SINGH : I am coming to that because I have more facilities, Madam, for the Kutch area. I have not less concern for Gujarat than any body else.

DR. B. N. ANTANI : Thank you.

DR. RAM SUBHAG SINGH : Bhuj is connected to Delhi is a way by metre gauge and Gandhidham is connected by broad gauge.

Mominji pointed out about extending passenger train facility from Dharangadhara to Viramgam. I will get that done quickly in a period of about a few months, I am not making any promise. Of course my heart is always with him.

AN HON. MEMBER : What is the test?

DR. RAM SUBHAG SINGH : You would not be able to stand that test because our entire economy is controlled by that area. We wanted something else in Gujarat. But the Gujarat Members, including Dr. Antani, have accepted the *fait accompli*. Therefore, subject to that I say that I am for Bhuj even more than Dr. Antani. Had there been no common link between Delhi and Bhuj, I would have straightway said "Join Gandhidham with Bhuj. Put Gandhidham and Bhuj on broad gauge link." But there is a direct link from Bhuj to Delhi. And, therefore, I am not making any promise. But I will have it examined carefully.

Regarding the suggestion of Bhandariji, about the provision of radio telephone we are examining how to introduce the telephone system.

श्री सुन्दर सिंह भंडारी : जो फ्री लगेज के ऊपर फ्रेट बढ़ाया है उसके बारे में बतायें ।

डा० राम सुभग सिंह : फ्री लगेज का है क्या, मगर मैं हाउस को बताता हूँ, जरा ठहरिये । उसके लिये राइट है कि बढ़ायें और जब हमारा जन्म भी मिनिस्ट्री में नहीं था तब यह हुआ लेकिन मैं मानता हूँ कि वह जायज काम किया क्योंकि वहाँ बढ़ाने का अधिकार सेक्शन 29 और सेक्शन 42 के अन्दर है । मैं चाहता हूँ कि

हर मेम्बर, हर इंडियन सिटीजन, हर गवर्नमेंट अपने राइट का उपयोग करे, यह नहीं कि जहा काम करने की बात आये वहा कापने लगे इन्-शियेटिव लेने मे । तो रेलवे बोर्ड ने जो किया- है वह ठीक है । और गरीबो की तो उसने भलाई की है कि हर पैसेजर को, थर्ड क्लास के पैसेजर को और एयरकंडिशनड क्लास के पैसेजर को, एक सतह पर ला दिया है । यह नहीं है कि भंडारी जी अगर फर्स्ट क्लास मे चले तो इनको ज्यादा लगेज ले जाना पड़े और मैं चलू थर्ड क्लास में तो मुझको कम ।

**श्री सुन्दर सिंह भंडारी :** भीम क्लब के मेम्बरो से लगज सरचार्ज लेगे या नहीं ।

**डा० राम सुभग सिंह :** बनाता हू । हम लोग एक तनखाह लेते हैं...

**श्री महावीर प्रसाद भार्गव (उत्तर प्रदेश) :** उनके लिये तो दरवाजों को चौड़ा करने की बात है ।

**डा० राम सुभग सिंह :** आपकी तो बराबर कृपा रही है । जितने हाउस के सदस्य हैं सब को बराबर तनखाह मिलती है, बराबर डी०ए० मिलता है तो इन लोगो के ऊपर सरचार्ज होना चाहिए कि खाते हैं कम और तनखाह लेते हैं पूरी और घटते जाते हैं रोज ।

तो उन्होंने फर्स्ट क्लास, सेकंड क्लास, थर्ड क्लास और एयरकंडिशनड क्लास सब को एक सतह पर ला दिया है कि 10 किलोग्राम...

**श्री ए० जी० कुलकर्णी (महाराष्ट्र) :** भीम क्लब के मेम्बर को आप लगेज नहीं मानेंगे न !

**डा० राम सुभग सिंह :** नहीं तो, उसको और बड़ा बनावेगे ।

**श्री महावीर प्रसाद भार्गव :** नहीं, नहीं । मरने के बाद लगेज बनेगा ।

**डा० राम सुभग सिंह :** ...तो सब के लिये वह 10 किलोग्राम हो गया । जिसको अधिकार था 25 किलोग्राम ले जाने का वहा वह 35 किलोग्राम ले जा सकता है । थर्ड क्लास वाले के लिये वही है, फर्स्ट क्लास वाले के लिये वही है और

एयरकंडिशनड क्लास वाले के लिये भी वही 10 किलोग्राम है, तो हम लोगों ने कुछ हद तक एक युनिफार्मिटी इंट्रोड्यूज कर दी ।

अब दिक्कत यह होती थी, हमारे कोई एक मेम्बर है उनकी चिट्ठी मिली है कि वह अपने बैडिंग मे ले जा रहे थे बैटरी, वह भारी थी और वह पकड़ लिये गये । तो अब मैं उनके लिये क्या करू । उनसे चार्ज लेना चाहिये । उन्होंने कहा कि ऐसा नहीं था । तो मुसीबत यह आती है कि बैडिंग मे अनेक सामान आता है । माइज तो छोटा होता है । मेम्बर लोग कम खाते हैं और इस वजह से इनका साइज कम होने लगा है, लेकिन बैडिंग ले जाते हैं इतना बड़ा । पहले जाड़े मे एक आदमी चादर ओढ़ता था और अब अनेक रजाईया होती हैं, और डिब्बों मे इतनी भीड़ होती है कि मुसीबत हो जाती है किसी पैसेजर को चलने मे और खास कर के राजस्थान मे मीटर गेज मे चले तो और मुसीबत हो जाती है । इसलिये उसको लगाया गया ।

और लगेज से कुल आमदनी 3 करोड़ थी तो बहुत बड़े भी तो मुश्किल से 30 लाख बढ़ सकती है, वह भी कोई जरूरी नहीं है । तो उन सब ने जो कुछ फैसला किया है वह मेरी समझ से बिल्कुल उचित फैसला है ।

अब, रेडियो टेलीफोन के बारे में कहा गया श्री कुलकर्णी ने कहा कि पूना मे, महाराष्ट्र में और बम्बई मे हो । एक टेलीफोन सिस्टम हम वहां डेकन क्वीन मे लाने की कोशिश करेंगे कि जल्दी से जल्दी लग जाय ।

Sharmaji pointed out about the telecommunication system on the Railways. He said that P. & T. system is run nicely. I take pride in that. But those who come from Bombay and Calcutta, as you do, Madam, know that that is also very frequently disrupted. It is not a fact that one is better run than the other. We do want that the Railways should themselves operate and run these lines. Therefore, I do not accept this suggestion that it should be handed over to the P. & T.

Regarding centralised traffic control, Mr. Anandan—he is not here—pointed out about import of equipment. We have

[Dr. Ram Subhag Singh] every sympathy with his proposal but it is not possible to import so many equipments. On the other side, it is not the only system which can increase our capacity. Doubling and other systems are there. But we will strike a balance.

Dr. Antani mentioned about Guards. In the Railways, trade union activity had developed over the years into two composite unions with two federations at the apex, of which the All India Railwaymen's Federation and its affiliates on six railway systems have been de-recognised. Composite unions have been able to negotiate matters relating to all categories of Railway staff and such an arrangement seems to have met the requirements of Labour-Management relations over all these years. Fragmentation of trade unions is not a desirable feature. Therefore, I express my difficulty, but I will discuss this matter again with him, and try to accommodate his viewpoint.

Shri Arjun Arora pointed out about the Lucknow-Kanpur train, about union matters and about the Miabhoy Commission. I will expedite this because it looks on the face of it very irritating that a train should take 5 hours or whatever the period to reach Lucknow from Kanpur. We shall expedite it. It is our duty, and I will always be guided by the hon. Member's advice because he knows that area very thoroughly. He also mentioned about the running room facilities and said the employees were not getting these facilities. Now the running room facilities are primarily meant for the Running Staff. However, TTEs who are not Running Staff, are allowed to avail of running room facilities, if available, after meeting the requirements of the Running Staff. Wherever accommodation in the existing running rooms is not adequate, the Northern Railway are providing separate rest room facilities in a phased programme. Till then temporary arrangements for their rest have been made. But whatever be the difficulty I will consult him and see how best to remove that difficulty.

Shri Momin said about winter uniforms. It has been decided that the entire question of supply of uniforms should be reviewed by a departmental committee and so this committee will go into that matter. There are many more points, Madam, but I am looking at the clock; there are only 10 minutes more.

SHRI BHUPESH GUPTA : I think you have arrived at Howrah by now.

DR. RAM SUBHAG SINGH : Yes, but I do not want to be in Howrah to face your riots.

SHRI A. G. KULKARNI : Howrah was touched upon long back.

DR. RAM SUBHAG SINGH : Then electrification of Mysore-Bangalore and Bangalore-Madras lines was referred to. Cheap power is certainly one of the most important deciding factors, but it is not the sole factor. There are so many other things. Some equipment will have to be imported. Therefore, it is not at the moment possible, but we will examine what to do.

SHRI AKBAR ALI KHAN (Andhra Pradesh) : What about certain lines in Andhra Pradesh ?

DR. RAM SUBHAG SINGH : I have already given the details—Macherla and other places; there is not much time for me, but we will give sympathetic consideration.

Then with regard to Mr. Appan's point, I will discuss it with him. He has mentioned the case of an official from Madras and I assure him that after my discussion with him and after I show him all the facts—they may be good or bad—I will satisfy him that not a single Scheduled Caste or Scheduled Tribe official is put to any disadvantage, and that whatever be the percentage of reservation, they get a little more than that. I will instruct all the Railway Service Commissions that they should consider their cases as sympathetically as is possible for them to do under the existing rules.

Shri Arjun Arora mentioned about the Loco Shed Foremen and Supervisors, demand that Factories Act should be applied to them. Loco Running Sheds were statutorily excluded from the scope of the Factories Act, 1948 on the basis of the recommendations made by Mr. Justice Rajadhyaksha in 1947 so as to bring uniformity in the working hours, etc., of all Loco Shed staff. The supervisory staff, including Foremen of Loco Sheds, are excluded from the duty hours and overtime provisions of the Hours of Employment Regulations or departmental orders as applicable to the other supervisory shed staff in accordance with the recommendations of Mr. Justice Rajadhyaksha

because they have to perform supervisory nature of duties. Accordingly, the supervisory staff of Loco Sheds cannot be brought under the scope of the Factories Act. Incidentally, even under the Factories Act the supervisory staff of factories covered by that Act are statutorily excluded from the benefits of the duty hours and overtime provisions as applicable to other factory workers.

Mr. Menon, Madam, pointed out that these clerks and students should not be given this checking authority, and the clerks should not be given overtime for this purpose. I realise and sympathise with his view and I will examine it.

I have already said about the Railway Board. This is an institution which should be encouraged because we have Secretaries in all the departments and previously the Chairman of the Railway Board used to occupy the highest position in the Government of India. I do not want to minimise the prestige and acumen of other Secretaries, but if any hon. Member watches their performance, he will be satisfied that they are officers who not only possess technical knowledge, but also possess every type of secretariat qualification. And I say here without fear or apprehension of being contradicted that they can fulfil any post, even the highest post, with distinction.

Then, several Members referred to the unpunctual running of trains. I readily admit that; and so far as the factors within the control of the Railways are concerned, every possible effort will continue to be made to improve punctual running of passenger trains. As I pointed earlier, and as was suggested by Mr. Ruthnaswamy, passenger amenities will be our main care. But these efforts are, however, being increasingly bedevilled by anti-social activities. For example, during the second half of 1968, there were 1,09,750 cases of alarm-chain pulling on the Indian Railways. These showed an increase of 35 per cent over the corresponding figure of 1967. Punctual running of trains also depends on the operation of control circuits which unfortunately remain inoperative for hours together on account of copper wire thefts or other types of interference with telecommunications. For instance, in the three months from October to December 1968, the control circuit hours lost were 8,574 on Eastern Railways and 5,366 on South Eastern Railways. On these Railways such failures increased by 95 per cent and 105 per cent respectively over the figures of the corresponding period of 1967. In

other areas also, Madam, you know what the difficulties we have to encounter are. For anybody who has got any grievance against the Government, we are the first target of attack. I assure the hon. Members that the suggestions that they have given are most welcome. Their criticisms are all the more welcome because we want to benefit by those criticisms. I assure the House that we will see that the passengers who enter the railway precincts feel that they have reached a safer place. Of course, dacoity, molestation, etc., have increased in certain areas, more particularly in the Barauni area and in certain U. P. areas. Our effort will be to eliminate them with our own forces plus the cooperation of the State Governments. We will be approaching the Chief Ministers to help us as much as possible because not only the railways, but the entire country suffers due to such unsocial activities. Our effort will also be similarly to protect the interest of our goods because anybody who books any goods with the railways, he should feel confident that his goods will reach their destination safely.

Madam, I hope I have covered all the points, but as I have said the points which I have not answered, I will surely get them examined and have the replies communicated.

DR. (MRS.) MANGLADEVI TALWAR (Rajasthan) : May I have just one clarification? It is about the colour of the uniform for the waiters.

THE DEPUTY CHAIRMAN : That he has replied. You were not here.

DR. (MRS.) MANGLADEVI TALWAR : No no, I have heard the Minister. Dark blue colour as has been suggested by Shri Ruthnaswamy.

THE DEPUTY CHAIRMAN : What do you want?

DR. (MRS.) MANGLADEVI TALWAR : I think it will not be a good colour.

THE DEPUTY CHAIRMAN : Anyway, it is a minor thing. I may also suggest some other colour.

DR. (MRS.) MANGLADEVI TALWAR : It is a small point. But from the point of view of smartness and clean look of the waiters.

THE DEPUTY CHAIRMAN : How can you make them look smart? What colour do you suggest?

DR. (MRS.) MANGLADEVI TALWAR : I would suggest instead of white, light grey for the uniform of the waiters.

THE DEPUTY CHAIRMAN: I would suggest navy grey, something like his waist coat.

DR. RAM SUBHAG SINGH: Let it be like that.

#### SHORT DURATION DISCUSSION (UNDER RULE 176 RE THE CONSTITUTIONAL POSITION IN RELATION TO PROROGATION OF THE MADHYA PRADESH LEGISLATIVE ASSEMBLY BY THE GOVERNOR ON MARCH 12, 1969)

THE DEPUTY CHAIRMAN: I have got ten names on the list and three more have come now. I think each Member should take not more than 7 to 10 minutes.

श्री पीताम्बर दास (उत्तर प्रदेश) : उपसभापति महोदया, मैं मध्य प्रदेश के राज्यपाल द्वारा वहां की विधान सभा का सत्रावसान कर दिये जाने से उत्पन्न वैधानिक स्थिति के संबंध में अल्पकालिक चर्चा करना चाहता हूं।

जहां तक वहां की घटनाओं का संबंध है, मैं उसके व्योरे में जाना नहीं चाहता, केवल उन घटनाओं के जो महत्वपूर्ण पहलू हैं, वह सदन के सामने रख देना चाहता हूं। श्री गोविन्द नारायण सिंह जी ने जब त्याग-पत्र दिया था तो उस त्याग पत्र में उन्होंने दो बातें लिखीं। एक तो यह सूचना दे दी कि संविद का विधान सभा में निश्चित बहुमत है। दूसरी उन्होंने यहां सूचना दी कि संविद की सामान्य सभा की बैठक में यह निश्चय किया गया है कि राजा नरेश चन्द्र को दल का नेता निर्वाचित किया गया है, उन्होंने यह सिफारिश की कि अब राजा नरेश चन्द्र सिंह जी को आमंत्रित करके मुख्य मंत्री पद की शपथ दिलाने की कृपा करें जिससे कल विधान सभा का सत्र प्रारम्भ होने से पूर्व उनका शपथ ग्रहण हो सके।

राज्यपाल महोदय ने 2 आपत्तियां इस पर कीं। एक तो उन्होंने यह कहा कि राजा नरेश चन्द्र सिंह की स्वीकृति हमको चाहिये और दूसरे उन्होंने यह कहा कि जो संविद की सामान्य सभा हुई थी, उसकी कार्यवाही चाहिये। राज्यपाल को तुरन्त राजा नरेश चन्द्र जी की लिखित स्वीकृति दे दी गई और महारानी ग्वालियर ने उन को संविद की सामान्य बैठक की कार्यवाही भी भेज दी। लेकिन फिर भी राज्यपाल ने राजा नरेश चन्द्र सिंह को दो दिन तक शपथ नहीं दिलाई और उन्होंने विधान सभा का सत्रावसान कर दिया हालांकि वह बजट सेशन था। राज्यपाल का कहना था कि वे परिस्थिति का आंकलन कर रहे हैं। मुझे इस संबंध में यह निवेदन करना है कि परिस्थिति के आंकलन का सवाल राज्यपाल के लिए उत्पन्न नहीं होता। अगर बहुमत या अल्पमत का प्रश्न है तो वह सदन में तय हो सकता है, राजभवन में तय नहीं हो सकता।

सत्रावसान करने के संबंध में उन्होंने यह कहा कि श्री गोविन्द नारायण सिंह जी ने यह सिफारिश की थी कि सत्रावसान कर दिया जाय। मैं निवेदन करना चाहता हूं कि 10 तारीख को जो त्यागपत्र दिया गया उसमें जो सिफारिश की गई थी। उसके यह शब्द थे 'मेरा निवेदन यह है' और 12 तारीख का जो पत्र था, जिसके संबंध में राज्यपाल कहते हैं कि प्रारोह की सिफारिश है, उसमें भी यही शब्द हैं 'मेरा निवेदन यह है'। दोनों पत्रों में, 'निवेदन' शब्द हैं। 10 तारीख के पत्र में यह सिफारिश है कि राजा नरेश चन्द्र जी को शपथ दिलाई जाय, लेकिन राज्यपाल ने इसे स्वीकार नहीं किया। लेकिन 12 तारीख के पत्र के बारे में वे यह कहते हैं कि मैंने सत्रावसान इसलिए कर दिया क्योंकि श्री गोविन्द नारायण सिंह जी ने सिफारिश की थी। मैं इस संबंध में यह बतलाना चाहता हूं कि जिस समय श्री गोविन्द नारायण सिंह जी रैगुलर चीफ मिनिस्टर थे, उस समय उनकी सिफारिश यह थी कि शपथ दिलाई जाय और अगले दिन की अपनी प्रेस कान्फ्रेंस में उन्होंने कहा कि मेरी इस सिफारिश में वही फोर्स होना चाहिये जो एडवाइस में