

Ministry, and Mr. Bhagat had to bear the brunt of the mistakes of all these people. Therefore, it is a very serious matter. We want to be friends with the African nations, and we do not want to say anything which would go to injure that great man, Mr. Jomo Kenyatta, who has suffered more than many of us in this hall had suffered. Thank you.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : We go back to the debate.

श्री राजनारायण : श्रीमान्, एक एक्स-प्लेनशन के लिये आपने कहा था . . .

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : No, please. You should have been here at 2.30. It cannot happen that any hon. Member walks in this House and has his say. We have had it for 1 hour and 25 minutes.

श्री राजनारायण : हमारा यह कहना है कि मंत्री महोदय ने यह कहा कि भारत का अपमान हुआ, मगर उसको उस रूप में नहीं लेना चाहिये, तो किस रूप में लेना चाहिये . . .

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) : श्रीमान् जी, बैठिये ।

I. THE APPROPRIATION (RAILWAYS) BILL, 1968 AND II. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1968—contd.

SHRI N. PATRA (Orissa) : Mr. Vice-Chairman, I rise to support the

Railway appropriation demands. It is heartening that the Indian Railways have developed their sway over a route kilometrage of 58,465, track kilometrage of 68,884, operation control on 11,600 locomotives and are in the possession of 33,100 coaching vehicles and 3,75,000 goods wagons. More than 60 lakhs of passengers travel daily and 5,52,000 tonnes of goods are booked every day. There are about 7,000 railway stations scattered throughout the length and breadth of the country. In such a situation to expect some accidents it is not strange. Accidents are not confined only to Indian Railways. I want to substantiate my point that it is not confined only to Indian Railways. I wish to point out how it compares with other Railways.

Excepting the Italian State Railways, French National Railways and the German Federal Railway, excepting these three railway systems, in the other railway systems, that is, Swedish State Railways, Belgian National Railways, Norwegian State Railways, Danish State Railways, Canadian Pacific Railways, Japanese National Railways, Finnish State Railways, Canadian National Railway, Yugoslav Railways, Portuguese Railways and South African Railways, the incidence of collisions and derailments per million train kilometres is more than 3.4. Ours is 2.4. Excepting those three Railways in the other Railways it is very much more. In the South African Railways it is 58.47. In the Portuguese Railways it is 5.85. In the Canadian National Railway, which is in a better position, better managed, it is even 4.60. Even in Yugoslav Railways it is 5.80. Therefore, if the opposition Members take the Ministry to task and in a lighter vein ask not only the Railway Minister but the whole of the Cabinet Ministers to resign on this issue, it is nothing but childish.

SHRIS. S. MARISWAMY (Madras) : If it were so, then our Finance Minister and Prime Minister and others should have resigned on the question of devaluation. What happened?

SHRI N. PATRA : Then you should have kept quiet without raising that point. When you know that, you should have kept quiet. Why are you raising it?

In this connection on Saturday I said sabotage is also responsible for all this state of affairs. The Communist Member, Shri Kumaran, wanted to pooh-pooh me saying that this is too cheap an accusation. Then he said that I have been repeating this *ad nauseam*, and people do not believe it. But I shall point out how these wreckages and sabotage are responsible for the great disasters. About train wreckages, it was 6 in 1964-65; in 1965-66 it was 7, in 1966-67 it is 10. What was the damage caused? I want to point out that to you Sir, by comparing from this book. At page 10 of the "Review of Accidents on Indian Government Railways" for 1966-67, it is said: "It may also be mentioned that in the 189 persons killed and 765 injured in the accidents which were enquired into by the Commission of Railway Safety during 1966-67 are included 48 persons killed and 222 injured in the 4 cases of train wrecking by tampering with the track etc."

[THE DEPUTY CHAIRMAN in the Chair]

Therefore, those casualties were due to sabotage. Its effect is more than 25 per cent, both in deaths and injured persons which were caused by wrecking. How do they lightly say that it is very cheap and nobody believes in this and it is repeated *ad nauseam*? I come to another point about my State.

4 P.M.

THE DEPUTY CHAIRMAN : Just one minute more.

SHRI N. PATRA : Mr. Rajnarain interrupted me. What can I do? Therefore some time must be given.

About a person coming from Orissa or going there from Delhi, our demand was for a separate railway train. You are having separate trains from Delhi going to all the State headquarters. You are having a train to Bangalore, a train to Bombay, a train to Madras and to all the State headquarters. But when we demanded a special train, a separate train, you said that it was not possible at present. You have only given us a bogie attached to the Assam Mail here. It does not go directly. That Assam Mail takes the bogie, leaves it at some distance, at Mughal Sarai; from Mughal Sarai it is attached to another train and goes up to Asansol from where it is attached to another passenger train upto Kharagpur and then it is attached to the Puri-Hyderabad Express. Even in this there is no sleeping accommodation. People have to go thousands of miles by sitting tight. It is meant for people coming from Orissa to Delhi and going from here to Orissa. The Oriya people are generally a mild-natured people. But they cannot stand the insult. On route there is great rush. Therefore, I would draw the attention of the Minister to this and request him to make sleeping arrangements. When he has raised the sleeping accommodation fee to Rs. 5, why should he not make some arrangements for sleeping in this bogie.

Our demand was to have a local train, from Balasore to Palasa to cater to the needs of the travelling public of Orissa. Now, you have done something. A passenger train goes from Khurda Road to Waltair. Now there is a proposal that it should be divided into two sections, from Palasa to Waltair and from Waltair to Khurda Road. Why not extend it to Bhubaneswar and start another train from

Balasore up to Bhubaneswar to cater to the needs of the people so that they can have swift communication?

Another demand is about the Brajarajnagar Station. It is an important station. There is the Orient Paper Mills. But godown accommodation is lacking. One has to place his goods on the platform. Protection of papers is difficult; they are lying on the platform. And when it is raining, it is sure to be damaged. Therefore, I would draw the attention of the Minister to see that proper godown facilities are created at that place.

SHRI NIREN GHOSH (West Bengal): Madam Deputy Chairman, first of all, I would like to say something about the accounts clerks. Where has the Minister gone?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): I am here.

THE DEPUTY CHAIRMAN: I am keeping a watch.

SHRI NIREN GHOSH: Thousands of them are being condemned in the initial grades and even after 25 or 30 years of service, they are not getting any promotional avenues. Justice Shankar Saran's Award has not been implemented, that has been violated for three years and there is no difference between anybody; all work in grade 2 and grade 1 establishments. This has been a sore point; for three years; it has been hanging fire. There have been representations. Always we have been told that they would consider. I will only say that unless something is done about it, in their hundreds they will come to Mr. Poonacha's house with the women folk and give dharna there. So, I would like the Minister to do something about it.

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All of us recognise that injustice has been done to them. The hon. Minister told me many a time that it would be considered. But somehow or the other, the bureaucrats do not seem to move. And I would like to see that the hon. Minister does something about it.

Madam, Mr. Poonacha is not listening to me. Mr. Poonacha, I am saying about the accounts clerks, I am bringing their case to your notice again. It is a serious matter.

Then, how is it that on the advice of the State police railway employees are suspended as has been done at Chittaranjan. This is a serious point. Their union has not been recognised. That is hanging fire for five or six years. It is time that the entire attitude about those things is changed.

Now, I will come to these accidents

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): About this suspension, so far as the Chittaranjan Locomotive Works is concerned, seven employees were found involved in a bomb explosion and they have been arrested under the Explosives Act, Section 6(5), consequently these have been put under suspension.

SHRI NIREN GHOSH: You can take measures if they are convicted in a court of law. On some presupposition you cannot do that. Because the State police advised you, how can you do it? They incriminate all people.

Then, I am coming to railway accidents. In this, I do not concur with the attitude taken in Lok Sabha or by other Members here that whenever an accident occurs, it is only the hon. Minister of Railways who is to blame. The Ministry is definitely to blame that goes without saying. Within a short period of time there is a series

[Shri Niren Ghosh].

of horrible accidents. It is not the Minister that is running the railways, it is the Railway Board, it is the General Manager, it is the top officials. Unless you touch the bureaucrats nothing can happen. I do not like to concentrate fire only against the hon. Minister but against his Ministry. They ought to be blamed because they cannot rub those bureaucrats, they have no courage to do that. They are just directed by these bureaucrats and they cannot rise, all of them. That is the difficulty. They should realise, they have a haughty and arrogant attitude. Mr. B.C. Ganguli, is one of the Staff Members. He may be an honest Member. But when the secretary of an association goes there, he turns him out from his compound like a dog; he cannot even listen to him. That is the attitude of the General Manager of the Eastern Railway. He behaves like an English man today, like an Oxford chap. He is behaving like this with his Oxonian accent. All these railway bureaucrats should be brought to book.

Again, I repeat, to avoid this series of accidents, the Railway Board must be overhauled immediately, the General Managers must be brought to book. Otherwise nothing can happen and we will have a series of accidents. These bureaucrats, who are they? They are doing nothing. Something should be done to change their attitude.

I would like to say something about the box wagons. In spite of series of modifications being already executed on the Box type wagons, during the last eight years, the members of the bogie frames are still failing and the railways are resorting to slipshod methods by executing welding work in yards or improperly equipped sick line just to show ineffective goods

stock position within the permissible target of 4 per cent. This is a serious thing. Three thousand Box wagons were stranded that way and hundreds of crores of rupees were lost. For all this the railway bureaucrats are responsible and we have done nothing about it. This is the position as regards the Box wagons.

Similarly, about the ICF type carriages, they have been corroded through flooring, turn-unders and body pillars, side-sills and cross-members. While the repairs are being executed in shops by welding tubular structures cutting away the original portion of damaged flooring as per Railway Board's order, those pieces are also being welded with such of the cross-members which are already corroded and likely to be collapsed at any time. It is dangerous to travel. They are not just cutting out the corroded portions, they are again welding them on to these coaches, which is becoming dangerous. For this also the bureaucrats, the Railway Administration, the Railway Board as well as the Minister are responsible because they do not touch those people.

Then, as regards the proper examination of the coaching stock, it is not done under those regulations. There is danger. Overhead lines have been introduced in Santragachi and Howrah and other places and the staff cannot do their work safely. They are always in danger. All these things are not being looked into. So, Madam, this is a serious matter. Hundreds of crores of rupees are being wasted. Employees are being put to dangerous positions but the number of bureaucrats is increasing. Their salary bill is increasing. The Railway Board is a wooden God sitting there. They are the main criminals, the main culprits sitting in the Railway Ministry and the Ministers cannot touch them. They do whatever they are told to do

even if they know that these bureaucrats are doing mischief. This is a serious state of affairs. The General Managers, Superintendents, they are all here. Let me bring these things to the notice of the House.

As regards the circular railway in Calcutta, it is under consideration for the last five years. Everybody knows how busy the life in Calcutta is from morning till midnight. There is traffic congestion. Everybody knows that a railway is needed, either a tube railway or an overground circular railway. Calcutta is the biggest metropolis in India. But no attention is being devoted to that problem.

Then in the rationalisation of train examinations, at least 70 to 90 per cent skilled workmen are required. But only 50 per cent of them are skilled. Against the rest of the posts unskilled workers are being used as skilled without being paid as such. All those things should be taken into consideration.

A thorough probe is needed against corruption and nepotism because hundreds of crores of rupees are wasted by the General Managers and top brass bureaucrats sitting over there and the Ministry is sitting like a dumb fellow. The question is, are these Ministers presiding over their Ministry or are they prisoners of their bureaucrats? This is a question which has to be put directly and finally.

SHRI CHITTA BASU (West Bengal). Madam, in view of the time limit imposed by you on me I would try to draw the attention of the Minister to the particular problems which I want to emphasise here—Railway Minister, please hear me. Madam, the circular Railway scheme of Calcutta is hanging fire for the last ten to fifteen

years. You know, Madam, the Calcutta transport system cannot cope with the present congestion. The present Tramways Co. or the State Transport Corporation or the private buses cannot cope with the traffic situation of Calcutta proper itself. As far as I remember, in reply to a question of mine, it has been said by the hon. Minister that the scheme was under consideration. From the press also I come to learn that certain reports have been prepared and the Government is also considering these reports. Therefore, may I know, through you, Madam, how much time it will take for the Railway Board to finalise the scheme of the Circular Railway for Calcutta? I take this opportunity to request the hon. Minister to come out with a bold and categorical assurance about the scheme.

SHRI T. V. ANANDAN (Madras) : A sum of Rs. 50 crores is required, they say.

SHRI CHITTA BASU : What is the difficulty? In the press there appears news about so many difficulties, difficulty in the Plan and so many other things. As a matter of fact, the travelling public of Calcutta is being confused. We do not know what we are required to do. Therefore, if the Railway Board and the Railway Minister come out with specific proposals as to the difficulties which stand in the way of early implementation of the Circular Railway, the people of Calcutta will be in a position to know where the problem lies.

Again, Madam, I take this opportunity to draw the attention of the hon. Minister to the job security of the Railway employees. According to my information due to the economy drive in the Railway Board several thousands of railway employees, particularly belonging to the casual, temporary and project staff are going to

[Shri Chitta Basu.]
be retrenched. So far as the economy drive is concerned, I think there will be no two opinions in this House that the economy drive should not be implemented at the cost of the poorest possible of the employees of the Railways. Therefore I would urge upon the Railway Minister to see that this casual staff, temporary staff and project staff are not retrenched and they are not thrown out of employment in the name of the so-called economy. If economy is to be practised it should be practised by reducing the expenditure at the top. But since I have got no time at my disposal I cannot explain my point. Economy can be practised even without throwing this temporary staff, casual staff and project staff out of employment in these hard days. I would like the hon. Minister to clarify this point.

My another point is I have been reported that the Railway Board is contemplating to have some type of automation even in regard to track maintenance. According to my information the Railways have taken a decision to mechanise track maintenance by introducing tramping machine, and one such machine will do the job of about a thousand gangmen. I further understand that an Australian company is manufacturing this tramping machine in our country. The Railway Board have already ordered for 12 such machines. Therefore, you can easily understand how many of the poorest of our government employees, will be thrown out of employment. I think the hon. Railway Minister will assure the House that even if automation is necessary, it cannot be and should not be done at the cost of the poorest people of our country. I do not like to mention much about it because I have very little time at my disposal. Therefore, repeat that if at all there is to be

automation it should not be done at the cost of the poorest of the employees of the Railways. The Government of India has already come out with a statement that this kind of automation, computation will be employed without tears. But the method which you are going to adopt will definitely bring in chaos for the poorest of our employees who are working as gangmen. I have seen with my own eyes what toil and labour they have to put in to earn a simple bread.

Again, I want to draw the attention of the hon. Minister to another category of our Railway employees, called the Railway Commercial clerks. You should know that there are about 36,000 Commercial clerks spread over the country. Who are these Commercial clerks? As I could examine and study the thing, they are the people who protect and preserve the revenue of the Railway Board. You will be earning more. But here is a staff, 36,000 of them, working round the clock preserving and protecting the revenues of the Railways. Sir, I have got no time. But I would like to say that the Second Pay Commission did not do adequate justice to these 36,000 commercial clerks of the Railways. I went through the recommendations of the Second Pay Commission in regard to this class of our Railway staff. The Pay Commission did not really evaluate and assess properly the responsibilities and the duties of these unfortunate staff of the Railways. As far as I know, these employees are to book passengers' parcels, luggage and goods, act as insurers of goods and parcels offered for carriage by the Railways, etc., etc. And if I am to say it in a single word then I will have to say that this category of staff is entrusted with duties for the performance of which a commercial clerk has to combine in himself the

qualities of a salesman, an accountant, a cashier, a store-keeper, an enquiry clerk, a specialist in discerning the commodities, etc. I also understand that they are to remain always conversant with at least about 50 to 100 books. They have to perform their duties always remaining alert as to the different rules, the different kinds of regulations, made by the different Ministries in the matter of booking luggage, etc., etc. Therefore, what I want to drive home is this, that these 36,000 commercial clerks are not unskilled employees, but that they are to work as skilled employees of the Railways. But to my great surprise and regret, I find that they are not being treated as skilled staff. Had they been recognised as skilled staff, then their grades, pay-scales, allowances, other emoluments, other conditions of work might have been classified as those of skilled staff. Therefore, in conclusion, I would like to request the hon. Railway Minister to consider the three points that I have raised and see that the lot of these poorest employees is improved. Then alone the Railways will be taken as national property and we people will very much zealously and energetically protect this property which belongs to the nation and the poorest employees will have a sense of involvement in the Railways which is the only guarantee for the prosperity of the Railways. Thank you.

THE DEPUTY CHAIRMAN : Mr. Lokanath Misra. Only a couple of minutes.

SHRI LOKANATH MISRA (Orissa) : Madam Deputy Chairman, I am very thankful even for the little time that you have given me. When I listened to one of my friends here, Mr. Niren Ghosh, whom I might call the "Raw Chinese rocket", denouncing the Railway Board like anything in very

undignified terms, I was shocked. It is not in the traditions of the Rajya Sabha to denounce a dignified organisation like the Railway Board as "criminals" and other things. These were extremely unsavoury things spoken in connection with a very dignified organisation. He might have called anything else, but not in the terms in which he spoke. I am very sorry about it. Now, Madam, I want to dissociate myself from it.

Since this is an Appropriation Bill, I would speak a few words about the general administration. So far as the Railway finance is concerned, as I said earlier, the softest cushion is the passenger. And it is very convenient for the hon. Railway Minister to tax him any time when he is short of funds, for whatever reason it is. When he is short of funds, he goes to the passenger and taxes him more. Now this is not a very good practice, but all the same he has been resorting to it. But if he resorts to it, then there must be some attempt to look to the amenities to the passengers. He must look to that aspect very seriously. I may tell him that the time has come when, if he does not stabilise the fares so far as the air-conditioned fares are concerned, then the passengers might switch over to air service because the air conditioned class fare has almost come to be equal to the air fare. Air service is much faster, much cleaner and probably much safer than air-conditioned travel in the Railways these days. And catering in air service is immensely better. So he must seriously look to that.

I had personally approached the hon. Minister of State for Railways for a very trifling matter, Madam. They have given us a direct coach from here to Bhubaneswar. But the coach does not have an attendant. If somebody si

[Shri Lokanath Misra]

travelling in first class and has to get down for his food, he cannot be sure either of his food or of his belongings by the time he comes back. There might also be the possibility for a recurrence of the Upadhyaya incident because Upadhyaya was going all alone and no attendant was there. It is only because there was no attendant and he was travelling in the bogie all alone that such an incident could happen. So, I think that after the promise that the hon. Minister of State had made to me and the plea that I have made on the floor of this House there will be no hesitation for posting an attendant. Sleeper facilities would come later. But they can immediately give an attendant. That would relieve the strain of the passengers to a considerable extent.

Madam, two-thirds of the total mileage on South-Eastern Railway, is in Orissa. But yet they are hesitant now to replace the outgoing Service Commission Member even though they have 5 Service Commission Members for the South-Eastern Railway. I would request the hon. Minister to give that position to a man from Orissa suggested by the Government of Orissa. There has been a great row over this in the Orissa Assembly. The Railway Minister is a very considerate man and if he looks into the matter a little sympathetically, I have no doubt that he will have no hesitation in giving that position to somebody suggested by the Orissa Government. Thank you very much.

THE DEPUTY CHAIRMAN : Mr. Kulkarni. I will give you 10 minutes and no more.

SHRI LOKANATH MISRA : I confined myself to three minutes.

SHRI A. G. KULKARNI (Maharashtra) : I know where you have confined

THE DEPUTY CHAIRMAN : Please do not waste your time.

SHRI A. G. KULKARNI : Madam, the financial health of the Indian Railways is deteriorating year by year and with due respect to the Minister of Railways, because I know he is a very efficient and honest man, I submit that unless some drastic measures are taken from the top, there is no possibility of improving this gigantic public enterprise where assets worth crores of rupees are at stake.

The matter is grave not because there are continuous losses but because the entire trend is dangerous if it is looked at from a different angle. The evident financial results reflect the colossal inefficiency and corruption in the Railways. Though there is a recession round about, the defence put up by the Minister is absolutely unconvincing even though he has received less return on account of recession. I do not think that the Railways are in the buyers' market, actually they are right on top in the sellers' market because of the monopoly conditions of the nature of transport of traffic and goods in this country. These results, viewed at 100 per cent utilisation capacity in traffic as well as passenger receipts, requires a deep heart-searching. There is need to re-examine their operations to check overstaffing and excess cost because the operational cost of wagons turnover and lack of mechanical handling, all aggravate inefficiency. The equipment of Railways is also so outdated that it affects by clogging the line capacity.

The Railways' financial performance is very distressing as the ratio of revenue to capital at charge is declining from an average of 5.7 per cent to 4.3 per cent, while the capital at charge has increased from Rs. 827 crores in 1950-51 to Rs. 3,135 crores in 1968-69. Higher

operational ratio resulted in high cost and inefficiency. The percentage cost of operating ratio has risen from 75 to 84.

In an enterprise of vast proportion, operational efficiency and financial stringency should be of utmost concern. In advanced countries large enterprises are increasingly using economic accounting, statistical concepts for measuring performances, improving the quality of service, reducing operational cost and seeking better outturn for given investment. It is high time we will lose sight of these trends.

It has been recently noticed that there is low-rated traffic like coal, ores, cement, fertilisers, the proportion is increasing as to high-rated traffic of cotton textile, sugar, cotton. The former accounts for 71 per cent of traffic but accounts for 49 per cent of revenue.

The poor quantum of depreciation which works out to 3 per cent of capital asset and dividend which is being added back to the revenue is a paltry 5½ per cent, needs to be improved. The present investment market at least to bring in 8 per cent of return is necessary in addition to a larger proportion of depreciation.

I therefore see that the remedy lies in a clear sweep and a thorough probe of the organisation. I know from my personal experience that the corruption in the Railway and the consequent indiscipline has risen to such a high proportion, I am doubtful whether scrapping the entire Railway Board will be a remedy enough to meet the situation. As a user of Railway I can say that corruption does not start from the lower level but has its roots in the mountains and peaks located in Rail Bhawan in New Delhi.

I will request the hon. Railway Minister to take a very stringent measure to root out the maladies in the Railway Administration where there is still time to make amends.

I also want to suggest to the Railway Minister the utter dissatisfaction in Western Maharashtra as regards the slow progress of broad-gauging of lines between Poona and Miraj which requires to be extended up to Kolhapur *via* Ichalkaranji.

Another aspect is that the entire railway system in Western Maharashtra is unnecessarily connected to the office located at Hyderabad. It is quite natural for the railway users and the community at large in Western Maharashtra to have railway headquarters of whatever Zone you may call, at Poona, so that the railway recruitment and the solution of the day-to-day problems can be satisfactory.

May I therefore recommend to him that the South Central Railway should be divided into such a Zone whose headquarter will be in Poona? Thank you.

श्री रेवती कान्त सिंह (बिहार):
माननीय उप सभाध्यक्ष महोदय, रेलवे बजट के ऊपर बोलने के लिए इतना कम समय मिला है कि मैं उस के संबंध में पूरी तरह से समालोचना नहीं कर सकता हूँ। लेकिन मैं यह कहना चाहता हूँ कि हर साल घाटे का बजट बनाकर और रेलवे में किराया बढ़ाने के बावजूद रेलवे मंत्रालय की ओर से और रेलवे विभाग की ओर से जनता को किसी तरह से राहत नहीं पहुंचाई जा रही है। रेलवे कर्मचारियों को भी रेलवे विभाग की ओर से कोई राहत नहीं पहुंचाई जा रही है। मैं खासतौर पर रेलवे विभाग

[श्री रेवती कान्त सिंह]

की ओर से कर्मचारियों की कतिपय समस्याओं की ओर जो उदासीनता दिखाई जा रही है, उनकी ओर सदन का ध्यान दिलाना चाहता हूँ।

रेलवे विभाग के मिनिस्ट्रियल स्टाफ की ओर से पहली मार्च से सात मार्च तक मांग दिवस मनाया गया सारे हिन्दुस्तान में। उनकी मांग है कि पिछले कई वर्षों से मिनिस्ट्रियल कैंडर की बहाली रोक दी गई है। इसका नतीजा यह हुआ है कि काम तो दिन प्रति दिन बढ़ता ही चला जा रहा है और स्टाफ की बढ़ोत्तरी बिल्कुल नहीं हुई है। स्टाफ ज्यों का त्यों ही है और जो हालत कई साल पहले थी वही आज भी है। इसका परिणाम यह होता है कि जो एफिशियन्सी होती है वह घटती है और साथ ही साथ रेलवे प्रशासन के एडमिनिस्ट्रेशन की भी एफिशियन्सी घटती है। उनकी मांग है कि जो पिछले सालों से रिक्तपद रोक दिया गया है उसको अब उठा लिया जाय। मिनिस्ट्रियल कैंडर को 6 स्केलों में रखा गया था और आपको सुनकर ताज्जुब होगा कि लगभग 90 प्रतिशत मिनिस्ट्रियल कैंडर के कर्मचारी नीचे वाले स्केल में रहते हैं और उनको ऊपर के कैंडर में प्रमोशन के बहुत कम अवसर प्राप्त होते हैं।

इसके साथ ही साथ जो उनकी मांग है वह यह भी है कि आल इंडिया मिनिस्ट्रियल स्टाफ एसोसिएशन को रिकग्नाइजेशन मिलना चाहिये।

मैं आपके सामने रेलवे के सिक्वोरिटी फोर्स के कर्मचारियों के संबंध में भी निवेदन करना चाहता हूँ। जिस समय रेलवे में वाच एंड वार्ड था, उस समय उनके कर्मचारियों को ट्रेड यूनियन बनाने

का अधिकार मिला हुआ था। लेकिन जब वाच एंड वार्ड बदलकर सिक्वोरिटी फोर्स के रूप में कर दिया गया तो उनसे ट्रेड यूनियन बनाने का अधिकार छीन लिया गया। उनको अपने डिपार्टमेंट के थ्रू एसोसिएशन बनाने का अधिकार है। लेकिन मैंने एक प्रश्न पूछा था कि ऐसे कितने एसोसिएशन रेलवे में काम कर रहे हैं, तो मुझे जवाब दिया गया कि एक भी एसोसिएशन रेलवे में इस तरह का काम नहीं कर रहा है। कागज में ही उन्हें अधिकार दिये गये मगर जब उस चीज को कार्यरूप में परिणत करने का सवाल आता है तो रेलवे विभाग की ओर से आनाकानी की जाती है। इसलिए मेरी प्रार्थना है कि उनको एसोसिएशन बनाने का अधिकार मिलना चाहिये और इस बात के लिए उन्हें इनकरेंज किया जाना चाहिये।

अब मैं आपके सामने कोच अटेंडेंट्स की समस्या रखना चाहता हूँ। उनकी सर्विस कर्मशियल साइड से बदलकर मैकेनिकल साइड में कर दी गई है खास तौर पर नार्दन रेलवे में। इसकी वजह से उनके प्रमोशन के चान्सेज रोक दिये गए हैं। मैंने इस संबंध में माननीय मंत्री जी का ध्यान खींचा था और एक प्रश्न के उत्तर में यह आश्वासन दिया गया था कि सरकार इस बात पर विचार कर रही है कि उनको पुनः अपनी सर्विस पर लौटा दिया जायेगा। मुझे मालूम नहीं है कि उन्हें फिर से कर्मशियल साइड की तरफ लौटा दिया गया है या नहीं?

इसी तरह से जो कोच अटेंडेंट्स हैं उसके पास गर्मियों में तो अधिक कपड़े नहीं रहते हैं, पर जाड़ों में तो उनके पास कंबल वगैरह होते हैं। रात को बैठने के लिए जगह तो रहती है, सोने की जरूरत भी नहीं है। मगर एक कठिनाई है,

उन्हें अपने सामान रखने की, क्योंकि रात को यात्रियों को उतारने और चढ़ाने में उन्हें मदद करनी पड़ती है और सामान छोड़ कर उन्हें बाहर जाना पड़ता है। एक प्रश्न के उत्तर में मुझे बतलाया गया था कि लैवेटरी के पास जो जगह रहनी है, वहां पर उनके सामान रखने के लिए व्यवस्था कर दी जायेगी। लेकिन मैंने कहीं भी इस तरह की व्यवस्था को नहीं देखा। यहां तक कि फर्स्ट क्लास में भी इस तरह की जगह उनके लिए नहीं बनाई गई है। इस ओर ध्यान देना चाहिये।

इसके बाद मैं रेलवे गार्डों की समस्या के बारे में सदन का ध्यान दिलाना चाहता हूं। रेलवे के जो गार्ड्स हैं वे वर्षों से यह मांग कर रहे हैं कि उनका पे स्केल बढ़ाया जाय। आप को सुनकर ताज्जुब होगा कि अधिकांश रेलवे गार्ड 130—225 के ग्रेड में हैं और उसी में रिटायर हो जाते हैं। इसलिए मैं कहना चाहता हूं कि जो गार्ड हैं, जिनके ऊपर रेलवे को चलाने की जिम्मेदारी होती है। रनिंग ट्रेनिंग के अन्दर शायद ही कोई ऐसा टेक्नीकल नो-हाउ हो जिसको जानने की उनसे उम्मीद न की जाती हो, और इस पर भी आप उनको कम तनखाह पर रखेंगे तो रेलवे में एफिशियन्सी कैसे आयेगी।

अब मैं एक और बात यह कहना चाहता हूं कि एन० ई० रेलवे के समस्तीपुर डिस्ट्रिक्ट में 24 आदमियों को एन० आर० टी० सी० के पद से टी० टी० ई० की जगह पर प्रमोशन दिया गया था नवम्बर 1966 और अप्रैल 1967 में। मैंने इस सदन में पिछले सत्र में एक प्रश्न किया था कि इन लोगों को रिलीव क्यों नहीं किया गया, तो इसका जवाब यह

दिया गया था कि चूंकि दूसरे अरेन्जमेंट्स नहीं हो सके हैं, इसलिए रिलीव नहीं किया गया। लेकिन माननीया, उनको रिलीव नहीं करने का नतीजा यह हुआ कि प्रति महीने प्रति व्यक्ति 40 रु० का घाटा उन आदमियों को हो रहा है। इसी तरह में ईस्टर्न रेलवे के दीनापुर डिवीजन में डिवीजनल सुप्राटेंडेंट के आफिस में काम करने वाले चार मिनिस्टीरियल स्टाफ के लोगों को अपर डिवीजन में प्रमोशन दिया गया है चार पांच साल पहले से, लेकिन उनको उसका वेतन नहीं मिल रहा है। उसमें कहीं गलती हुई थी और वह मामला रेलवे बोर्ड में आया हुआ है। साल भर से रेलवे बोर्ड में वह मामला पड़ा हुआ है। जब इस तरह से रेलवे स्टाफ असंतुष्ट रहता है तो उसका स्वाभाविक नतीजा यह होता है कि रेलवे ऐडमिनिस्ट्रेशन में इनएफिशिएंसी आती है। अक्षमता आती है और रेलवे में ऐक्सिडेंट्स होने हैं।

अभी जो लक्खीसराय में ऐक्सिडेंट पिछली बार हुआ है उस सम्बन्ध में मैं सिर्फ इतना ही कहना चाहता हूं कि वहां पर इसी तरह का ऐक्सिडेंट अक्टूबर 1966 में भी हुआ था। जब तक लक्खीसराय रेलवे स्टेशन का लोकेशन वहां से हटाया नहीं जायगा तब तक ऐसे ऐक्सिडेंट्स की संभावना वहां बराबर बनी रहेगी क्योंकि ऐसी जगह पर वह स्टेशन है और पुल के पास ऐसा कर्व कि चाहे पूर्व से गाड़ी आये चाहे पश्चिम से गाड़ी आये गाड़ी जब तक स्टेशन के अन्दर इन नहीं कर जाती है तब तक गाड़ी दूर से दिखाई नहीं पड़ती है। अक्टूबर 1966 के उस ऐक्सिडेंट के बाद जो जांच कमेटी बैठी थी और उसने जो अपनी रिपोर्ट दी थी, वह रिपोर्ट पूरी की पूरी लागू नहीं की गई और इसी लिये वहां

[श्री रेवतीकान्त सिंह]

इस साल फिर इस तरह की दुर्घटना घटी । मैं रेल मंत्रालय से अपील करूंगा कि 1966 वाली रिपोर्ट पर विचार हो और वह पूरी की पूरी लागू की जाये ।

अब मैं सिर्फ दो तीन जन समस्याओं की ओर ध्यान दिला कर बैठ जाना चाहता हूं क्योंकि समय बहुत कम है एक बात यह है कि पटना से तमाम दिशाओं में जाने वाले, पूर्व पश्चिम और दक्षिण की ओर जाने वाले मुसाफिरों की संख्या रोज़ औसतन करीब 15 हजार है, उसमें से करीब 800 से एक हजार रोज़ पटना से पूर्व की तरफ जाते हैं जो आसनसोल से पूर्व हावड़ा तक जाने वाले होते हैं, लेकिन कोई भी खास गाड़ी पटना से हावड़ा के लिये नहीं है । मैं यह मांग करता हूं कि उस तरफ कुछ गाड़ियों की व्यवस्था होनी चाहिये ।

मुझे याद है और मैं समझता हूं कि मई महीने में जब सत्र इस सदन का हुआ था 1967 में तो उसमें भी मैंने पिछले साल के रेलवे ऐप्रोप्रिएशन बिल पर बोलते हुए कहा था और साथ ही साथ इस सदन के दूसरे माननीय सदस्यों के हस्ताक्षर से रेल मंत्री को यह दरखास्त दी गई थी कि दिल्ली पटना के बीच में तेज चलने वाली गाड़ी की व्यवस्था हो । दिल्ली पटना के बीच में साढ़े 22 घंटे या 23 घंटे का समय लंग जाता है आने जाने में । दिल्ली और गया के बीच में तो तेज गाड़ियां हैं, लेकिन दिल्ली और पटना के बीच में तेज गाड़ियां नहीं हैं जब कि पटना बिहार की राजधानी है । इस पर भी सरकार को ध्यान देना चाहिये ।

मैं रेलवे मंत्री जी का ध्यान इस ओर खींचना चाहता हूं कि पलामू जिला के लिये बिहार विधान सभा के सदस्य श्री पूरनचन्द ने 19-2-68 को पलामू जिले में रेल सम्बन्धी कुछ मांगें करते हुये एक दर-स्वास्त रेल मंत्री जी के यहां भेजी है । मैं इस ओर सिर्फ ध्यान दिलाना चाहता हूं कि उसपर भी ध्यान देना चाहिये और उन मांगों को पूरा करना चाहिये ।

इसके बाद मैं दो बातें और कह देना चाहता हूं । एक यह है कि जिस समय स्वर्गीय लाल बहादुर जी रेलवे मंत्री थे तो ईस्टर्न रेलवे में बनाही स्टेशन को माडर्न स्टेशन बनाने के लिये कहा था, लेकिन वह काम अधूरा रह गया है । जब वे मंत्रिपद से हट गये तो उसके बाद से आज तक वह वैसे ही पड़ा हुआ है और आज तक उस स्टेशन को माडर्न स्टेशन का जो रूप दिया जाने वाला था वह काम अधूरा है । उस अधूरे काम को पूरा करना चाहिये ।

अंतिम जो बात मैं कहना चाहता हूं वह मैंने पिछली बार भी कही थी और वह यह है कि पटना रेलवे स्टेशन के पश्चिम में एक रेलवे क्रासिंग है पीठापुर क्रासिंग । वह क्रासिंग 24 घंटा में लगभग 23 घंटा बन्द रहती है । वह क्रासिंग ऐसी है जो दक्षिण पटना शहर को उत्तर पटना शहर से जोड़ती है और उस सड़क पर इतना ट्रैफिक रहता है कि जिसकी कल्पना नहीं हो सकती । एक एक घंटा वह गुमटी बन्द रहती है और उसका नतीजा यह होता है कि बराबर ट्रैफिक वहां जाम रहता है । वहां पर रेलवे को चाहिये कि रेलवे ओवर ब्रिज दे । अगर आप ओवर ब्रिज नहीं दे सकते हैं तो कृपा कर के उस क्रासिंग को, उस गुमटी को बिलकुल

बन्द कर दीजिये जिससे लोग दूसरी ओर से आ जाकर के सन्तोष कर लें। अगर उसको आप रखना चाहते हैं तो वहाँ पर आपको ओवर ब्रिज देना चाहिये जिससे लोगों को आने जाने की सुविधा हो।

इन शब्दों के साथ मैं पुनः इस माल भी आशा करता हूँ कि अगले साल माननीय रेल मंत्री जी को शायद सूक्ष्मतापूर्वक काम करने के फलस्वरूप घाटे का बजट नहीं लाना पड़ेगा और किराया नहीं बढ़ाना पड़ेगा जिससे यात्रियों को नुकसान और कष्ट होता है।

SHRI PARIMAL GHOSH: Madam, with a heavy heart and profound sorrow I rise to reply to the various points raised by Members in the course of the discussion that has taken place on the Demands for Grants for the Railways for the year 1968-69. Only a few days back we had a serious accident and I quite understand and appreciate the feelings of the hon. Members that their minds are very much concerned on the point that there have been frequent accidents taking place in the Indian Railways, in the current year. Hon. Members are aware of the fact that we have already decided and ordered a judicial enquiry into this matter by a person not less than a High Court Judge who will go into this matter and submit his report within a few days. In this context many points have been raised in connection with the Railway working both in the matter of administrative and operational affairs and also the various safety devices that have been introduced by the Railways. Before I go into the details, I would emphasise certain points, though I realise and understand that logic is no consolation for those who have lost their lives and also for those next-of-kin who have lost their near and dear ones but still there are certain basic facts which I would like to place before the Members.

The Indian Railways extend over 58,500 K.M. spread all over the country and the branch lines have gone into every nook and corner of the country. We carry about 60 lakhs of people every day and we also carry about 552,000 tonnes of goods every day from one station to the other. We have about 7,000 railway stations ranging from a small station like a flag station to the big stations like Howrah or Bombay. We employ about 13.6 lakhs of people who work day and night under varying climatic conditions, running about 10,000 trains which move every day from one corner to the other. Such a large-scale operation performed by such a magnitude of people spread over such a vast area—this is the background and this is the dimension in which we should consider and review the accidents in the Indian Railways. It is a fact that only a few days back we had an accident but there is no denying the fact that accidents in the Indian Railways are on the decline and are progressively declining every year.

Madam, in the year 1951-52 we had about 16,147 accidents taking all kinds of accidents together, and it was when we had only 298.2 million train kilometres, and that number of accident has been brought down to so low a number as 5,887 when the train kilometres has gone up to 451.47 million; when the route kilometres have nearly doubled, the number of accidents has dropped down to less than half. Even if we take into consideration those accidents like collisions and derailments in which the risk potential to life and property is the maximum, there also we will find that the number of accidents has been brought down from 1939 to about 1,097 in 1966-67. If we analyse the cause of these accidents, we will find that at least 72 percent of the accidents are caused by human failure, and only about 11 percent are

[Shri Par mal Ghosh.]

caused by mechanical failures. In this process we have made an assessment to find out whether the methods that we have applied, whether the technique that we have taken to, have been effective enough to minimise the accidents which are caused by human failures. It reveals also that, even in those categories of accidents which come under the category of collisions and derailments, there also, there has been a consistent decline in the number of accidents, and the number has come down from 1,076 in 1958-59 to 679 in 1966-67. My whole purpose, Madam, in bringing out all these points is to emphasise only one point and it is this. There is a general feeling that the working in the railways has been deteriorating and this deterioration is causing a number of accidents. Then mention has also been made as to why the Minister should not resign at least as a gesture. Madam, I do not consider this as a gesture. I consider this an escape. Now the very facts prove that the constant effort of the Railway has brought down the accidents from such a large number to such a small number—I have mentioned the comparative figures. Considering the number of trains and the train kilometres that have been increased, considering the number of trains and the other things that are put into operation every day, keeping that picture in view, the number of accidents in the Indian Railways compares very much favourably with those of any advanced country in the world. This I submit for your consideration.

The second point I like to mention is about the Railway Board. Sir, this has become a very touchy point with all the Members, with Members of both the Houses. Well, if the objection is only to the name, I am prepared to accept it, but if the point is regarding the functioning of the Board, we have to study it. Now what is this Railway

Board, and what makes it different from the Boards in other Ministries? That is the point we have to consider here. The operation of railways is such that we need technical people, and as such it has to be staffed by technical people. If we consider the Railway Administration today, we have about nine Zones, and we have three production units also, which are as big as any of the public sector enterprises in our country. The very fact that the revenue from the Railways is almost one-third of the total revenue of the Indian Government shows the magnitude of railway operations, and it also gives an idea how a Board like that should function and how it should be staffed. The point may be adverted to here whether the Railway Board is over-staffed and whether the expenses on the Board are so much high, or not. Madam, if we consider the total revenue derived from the Railways, the expenditure on our Indian Railways approximately works out to Rs. 650 crores, and the expenditure on the Railway Board works out to only Rs. 1,37,00,000; it works out to about 0.22 percent only compared to the magnitude of railway operations. I would also like to mention that it is constantly on the decline since 1960.

There are a few other points which I would like to mention here. Mr. Kumaran yesterday mentioned about the work of the staff and also about the hours of employment regulations. He tried to make one point and we should consider whether this sort of accidents have a bearing on the working hours of the employees or not. I have already cleared that point that so far as railway working is concerned, we have not come across any instance where the working hours of the railway employees have been so fatiguing by which the accidents may have been caused. But I am prepared to accept that point also

and, as a matter of fact, when in this year there have been some few accidents. I am prepared to consider all these points in the perspective they deserve to be considered in, and if I find that really there is something to be looked into, definitely I will try to do that.

Also yesterday Mr. G. R. Patil mentioned that children of Anglo-Indian employees are given free education. Well, there are some wrong ideas about that. As a matter of fact, in the Railways all the children of railway employees are given free education up to a certain standard, and most of them are having that free education in their Indian languages. Only in the case of some Anglo-Indians whose mother tongue is English we considered that it might prove a hardship to them if their children were not given that free education in their mother tongue, in English. So that concession has been given to them. It is not that the Anglo-Indians are getting the concession and the others are not getting the concession. This concession has been given to each and everybody according to one's requirement.

Regarding the broad-gauging of the Poona-Miraj-Kolhapur line, mention has been made. Sir, that point is now under our consideration, and I hope, that when we take up that matter broad-gauging of the Kolhapur line will also be taken into consideration.

There is another point which I would like to mention and it is about the circular railway and the underground railway—quite a number of hon. Members have mentioned this. The hon. Minister has already mentioned that point in the other House. We realise the problem presented by the fact that the increase in the suburban section is going up by about 10 percent every year, and one day it may be the case

that we will have to reach the decision that it will not be possible for the Indian Railways to carry this traffic any further. Under the circumstances the time has come when some rethinking should be done on how best that position could be ameliorated. We have already taken up this point with the Planning Commission. A committee has already been set up and they have submitted a preliminary report which is now under the consideration of the Planning Commission. But one point I should like to make very clear. Considering the budgetary position of the Indian Railways, the time has come when we can undertake only such of those lines as will be remunerative. If we look at it from that angle, though our traffic in the suburban sections is going up very much every day, the base structure of the tariff is such that it does not even cover our operational costs. So in that view of the matter, if we are to undertake a venture like that, we have to consult in this matter with the State Governments, the Central Government, and the Planning Commission, and I am sure, realising the difficulties and urgency of the matter, all of them will definitely come to some sort of a decision so that this project could be taken up.

Hon. Members have also mentioned various other points. I have taken careful note of those points, and within the scope of the funds available we will do our best to accommodate those requirements as far as possible. Also in respect of those matters which we are not in a position to take up, certainly we will consider those points when the resource position will improve.

Regarding one point more, and Mr. Parthasarathy raised the point about the hill section lines. Now there has been the proposition that there are certain lines which are not remunerative. We have taken a note of them.

[Shri Parimal Ghosh.]

An attempt is made to see whether these lines can be made remunerative by making better arrangements. And if it is not possible from the point of view of an economic proposition, we may have to discontinue some of these lines. We have not taken a specific decision on that, as to which lines should be discontinued and which are the lines which should be allowed to continue. Certainly regarding the hill section we have not taken any decision and I can assure the hon. Member that I do not think that any such occasion will arise to discontinue this kind of hill sections.

5 P.M.

SHRI R. T. PARTHASARATHY: Thank you. May I ask a question?

In my speech I specifically requested the Railway Minister whether there will be a high-powered Parliamentary Committee appointed to review the constitution and working of the Railway Board. Many other Members have also given the same opinion that such a committee is necessary. I would very much like to know what the hon. Minister feels on this matter.

SHRI PARIMAL GHOSH: On this matter the Administrative Reforms Commission also had suggested that a high-power committee should be there and such a high-power committee has been set up and it is going into these matters in detail. We are expecting their report will be available to us very soon and as soon as their report is received on the basis of that report whatever action is necessary will be taken. I may add that Dr. Kunzru is heading that high-power committee.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of

the financial year 1968-69 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. M. POONACHA: Madam, I beg to move.

"That the Bill be returned."

The question was proposed.

SHRI T. V. ANANDAN: Madam, I would attribute the major railway accidents that have been happening in this country to the change that has come about in the recruitment policy after attainment of independence. Prior to independence there was no direct recruitment to the station master cadre. The station master was recruited only as a signaller first or as a commercial clerk. He was given training for 5 or 7 years before being promoted as assistant station master where he will control the lives of so many millions who travel on our trains. After giving him three advance increments he was made a station master and fixed in that scale. So also in the case of controllers, there was no direct recruitment. There was only promotion of guards or station masters as controllers. So these people knew everything about the running time between two stations, where the gradient was, how many loop lines there are, and so on. So the controller will know which train should be given preference and which train should be halted. But now everybody is promoted as controller.

Another point I want to say is that the Railway Board is being penny wise and pound foolish when it says that leave reserves should be from the lowest cadre. In the case of pointsmen who get a low pay the leave reserve will be the lowest paid man, the khalasi or casual labourer. And that is what has really happened in the Hubli disaster that we have had the other day. So I submit that the leave reserve should be from the same cadre, of pointsmen and not from the lower cadres. I hope the Railway Minister will bear this in mind and see that these suggestions are implemented immediately so that the people in general and the Members of Parliament will not question the Minister or question the Railway Board or criticise the Railway Board. I do hope that these points they will consider.

THE DEPUTY CHAIRMAN: The question is:

“That the Bill be returned.”

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: I shall put the next Bill also.

The question is:

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1967-68 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration.”

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. M. POONACHA: Madam, I beg to move:

“That the Bill be returned.”

The question was put and the motion was adopted.

THE HARYANA BUDGET, 1968-69

THE DEPUTY CHAIRMAN: There is the Haryana Budget and there are also the Haryana (Vote on account) Bill and the other Appropriation Bill. For the Haryana Budget and the two Bills the allotment of time is only two hours. Therefore I request hon. Members to keep this in view. Now, Mr. Patel.

SHRI DAHYABHAI V. PATEL (Gujarat): Madam Deputy Chairman, it is not my intention to go into the recent events that happened in Haryana State, how one ministry came and went and what has often been referred to in this House as Aya Ram and Gaya Ram. I do not want to take the House into that episode now. As far as the Budget is concerned, that is the matter before us now and I must take the House to the days when some of us on this side criticised the administration of the late Sardar Pratap Singh Kairon. His rule in certain respects benefited a part of Punjab, but the part which is now known as the State of Haryana suffered a certain amount of neglect under his rule. Roads, feeder irrigation canals, etc., were totally neglected. Perhaps that was one of the reasons why the demand for a separate State of Haryana came up in this House and ultimately Parliament in its wisdom agreed to the break-up of Punjab. I very reluctantly agreed to it. How could I say no when I myself asked for a separate State of Gujarat? But with the experience that we have had during the last few years of these bifurcations and separation into small States, I am wondering whether Punjab is happy about it, whether Haryana is happy about it and whether on the whole it is good to have divided particularly this border State into such small areas. I was referring to that