

[Shri M. C. Chagla]

there. My hon. friend says that proper caution was not taken. Experts from here, from the Survey of India, from the External Affairs Ministry and from the Defence Ministry went there. There were experts from there. Days were spent to make sure that the boundary was the proper boundary between India and Burma. The boundary is 1,450 km. long, and we have seen to it that not one inch of the Indian territory has been lost or jeopardised in any way. The boundary is exactly between India and Burma which clearly describes how much territory belongs to India and how much territory belongs to Burma. I do not understand this question of my hon. friend.

(Some hon. Members stood up)

THE DEPUTY CHAIRMAN: I think we have taken much time. Mr. Kaimal will continue his speech. This is over.

SHRI S. S. MARISWAMY (Madras): Please, Madam . . .

THE DEPUTY CHAIRMAN: We cannot go on. I am satisfied with the answer. Mr. Kaimal.

श्री शीलभद्र याजी (बिन्दर): यह एक प्रमुख सवाल है और मुझ भी इस बारे में प्रश्न करना था . . .

THE DEPUTY CHAIRMAN: Please, Mr. Yajee. Mr. Kaimal, will you kindly continue your speech?

श्री राजनारायण : माननीया, . . .

THE DEPUTY CHAIRMAN: I have called Mr. Kaimal, please.

श्री राजनारायण : उन्होंने आर्डे० एन० ए० में रहकर . . .

THE DEPUTY CHAIRMAN: We cannot go on in this way. Yes, please continue your speech. Mr. Kaimal. You will get only ten minutes.

THE BUDGET (RAILWAYS), 1967-68—GENERAL DISCUSSION—contd.

SHRI ARAVINDAKSHAN KAIMAL: Madam Deputy Chairman, as a result of the stagnation in the railway economy, the public sector undertakings will suffer. Take, for example, Bhilai which produces mostly rails and sheets. If you do not purchase the usual expected quantity, there will be unemployment; the capacity will remain idle. The same thing will be with the wagon-builders all over the country. If you do not buy wagons from them. . . (Interruptions). . . They will have to close down, resulting in unemployment and starvation for millions of workers.

The Minister has expressed his concern at the rise in prices of materials, namely, steel and cement. Who has decontrolled steel and cement? Your Congress Government. You have done it under pressure from the monopolists and capitalists. You have dug your own grave, and you are trying to tell others what has happened, that the grave has been dug. You have dug it yourself; Who asked you to decontrol cement and steel, giving them a chance to enhance the prices without any reason? This is a crime that you have committed.

How is this increase in freight and fare rates going to react? This Government all the time was telling us—it was merely a lip-service; we all know it—that they want to hold the price-line.

(THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) IN THE CHAIR).

It cannot be done by magic, they cannot do it. By this increase in fares and freight rates, there will be a spiral of prices rises at every stage. The common man will almost be throttled and taking advantage of this price rise, the capitalist, the producer, will make enormous profits.

High-rated traffic is at present only 27 per cent of the total revenue traffic. This has been on the decline in the recent past and I am afraid the present Budget will only result in a further decline in the high-rated traffic. So, you will be burdened with more of low-rated traffic.

The House was assured that the Minister would take measures to introduce economy in the railway administration. However, by economy, we know that this Congress Government, of which the Railway Minister and the Railway Administration are a part and parcel, only mean retrenchment of helpless workers. You know that you have an employers' market and you can always butcher them any-way you like.

I was speaking about wasteful expenditure and top-heavy administration. The top people are enjoying almost the same privileges as the Britishers had offered to their white-skinned executives. For instance, let us take the work-load of a small man in the Railways. During 1946-47 the total number of open-line staff on a zonal railway per million train kilometres was 3,422. It came down to 2,980 in 1960-61 and to 2,880 in 1965-66. Do you realise how much you are concentrating on the work-load of a worker, the small man? Strangely enough, the Railways had appointed twenty Study Teams to study the whole thing in order to bring down the work-load of an individual a little more or perhaps much more. There is almost a ban on new recruitment. The Railway Administration is already stagnant and it says that some of the existing staff is surplus. But on the top of this, they want electronic accounting machines. The monopolists have advised them that they must have the gadgets which they use in America. What is going to happen? These computers have come. Mr. Morarji Desai has said in a reply to a debate that they are not going to retrench anybody. But we know that

trick. You will not retrench anybody; you will not give them any advances in their careers and you will not recruit any further. It is the same old story. Why should we hire these computers at fantastic rates? I confess I am not an expert but I am told that the computer should be housed in an air-conditioned room as after half an hour's work the machine gets heated and it comes out with wrong figures.

This electronic machine is a job eating demon and I do not know how they can think of bringing in a thing like this. I understand that there was quite severe pressure by the American monopolists and so it was pushed into this Government. The Railways being weaklings could not resist and say that we do not require them because they are unsuitable for us.

In the Railway Accounting department there is a ban on promotion. There are people who are getting just Rs. 180 a month, and they will continue to get Rs. 180 for the rest of their service. Imagine such a situation. You start at Rs. 180 a month. An unmarried man starts his career at Rs. 180 and throughout his career he will continue getting Rs. 180 for the rest of his service.

As I have said, the electrical machines create blunders. We cannot afford to have this machine. We cannot afford to have these imported American machines. There is another danger. This machine should be fed with data. If it is fed with a certain data, they will give the secrets of railway movement. In case you have a war—you have the I.B.M. officers who are the slaves of the Americans, or the Americans themselves—they will be knowing all about the secret movement of our wagons, troops, trains and everything. Can we afford to have these people taken inside place where the security of the country is to be preserved? No. These accounting machines should

[Shri Aravindakshan Kaimal.]

be done away with. Otherwise, we shall bring into effect a movement against this. I would warn the Railway Minister against this, and would say that he would not be able to face the movement.

I would only say this. What is meant by the word "overcrowding"? The definition, according to the Railway Board, the lieutenants of the Railway Minister, is this. Excess occupation in any train, over and above 80 per cent. of the seating capacity, is considered as overcrowding. Imagine that. It means, as against 100 persons, if a coach carries 75 persons more, it is not considered overcrowding, even when it carries 175 persons as against 100 persons.

The Railways have a sad record of devotees and pilgrims, especially in relation to the third-class passengers. I would invite the Railway Minister to travel as a third class passenger. You must try that, Mr. Railway Minister.

About retiring rooms, the performance of the Railways has been wonderful. For 7,000 railway stations in India in 1962-63, they have constructed only 12 retiring rooms. What are the officers doing? Why not they find out that during the British regime, once upon a time, they had good hotels attached to the railway stations? You should develop the retiring rooms. That is a real help to the passengers. It costs you nothing; it costs only a little to erect two rooms at most of the important stations.

Take next the punctuality of trains. Here, I must say that you have a very efficient statistician in the Railway Board. He requires increment. If I were the Chairman of the Railway Board, I would give him a special increment. The Railways claim that during 1965-66, the punctuality rate was 85.51 per cent. You will not believe it. I take this information with a pinch of salt. It is all

bunkum. The most precious thing that the Railways offer is insecurity while travelling.

We had four accidents in four days. What a wonderful performance? There should be an award for the Railway Board for carrying the passengers with such great dare.

I must warn the Government against infiltration of U.S. foreign capital in our Railways, which is the biggest public sector enterprise with Rs. 3,000 crores of capital. As a matter of fact, they have succeeded considerably in making their headway in traction and administration, the two major hands of the Railways.

I come to switching over to dieselisation. I have reasons to suspect that our former Railway Minister, Mr. S. K. Patil, had conspired with the private U. S. capital and took the decision to switch over to diesel. We find that in Varanasi, Diesel engines are being assembled with 75 per cent. imported components. They will call them Indian-made diesel engines, but it is clear, clean bluff. Railways have imported 377 diesel engines till 31-3-1967. The value of components for Varanasi so far imported mostly from the U. S. is worth Rs. 11.19 crores and new orders worth 2,220,000 Canadian dollars have been recently placed. For this dieselisation, you have to import diesel fuel. In 1965-66 Railways imported 662,000 tonnes of diesel fuel while the consumption of high speed diesel oil was only 258,000 tonnes. I wonder why this accumulation, the difference between consumption and importation. You were trying to finance the American exports there. Now we do not know what we are going to do with the coal-miners, locomotive workshops and workers. The Government is anxious to do away with them to benefit the American investors. This most important national issue has to be decided after taking into consideration every aspect of it. This House should go into this end the Railway Minister must fully explain its outcome. In case of a war, the supply of fuel and spares

will be stopped. We shall be black-mailed by the capitalists abroad and the Indian Railways will come to a standstill.

Another example of wasteful expenditure and extravagance is in the fabrication of electric coaches. The inner lining has sunmica which costs about Rs. 5 per square foot and the flooring has aluminium chequered plates costing Rs. 6 per square foot, made by the Indian Aluminium Company, the subsidiary of an American company, who are their friends. Who are the people travelling in it? People who may not have two meals a day. They have to travel in it because it brings money to the American financier.

The suburban passengers travel like packed sardines and they are being asked to pay more every year. They travel sometimes within the compartment, sometimes on the roof. They have no choice. They have to go to office and come back home. The Railway Minister can show a dagger at him and say, "Take it or leave it". The poor passenger has to surrender.

What I should say in conclusion is that if the Railway Minister does not take it as a warning and tries to make efforts—I know he cannot do it—to improve the position, the Railways will be facing a disaster within a very short time.

As in the case of industries, food and other things, in railway line also there is discrimination against Kerala. Kerala is the poorest State in railway facilities with only 4 K.M. for every one lakh of population as against 12 K.M.s and 10 K.M.s respectively in the two neighbouring States of Madras and Mysore. Total route mileage of Railway in this State is only about 700 K.M.s as against 4,000 K.M.s in Madras State and 2,500 K.M.s in Mysore State. All major railway workshops numbering 4 and employing about 50,000 men are situated in Madras and Mysore States with none in Kerala. In the matter of sanctioning new lines, Kerala has been neglected in the first

3 Five Year Plans and there is no silver lining in the Fourth Plan also.

Out of the six Divisions of the southern only one is in Kerala State. The location of the Division assigned to Kerala, headquartered at Olavakkot, is such that it covers only a small portion of railway lines of this State and the major portion of lines under this Division is in Tamilnad. Even in Kerala State, the portion south of Ernakulam is attached to the Division located at Madurai, resultantly, the merchants and the other rail users of the respective areas of this state have to go the two different Divisional Headquarters, that is, to Madurai and Olavakkot, as the case may be, for wagon allotments, movements and journey concessions etc. Besides, the Malayalee and Tamilian railway employees of these two Divisions will have to move about on transfers, irrespective of the linguistic areas, causing great inconvenience to the education of their children, etc. As such, if a new Division is formed at the central place of Kerala somewhere near Ernakulam covering all railway lines of this State, it will be much beneficial to the merchants, other railway users and the railway employees.

This will especially facilitate to meet the varied needs of the Cochin Port Trust and the industrial complex then is fast developing in and around Ernakulam. It will also facilitate better and easy co-ordination with the State Government and consequently pave the way for the further developments of the Railway and better employment opportunities in the State. The formation of State-wise postal circles is worth mentioning in this context. Evidently, the first and the foremost thing for Railway development in Kerala is to form a Division with headquarters at a central place covering all lines of the State. This will help to make it more compact and easily controllable from the operational point of view and also for better efficiency.

[Shri Aravindakshan Kaimal.]

In addition to the above, the following suggestions are also put forward for the consideration of the Railway Minister:—

(1) Coastal line—Cochin-Alleppey and branch lines, Kollengode-Trichur-Guruvayoor, and Kottayam-Bodinayakanur.

2 To locate in Kerala one of the proposed Railway undertakings in the Fourth Plan, viz., Signal Workshop, Integral Wagon Factory and Concrete Sleeper Factory. The location of an Integral Wagon Factory was proposed at Quilon in the Third Plan, but was subsequently dropped.

3. To establish a full-fledged Saw Mill in Kerala attached to the Creosoting plant at Olavakkot to supply wooden sleepers for the Railways as jungle wood is available in plenty in this State. At present, this is arranged through contract.

4. To start a major repair shop in Kerala for carriages, wagons and locomotives. There are four in Madras State at present and none in Kerala.

5. To introduce diesel car services between Ernakulam and Trichur and between Trivandrum and Quilon to minimise overloading in buses and also for quicker transport.

Thank you, Sir.

SHRIMATI C AMMANNA RAJA: Mr. Vice-Chairman, Sir, we have listened to very learned speeches from Members who have gone into great detail about the financial aspect, etc. I am not a finance expert or a businessman or even an economist. As an ordinary passenger, I want to bring certain things to the notice of the Minister who, I feel, is a very sincere man and who will take our criticism with good humour and try to do his best. I am really glad that the Railway portfolio is in the hands of a man who is sincere and efficient.

Now, if we refer to the speech of the Railway Minister on page 4, we can see that there has been considerable expansion in our Railways. There has been quite a lot done during the past few months. I do not know whether the present Minister can take the credit or the blame for what is obtaining at present. But still we have to give our remarks so that they can be borne in mind and whatever has to be done will be done. What I feel is that we have to take the classification of the Railways to the time before Shri Gopalaswami Iyengar's time. I mean to say that there was a First Class, there was a Second Class, there was an Intermediate Class and there was a Third Class. Leave alone the Intermediate Class which was abolished. How is the present Second Class to-day? It is worse than the Third Class. I do not know whether it should exist, but if it should exist, it must improve, or it must be abolished. There is no sitting space; there is no sleeping space. So something must be done about it. It must be real good Second Class. You know many of these officers get Second Class. They cannot sleep and they have to work the next day. They have to undergo a lot of inconvenience during their journey.

Now, during the Britishers' time, I do not know why they had established so many gauges—broad-gauge, metre-gauge and narrow-gauge. I can understand narrow-gauge which has to be there for the hill stations, etc. But these metre-gauge and broad-gauge have added to our troubles. If you want to convert metre-gauge into broad-gauge, trains will go out of use and it will mean a lot of expenditure. But still it has to be done slowly and gradually and there should be only one uniform gauge throughout. Now, for instance, if people want to go from Delhi to Mysore, they have to go to Madras to get broad-gauge connection to Bangalore and it will take a much longer time than if they come to Hyderabad and then go to Bangalore and if between Hyderabad and Bangalore it is broad-gauge,

which it is not. So I suggest that there should be a direct train from Delhi to Mysore via Hyderabad and the Dhond-Secunderabad-Guntakkal line must be converted into broad-gauge.

I have said already that there has been some improvement in the Railways. They have diesel engines brought into being and there is also electrification of the engines in some places. But only some areas get the benefit of these improvements. Speedy travel is made possible because of these improvements. But there are some areas which, from time immemorial, have just remained as they were and have been neglected. I do not know why some areas are so unfortunate not to get the attention from the Railway Ministers and one after another, they have been quite indifferent. For instance, I want you to refer to the Time-Table and tell me which is the train from Delhi going to Hyderabad. You have only Delhi-Madras, Delhi-Nagpur, Delhi-Calcutta and Delhi-Bombay. Which is the train that takes you to Hyderabad? You cannot find it in this. You will only see Kazipet. From there you have to go. I have been repeating the same thing over and over again and I shall not mind saying it any number of times till it is rectified. It is criminal to make the people of a very important Capital City like Hyderabad take so much time and waste so much time to reach their place. Now the Southern Express takes you to Kazipet at 9-15 and you have to wait till 2-30 in the night just to cover these 100 miles from Kazipet to Hyderabad. For this, you have to waste the whole night. Is it fair? Can something not be done about it?

SHRI P. K. KUMARAN: This time it will be done.

SHRIMATI C. AMMANNA RAJA: I am sure it will be done.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The Minister has not said anything. Only you are saying Mr. Kumaran.

SHRIMATI C. AMMANNA RAJA: Then there is the G.T., there is the Southern Express, there is the Janata Express and there is the Deluxe train. All these trains only take you to Madras. I do not grudge it because most of the area covered is Andhra Pradesh. But I want to reach Hyderabad without waste of time. Tell me how I must go. If you want to see which train from Hyderabad will take you to Delhi, you will not know. There is the Kazipet Express and there is the Kazipet Passenger and you have to find out which is the train that will take you to Delhi from Kazipet. Please take this very seriously and do something about it.

SHRI SHER KHAN (Mysore): What about Bangalore?

SHRIMATI C. AMMANNA RAJA: I have said it even before you reminded me about it. I am fair-minded. I am not narrow-minded like some other people. So this is the state of affairs. There are only a few coaches taking you to Hyderabad from Kazipet. You have no Deluxe train. If you want to catch the Deluxe at Kazipet you have to start from Hyderabad the previous night itself to catch the train the next morning. Is it fair to make the people waste one whole night to catch the Deluxe train at Kazipet? And you do not get accommodation because it comes from Madras and most of the reservations are done at Madras itself. Even people like Members of Parliament, when they approach the Railway authorities, are told, "Madam, we have no quota, anyhow, we will write to the Madras people and we will take a chance." Is it fair to deny all these facilities to people staying in a particular area? And there is no air-conditioned coach, no Janata. The Chairman knows our difficulties and so he will appreciate my remarks. Also I want Mr. Poonacha to travel by train to Hyderabad and wait there at Kazipet for four or five hours just to cover 100 miles.

Then, I am really glad that gradually Third Class travel is made more

[Shrimati C. Ammanna Raja.]

comfortable. Many facilities are being given. There is no use criticising it like anything. We have got drinking water facilities, fans, sleeper coaches, etc. Only I want them to be increased. I want every long distance train to have sleeper coaches. For instance from Hyderabad we have only 3-tier coaches. I have been serving on the Advisory Committee for a long time in this Zonal Railway. First we had only three-tier coaches. Then I asked for 2-tier coaches. They said 'We have abolished 3-tier, which is free'. For two-tier we have to pay. When all the trains are equipped with both the tier system, why should we be denied both? It is meant for the poor people. If I am advocating for better third class facilities, it is because when my membership ceases, I have to travel in the third class. I am travelling by first class because it is free. So also so many are travelling in our country. There are very few who can really afford to travel by first class. Between Vijayawada and Vishakhapatnam—this is my experience—if a third class carriage is meant for 25 people, there will be 125 people travelling by that. People are just pushed in like cattle, particularly women with little children. The children may get crushed. There should be more carriages and more women's compartments separately provided. Now they have no sitting or standing space. These may be small things, this may not be a learned speech but I want to bring to the notice of the Minister the hardships felt by the people every day. When I go to Bombay, I go by the Frontier Mail. Probably no third class tickets are issued within a certain distance and so the platforms are clear. They are empty. But you come to our area and see. There will be thousands of people waiting on the platforms. Even for first class—of course now Members have some priorities—so many people come to me saying there are 20 people on the waiting list, to travel for Hyderabad by the G.T. or the Southern Express. There are four trains. If there

are 20 people on the waiting list, why do you not have a separate train for Hyderabad? There is justification for it. You are making the people feel disgusted and helpless by making them undergo so much of hardship. In every train I want a separate ladies' compartment. People laugh at me.

I have been fighting with men in our Advisory Committee. They say that sometimes the compartments go empty. How many other compartments go empty? There are young women with babies. They would not like to travel along with men and it is not safe or good for them. When I ask the Railways; they say: 'We will do it' but when anybody comes for it, they say that there is no compartment. With whom to fight? The attendant does not know about it. It is the higher authorities who have to make the arrangements. Before the Chairman says that my time is over, I would like to bring something to the notice of the Minister. There was a Committee to go into the railway working in the Southern area of our country and particularly about Andhra they have written as follows:

"To begin with Andhra Pradesh. This State is fast developing in the fields of mining, agriculture and industry. The registered number of factories in the State rose from 4,984 in 1961 to 5,193 in 1964 and the workers employed from 228,000 to 258,000. It is to be noted in this connection, that the railway needs of the State have been specified by the State Government and by the National Council of Applied Economic Research in its techno-economic report of the State."

The State has to-day only three main lines connecting the North and the South without any interconnecting lines. Large areas of Telangana and Rayalaseema have yet to be opened up for industrial development, as also for speedy movement of agricultural, mineral and

other produce and manufactures. It is rather suprising to note from the study that, right since independence and during all the three plans, only 26.31 miles of new lines were laid in this State. Even the Kakinada Kote-palle line dismantled during the Second World War has not been relaid.

"The Government of Andhra Pradesh proposed to the Central Government the inclusion of a broad-gauge line from Ongole to Hyderabad, a metre gauge line from Rail-line from Kothagudem to Visakhachur to Kothagudem, a broad gauge line from Ramagundam to Nizamabad, a broad gauge line from Nellore to Mydukur, and division of the present Howrah—Madras main line via Kakinada by constructing a link between Kakinada and Pithapuram."

You may say that there are so many demands from Andhra itself. If you look at the map you will find the Telangana area not at all served. It is blank. They have to depend on buses which is not at all satisfactory. In Telangana so many districts are not connected with Railways; otherwise the Government would not have asked for it. The Nagarjunasagar Dam is coming to a finish and I am sure the Minister would like to take away the food produced there and so I hope they will think of laying some more lines. So it is necessary.

"The State Government also suggested the electrification of the Vijayawada-Waltair, Hyderabad-Warangal and Hyderabad-kurnool sections."

"The construction of a line between Hyderabad and Ongole via Nagarjunasagar to remove the existing congestion on the Hyderabad-Vijayawada main line, a line between Ramagundam and Latur to open up a region with large forest and coal resources; a line between Bailadilla and Kothagudem to move Singareni coal to the Madhya Pradesh iron ores; and a rail link bet-

ween Kothagudem and Rajahmundry to industrial complex around Visakhapatnam".

More things they have said, I hope he will not only give consideration but will action them. The 'Hindu' gave a report about it. The 'Hindu' is a Madras paper and everybody has to admit that we are short of railways. So I want the Minister to be kind to us and to connect Delhi with Bangalore via Hyderabad by converting the necessary line into B. G. and give us more facilities and not neglect us. You know Andhra is very hot and we have no air-conditioned trains and no direct link. Instead of taking 10 hours we take 10 more hours now. It is inhuman and it is cruel.

श्री निरंजन वर्मा : आज पांच बजे के

बाद भी हाउस रहेगा क्या ?

उपसभाध्यक्ष (श्री अकबर अली खान) :

जी हाँ, 6 बजे तक।

SHRI G. P. SOMASUNDARAM (Madras): Mr. Vice-Chairman, I rise on this occasion to make my observations on the Railway Budget for 1967-68 and I am very grateful to you for giving me an opportunity to share my thoughts in this august House. It is very regrettable that the current year started with a major accident in Kuppam near Madras. Sixty-nine people have died. I take this opportunity to offer my condolences to the bereaved families. I request the hon. Minister through you to give compensation to the families of these unfortunate people at the quickest possible time. I say this because there is already a widespread belief that compensation is paid after a long time.

While my hon. friend, the Finance Minister, has performed his party to tax the common people, the Railway Minister has also not lagged behind in doing so. Everybody is aware that the common people have reached the saturation point and they will not be able to bear any further burden of taxation. While our people want tax



[Shri G. P. Somasundaram.]

relief, both the Ministers—for Finance and Railways—have competed with each other in taxing them. The hon. Railway Minister probably in his enthusiasm, in announcing his proposals to increase the earnings of Railways, has not noticed a contradictory statement in his speech. While he says on page 3 of his speech that “increase in goods freight rates has a direct and often an immediate effect on the price level”, on page 5 of his speech he says that “considering the extent of the rise in the general price level in the last two years, this increase”—that is the increase in freight charges and passenger fares—“is very moderate”. On one side he says that increase in freight charges will result in price-rise, and on the other he justifies his proposals for increase in freight charges and passenger fares on the general rise in prices. I hope the hon. Minister will look into this and reconsider his proposals.

I also want to make one more observation in this connection. The hon. Minister has stated that increase in passenger fares has little or no inflationary effect. But this is not so. This will certainly lead to rise in prices. Moreover increase in passenger fares is going to put people to difficulty in making both ends meet. It has become a fact that the non-Congress Governments in the States, particularly the DMK Party's Government in Madras, are striving their best to bring down the prices. But the Congress Central Government is encouraging the rise in prices by its actions. Is this the way of extending co-operation to the non-Congress Governments? I leave it to your good sense to think over.

The Railway Minister has stated that printing and issue of a ticket costs about 3 74 Paise. Why not reduce this expenditure? We can have cheap tickets for platforms and for short distances by printing them like bus or cinema tickets. I hope the Railway Minister will consider this suggestion.

Let me suggest one more thing to increase railway earnings. At the back

of the tickets you can put advertisements. This will bring considerable income to the Railways.

Overcrowding in railways is the order of the day. I do not know whether a day will come when you just purchase a ticket and board a train. People have to spend nights at the stations for reserving accommodation for travel after a month. Additional trains are the only solution. If you cannot do it now, why not decrease I class berths and increase III Class accommodation? This will increase not only the earnings of the Railways but also transport more people.

Day by day the services in Railways are deteriorating. The attendants, the electricians, the examiners, etc. do not attend to the genuine grievances of the people. I have noticed myself on many occasions that unless I disclose that I am a Member of Parliament nothing will move. Mr. Mariswamy also knows this. He must have had greater experience. When he and I were travelling together, we were put to a lot of trouble no fan no light nothing of that sort of amenity. We called out for people, but none was caring for us. Only when we said that we would pull the chain and would not allow the train to move we were attended to. This situation will not do. Something should be done urgently to improve the condition.

My friend, the Railway Minister, comes from Mysore. He knows how Bangalore is important for the people in Madras, and vice versa. The proposal to connect Salem with Bangalore via Dharmapuri has not yet materialised. There is a line between Salem and Dharmapuri. This will never be remunerative unless the line is extended up to Bangalore. This proposal should be expedited.

A number of passengers are facing hardship in getting sleeper accommodation from Salem to Madras. The passengers from Salem must be provided with a 3-tier sleeper coach.

There is already a proposal to make Ercaud in Servarayan hills and Solakkadu in Kolli hills as tourist centres. The railway authorities should improve the facilities for tourists at the Salem Junction, so that the tourists to these centres will not have any difficulties.

I take this opportunity to suggest that a new line from Salem to Tiruchirappalli via Rasipuram, Turaiyur, is a must. The demand is there from the people for a long time, but the railway authorities have not done anything so far. This will be a very remunerative route and also serve thousands of people.

Salem is facing an acute shortage of wagons. Starch and sage are two agricultural products which are sent to different parts of the country from Salem. Because of the shortage of wagons, huge quantities of those products are dumped and are going waste. While there is food shortage everywhere, can we afford to do like this?

Lastly, please permit me to reiterate what many have said here and elsewhere, namely to make use of the fallow land along the railway tracks in order to increase our food production.

Before concluding my speech may I remind the hon. Minister through you that the Railways in India are for the service of the people. This is the main consideration for nationalising them. By all means do everything to increase railway earnings, but not at the cost of the common man.

Thank you.

श्री शीतभद्र याजी : माननीय व्हाइस चैयरमैन महोदय, मैं रेलवे बजट का स्वागत करता हूँ और जो किराये में या भाड़े में वृद्धि हुई है उसका भी समर्थन करता हूँ। जब जब चाहे रेलवे में हो या आम बजट में हो उसमें कर वृद्धि की बात होती है तो मैं इसलिए उसका समर्थन करता हूँ कि देश में जो विकास

का काम होता है उसके लिये हमको अपने यहां की जो जनता है उससे पैसा लेना चाहिये। आज हमारी सरकार की या रेलवे की जो परिपाटी हो गई है कि कभी हम वर्ल्ड बैंक के पास जाते हैं, कभी अमरीका के पास जाते हैं, कभी हम किसी देश के पास मदद के लिये जाते हैं, लेकिन जब हम आजादी की लड़ाई लड़ते थे तो हम बड़ी से बड़ी कुर्बानी करते थे और अब जब हमारी समाजवाद के लिये जो लड़ाई है समाजवाद की जो स्थापना होने वाली है, उसमें भी विकास के लिये, रेल बनाने का काम हो या किसी चीज का काम हो तो हम अपनी जनता से चाहे वह पैसेन्जर्स हों या और हों, उनके लिये रेलवे के बजट में किराया वृद्धि का समर्थन करते हैं तो इस दृष्टिकोण से करते हैं, इस नुक्तेनिगाह से करते हैं।

अभी हमारे कतिपय सदस्यों ने रेलवे के बारे में कहा। चूंकि मैं रेलवे यूनियन में बहुत वर्षों से हूँ इसलिये मुझे जानकारी है। रेलवे पर आजकल बहुत दबाव है क्योंकि आज जितनी योजनाएं चल रही हैं, परिकल्पनाएं चल रही हैं, उसमें ज्यादा से ज्यादा जो हिस्सा देना है वह रेलवे का है। हम माल ढो-ढो कर उनके लिये सामान पहुंचाते हैं। हमारी परिकल्पनाओं और योजनाओं के चलने के साथ-साथ मुल्क में जो खाद्य समस्या है उसके लिये भोजन को इधर से उधर ले जाने के साथ-साथ देश पर जो विपत्ति आई कि पाकिस्तान के साथ भी और चीन के साथ भी लड़ाई हुई तो उसमें रेलवे के कर्मचारियों ने बहादुरी के साथ दोनों लड़ाइयों में काम कर-कर के दिखलाया। बाकी सब दफ्तरों में जो काम करने वाले सरकारी कर्मचारी हैं, जो 22 लाख कर्मचारी लगे हुए हैं, वे तो 10 से 6 बजे तक बैठते हैं लेकिन रेलवे में काम करने की कोई सीमा ही नहीं है। हमारे माथुर साहब को रेलवे में कितनी खामियों मालूम हुईं, उसका दोष उन्होंने रेलवे का बताया। रेलवे के 16 लाख कर्मचारी

[श्री शीलभद्र याजी]

नया जिनमें 4 लाख कैंजुअल लेबरर्स हैं, काम करने वाले हैं उनके लिये कोई तारीफ के शब्द उन्होंने नहीं कहे। उनको अंधकार ही मालूम होता है। रेलवे में अंधकार ही अंधकार वे बताते हैं।

यद्यपि रेलवे ऐसी चीज है जिसका आँखों से देखकर ही मालूम हो सकता है, और तरह का चश्मा लगाकर देखने से मालूम नहीं हो सकता है। हिन्दुस्तान-भर में रेलवे में तरह-तरह का काम हो रहा है, विकास का कार्य हो रहा है, फिर भी कहा जाता है कि रेलवे में काम नहीं हो रहा है। मैं यह नहीं कहता कि रेलवे में खामियां नहीं हैं लेकिन मैं रेलवे की मुक्तकंठ से प्रशंसा करता हूँ कि आज देश में जितनी सरकारी योजनाएं चल रही हैं उनमें से सबसे अच्छा काम हमारे रेलवे में हो रहा है। हमारे देश के ऊपर आर्थिक संकट और दैवी प्रकोप हुआ है जिसकी वजह से जगह-जगह हमको घाटा हुआ और इसका असर रेलवे के ऊपर भी पड़ा और उसको भी घाटा देना पड़ा। लेकिन रेलवे जो हमारी सरकार की, जो समाज की सबसे बड़ी इन्डस्ट्री है, अपनी इन्डस्ट्री है, समाज की है, वह पब्लिक मंस्टर के लिए सब से भारी पूंजी है। केन्द्रीय सरकार में करीब 22,23 लाख कर्मचारी काम करते हैं, लेकिन रेलवे में 12 लाख कर्मचारी काम करते हैं जो कि स्थायी हैं और 4 लाख कर्मचारी कैंजुअल लेबरर्स की तरह काम करते हैं। जो रेलवे इतना बड़ा भारी काम कर रही है, इतना देश के विकास में सहयोग दे रही है, उसकी कुछ तारीफ करनी चाहिये थी, मगर देखने में यह आता है कि लोग उसकी बुराइयों को तो देख लेते हैं मगर अच्छाइयों को नहीं देखते हैं। लोग रेलवे की समालोचना करते हैं; मैं यह नहीं कहता कि समालोचना नहीं होनी चाहिये, समालोचना होनी चाहिये और पार्लियामेन्ट्री डेमोक्रेसी में समालोचना होनी भी चाहिये जहां खराबी हो।

लेकिन रेलवे ने जितना विकास का काम किया है, आगे बढ़ाने का काम किया, पब्लिक सेक्टर में जितना काम हुआ है उस से ज्यादा रेलवे ने दिखाया है और आयन्दा भी मुक्त का हिफाजत के लिए, फौज को पहुंचाने के लिए, माल ढोने के लिए जितना भी काम होगा वह रेलवे वाले खुशी के साथ करने के लिए तैयार हैं और पिछले मर्तबे जब हमारे देश में पाकिस्तानियों तथा चीनियों ने हमला किया था उस समय भी रेलवे वालों ने ज्यादा से ज्यादा हिस्सा लिया था।

5. p.m.

लेकिन एक बड़ी मुश्किल बात यह है कि हमारा जो रेलवे बोर्ड है, वह पुराने ब्रिटिश साम्राज्यवादी ढंग से काम कर रहा है। जिस तरह से उस जमाने में नौकरशाही की भावना थी उसी तरह से वह अब भी कर रहा है। अब तो यह हमारी सरकारी इन्डस्ट्री है। और हमें समाजवाद की तरफ चलना है; इसलिए हमें टाटा और बिड़ला को समाजवाद का एक नमूना दिखलाना चाहिये कि हमारे समाजवाद का यह नमूना रहेगा। मगर मुझे दुःख के साथ कहना पड़ता है कि यह चीज दिखाई नहीं देती है। यह बात तो हम नहीं कह सकते हैं कि हम समाजवादी देशों की तरह अभी अपने सभी मजदूरों को 400 रुबल प्रति माह देंगे क्योंकि हमारे देश में इस प्रकार की अभी स्थिति तैयार नहीं हुई है कि हम दूसरे देशों के मुकाबले में दे सकें। लेकिन हमें और रेलवे बोर्ड के मेम्बरों में इस तरह की भावना लानी चाहिये कि हम सब एक ही मशीन के पुर्जे हैं। यह बात ठीक है कि हम पार्लियामेन्ट के मेम्बर रेलवे बोर्ड के मेम्बरों और जनरल मेनेजर्स से मुलाकात कर लेते हैं मगर उन्हें भी अपने नीचे से नीचे कर्मचारियों का ख्याल रखना चाहिये और पुराने जमाने के जो नौकरशाही अफसर करते थे, उस तरह की भावना को त्याग देना चाहिये। इस बारे में रेलवे मंत्रालय को एक उदाहरण उपस्थित करना चाहिये हिन्दुस्तान के पूंजीपतियों के

सामने कि हम समाजवाद की तरफ बढ़ने हुए किस तरह से अपने कर्मचारियों की भलाई चाहते हैं। हमें अपने कर्मचारियों के साथ अच्छा सलूक करना चाहिये और कामरेड की भावना में उनके साथ व्यवहार करना चाहिये और इस समय जो सरकारी अफसरों में भावना फैली है, उसका परित्याग किया जाना चाहिये।

इसके साथ ही मैं यह कहना चाहता हूँ कि मई 1957 में सेक्रेड पे कमोशन बंटा था और उसकी मफारिशों को 1959-60 में कार्यान्वित किया गया। मेरा कहना यह है कि हमारे पे कमोशन के जो सदस्य हैं वे रेलवे कर्मचारियों की सरकारी कर्मचारियों के समान ही समझते हैं जो कि मकानों में जाते हैं और शाम को घर वापस समय में आ जाते हैं। मगर हमारे रेलवे के जो कर्मचारी हैं वे 16 घंटे, 12 घंटे और 10 घंटे प्रति दिन काम करते हैं और जब सुविधा देने की बात आती है तो कहा जाता है कि वे सेन्ट्रल कर्मचारियों के साथ एट पार हैं। इस तरह की जो भावना सदस्यों के मन में है वह गलत है और इसीलिए हमारी मांग है और बराबर मांग है कि उनकी सुख-सुविधा के हिसाब से अलग से खयाल किया जाय। इस संबंध में श्री पाटिल साहब ने भी कहा था कि देखा जायेगा। हमने उनको अलग से सुख-सुविधा देने का बन्दोबस्त नहीं किया तो रेल कर्मचारियों को मन्तोष नहीं होगा। फिर सेन्ट्रल कर्मचारियों के ही साथ उन्हें एट पार नहीं माना जाना चाहिये। हम यह नहीं कहते हैं कि उनके लिए एक तीमरा पे कमोशन बनाया जाय। अभी श्री गजेन्द्र गडकर ने अपना एवार्ड दे दिया है। ठीक है, इससे उन लोगों को भी कुछ मिलेगा, लेकिन जो हमारे पूँजीपति हैं, बिजनेसमैन हैं, वह देख रहे हैं कि जैसे ही डी० ए० का एलान किया जाता है वैसे ही बाजार में दाम बढ़ा दिये जायेंगे और ब्लैक मार्केटिंग किया जायेगा। हम बार-बार रेलवे की तरफ से मांग करते हैं, यूनियन की तरफ से मांग करते हैं कि

रेलवे कर्मचारियों को उनकी कालोनी में मस्ते दामों पर गल्ला मिलना चाहिये और इसके लिए दुकानें खोली जानी चाहिये। अगर इस तरह का इन्तजाम कर दिया जायेगा तो फिर इस बात की जरूरत नहीं पड़ेगी कि आप उनको महंगाई भत्ता दें। लेकिन आप यह काम नहीं कर रहे जबकि रेलवे के कर्मचारी और केन्द्रीय सरकारी कर्मचारियों के मुकाबले में बहुत ज्यादा काम करते हैं। वे लोग देश की तरक्की के लिए, उन्नति के लिए, प्रगति के लिए, विकास के लिए और देश की हिफाजत के लिए और कर्मचारियों से ज्यादा काम करते हैं और दूसरे के साथ उनकी बराबरी करते काम नहीं चलेगा। इसलिए मैं कहना चाहता हूँ कि उनके लिए एक अलग से वेज बोर्ड बनाया जाना चाहिये। उन लोगों की सहायता के लिए तय किया जाना चाहिये कि रेलवे के कर्मचारियों को यह यह सुविधा मिलेगी।

इसके साथ ही साथ मैं यह कहना चाहता हूँ—मैं इस बात को लगानार 10 वर्षों से यदा पर कह रहा हूँ कि हमारे जो तीन पूर्वी राज्य हैं उनमें रेलवे लाइनों का होना बहुत जरूरी है। अभी हमारी बहिन कह रही थी कि आन्ध्र में रेलवे लाइनें बनाई जानी चाहिये। उन्होंने कहा कि मीटर गेज की लाइन को बदलकर ब्रॉड गेज कर दिया जाय। इसी तरह से हमारे दूसरे भाइयों ने भी कहा कि यह लाइन बना दीजिये, वह लाइन बना दीजिये, मीटर लाइन को ब्रॉड गेज में बदल दीजिये। लेकिन मैं यह कहना चाहता हूँ कि माननीय मंत्री जी को पहले देश की सुरक्षा को सबसे पहले अपने ध्यान में रखना चाहिये और समाजवादी खयाल से भी यह बात सोचनी चाहिये कि जिस राज्य के कैपिटल में अभी तक रेल नहीं गई है वहां पर और जगहों के मुकाबले में पहले रेलवे लाइन जानी चाहिये। जिस राज्य में लोगोंने अभी रेलवे की सूरत भी नहीं देखी है, वहां पर पहले रेलवे लाइन बनाई जानी चाहिये। तेलंगाना में तो रेलवे लाइन जाती है और डायरेक्ट भी जाती है। तो मैं यह कहना

[श्री शीलभद्र याजी]

चाहता हूँ कि हमारी सरकार को इस तरह की सब बातों को छोड़ देना चाहिये जो लोग यह कहते हैं कि हमारे यहां मीटर गेज से ब्रांड गेज कर दीजिये और इस लाइन को वहां तक ले जा दीजिये, इस तरह की जितनी बातें हैं उन सबको इस समय त्याग देना चाहिये। रेलवे मंत्री जी कई बार वादा भी कर चुके हैं कि मनीपुर में सिलचर से इम्फाल तक रेलवे लाइन जायेगी। वहां का कुछ विकास नहीं हुआ है और सुरक्षा के ख्याल से भी वह पूर्वी क्षेत्र ज्वालामुखी के मुंह पर बैठा हुआ है। उसके एक तरफ तो पाकिस्तान है और दूसरी तरफ चीन है जो हर वक्त गड़बड़ी करने के लिए तैयार बैठे हैं। नागा उपद्रवी भी यहां पर हर तरह की गड़बड़ी कर रहे हैं। इसलिए मेरी प्रार्थना है कि मनीपुर राज्य में सिलचर से इम्फाल तक वाया एंजैल तथा चुरान्दपुर जल्द से जल्द रेलवे लाइन का निर्माण हो। इन स्थानों में अभी तक सर्वे नहीं हुआ है। ब्रिटिशों के जमाने में एक बार सर्वे हुआ था मगर वह काम भी पूरा नहीं हुआ। इसी तरह से सिलचर में मजीरावाम तक भी रेलवे लाइन का बनाना भी बहुत आवश्यक है।

त्रिपुरा में भी धर्मनगर तक रेलवे लाइन गई है, लेकिन मैं यह कहना चाहता हूँ कि आप इस लाइन को अगर तला तक बढ़ा दीजिये। हम लोग कहते हैं कि जम्मू और श्रीनगर तक रेलवे लाइन होनी चाहिये, मगर अभी तो जम्मू तक भी नहीं पहुंची है। इसलिए मैं मंत्री महोदय से दरखास्त करूंगा कि सब जगहों की मांग को छोड़कर, हिन्दुस्तान की हिफाजत के ख्याल से, विकास के ख्याल से, इन तीन राज्यों में सबसे पहले रेलवे लाइन बनाई जानी चाहिये। जैसा मैंने अभी कहा कि मनीपुर और त्रिपुरा में रेलवे लाइनों का बनाना बहुत ही आवश्यक है, उसी तरह से काश्मीर में भी रेलवे लाइन का खे जाना बहुत आवश्यक है। अभी हम केवल 10 किलोमीटर तक ही रेलवे लाइन ले गये हैं।

मुझे आशा है कि हमारे माननीय मंत्री जी मेरे इस सुझाव की तरफ अवश्य ध्यान देंगे।

इसके साथ ही हमने सरकार से निवेदन किया था कि जो रेलवे कर्मचारी हैं उनके साथ अच्छा सलूक किया जाना चाहिये, अच्छा धर्तिव किया जाना चाहिये। हमारे रेलवे में चार लाख कैजुअल लेबरर हैं। अभी यह माग हो रही है कि रेलवे में खर्च कम किया जाय। लेकिन मैं यह कहना चाहता हूँ कि जो रेलवे के छोटे कर्मचारी हैं, उन्होंने तो देश का विकास करना है जबकि सब तरफ से यह माग आ रही है कि हमारे यहां रेलवे होनी चाहिये। चेयरमैन साहब रेलवे बोर्ड के और मिनिस्टर साहब ने भी कहा है कि रेलवे में खर्च कमी करने की वजह से रेलवे कर्मचारियों की छटनी करनी होगी। तो मेरा निवेदन यह है कि आप एक तरफ छटनी कर रहे हैं और लोगों को पदोन्नति से वंचित कर रहे हैं तो ऊपर ही से इस काम को शुरू करें न कि छोटे कर्मचारियों को पहले इसका शिकार बनाया जाय। अगर आपने छटनी करनी है तो बड़े कर्मचारियों से शुरू कीजिये क्योंकि छोटे कर्मचारियों को तो इतना विकास का कार्य करना है। इसलिए मैं यह प्रार्थना करूंगा कि इन कर्मचारियों की न छटनी होनी चाहिये और न ही उनको पदोन्नति से वंचित करना चाहिये। लोग तो कहते ही रहते हैं और उनको कहने दीजिये। रेलवे वाले बहुत अच्छा काम कर रहे हैं और इस बारे में कोई बात नहीं सुनना चाहिये।

अतः मैं नार्थ फ्रंटियर रेलवे कर्मचारियों के बारे में कहना चाहता हूँ। इसमें 60 प्रतिशत ईस्ट बंगाल के रिफ्यूजी हैं जिनके लिए मकान की व्यवस्था नहीं है। जिस तरह से सरकार अपने कर्मचारियों के लिए कोआपरेटिव सोसाइटी बनाकर मकान बनाती है, जमीन एक्वायर करती है उसी तरह से इनके लिए भी मकान बनाने तथा जमीन एक्वायर करने की व्यवस्था करेगी।

इन शब्दों के साथ जो रेलवे बजट है और जो बजट ने भाड़ा बढ़ाया गया है, मैं उसका समर्थन करता हूँ।

DR. B. N. ANTANI: Mr. Vice-Chairman, Sir, when I rise to make some observations on the Railway Budget I recall what a great Indian economist has recently said:

"The Rann of Kutch—from where incidentally I come—is a brackish waste where the lone and barren sands stretch far away; and the depressing scene is only relieved by the Bets (islets) which are elevated tracts supporting life and vegetation."

The picture of the Indian Railways economy is not altogether dissimilar. We have two sides of the picture, one displayed by the hon. Railway Minister himself, a gentleman unfortunately driven in bad company. His pamphlet on diminishing accidents has staggered me in the face of realities. The gloss given to the bad image cannot remain hidden.

Some Members on the other side, particularly those—who have spoken before me, had reasons to congratulate the hon. Railway Minister. I would have done the same thing if I could not have suggested to him the better method to balance it. One of the previous speakers, Shri Bhandariji, has done so; several other Members on this side have also done so. Instead of giving away a large portion of the Depreciation Fund to the General Revenues if he would have thought of the other avenues which have been suggested I think he would have been able to draw up this Budget on a socialistic pattern of society of which they all claim to be worshippers. This is a Budget, Mr. Vice-Chairman, which, I think, has got only one vision and the vision is, how to balance it commercially. The Britishers built these Railways for their own reasons. When the Railways came to us our approach should

have been different. I stand here to ask the honest gentleman that the hon. Railway Minister is, has this slant been given for the last eighteen years?

Now, this the only greatest nationalised concern and the principles of the socialist way of life is to distribute equitably the earnings among the workers, of course, keeping in mind the major factors. Has it been done? Has not the hon. Railway Minister before him the grievances of the staff, particularly, the Guards for the last three years? Promises after promises are being given. What is their plight? Nothing is being done for them. I therefore draw the attention of the hon. Railway Minister to this matter, as one who has been associated with the Railways for the last fifty years of my career. I have seen the development and construction of the Uganda Railways I have been the Railway Manager in an erstwhile State which had a good mileage of Railways. I have seen, Sir, in order to avoid accidents and to increase efficiency the only method, the only successful method, is to keep the employees contented. Have we been able to achieve this? We have been talking so many things. I do not know who those jugglers of statistics are who created that pamphlet on gradual reduction of accidents when there is not even one single day when we do not read of accidents. Do they discriminate between accidents and derailments?

SHRI P. K. KUMARAN: We read those things every day in the papers.

DR. B. N. ANTANI: Well, they are complacent and they say that they have reason to believe that it is coming down. Sir, I am very bad in arithmetic; I am very bad in mathematics. I only believe in the realistic maxim that the proof of the pudding is in the eating of it and not in reading these pamphlets.

Leaving that apart, I will turn to the conditions in the Railways. The very approach, Mr. Vice-Chairman, has

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got to be quite different. The approach that emerges from the literature given to us is only commercial. To me, Sir, it amounts to this that this is an attempt to starve the already starving and to feed those who are overfed. Look at the ratio of disbursements in the Railways. Take on the one hand the Railway Board and compare the expenditure on the Railway Board with the money spent on the staff. What is the conclusion? My friends, some Communistic, some socialistic, have said about the travelling public. Now, with all these amenities which I submit are imaginary, I will make a sporting offer to the hon. Railway Minister to accompany me to Kutch, not as third class passenger but as a first class passenger and he will find what the conditions are there. So far as the development of the Kandla port was concerned, the late lamented Sardar Vallabhbhai Patel had a vision. When we lost Karachi he wanted to have an alternative port and for that we constructed the Kandla port spending crores and crores of rupees. But it was not only for the purpose of commerce. We wanted to have a strategic place from Karachi down to the western part of India, and we should have had strategic railways there. He prepared a master plan but the sadistic people in power who are only happy to undo all what the late lamented Sardar Vallabhbhai Patel did, did not abide by that master plan with the result that we waited for the aggression by Pakistan when we rubbed our eyes, sat up and locked our stables when the horses had bolted. We could not carry materials up to the western part of our borders. We could not even send sufficient water to our brave jawans. We have no communications there and that part is ignored completely.

I have read the literature given by them, Mr. Vice-Chairman. They talk about the extension and expansion programme and write there Kandla-Jhund Railways wonderful. In Gujarat they mention about the Himmatnagar-Udaipur Railway. That is their

achievement. The Kandla-Jhund railway should have been constructed 18 years ago. I ask on behalf of the people of Kutch why that railway was not given priority up till now. There should be a programme to extend that broad gauge railway to Bhuj and there should be a line connecting Bhadresar, Mundra, Mandvi and Koteswar which is the farthest point on that line. If you do not do that, if you still remain in complacency, if you do not have this expansion of that strategic line you will regret the day of your complacency and your not attending to this. I want to know it. Nowhere in the Budget, nowhere in the literature have I seen as to what is your extension programme or what your criterion is? Now from the erstwhile Baroda State you have taken Rs. 150 lakhs or something like that in order to construct the Bhavnagar-Tarapore Railway. Why is it not constructed? We have to import coal and diesel oil for Gujarat from Calcutta side. We spend so much money on it. If Gujarat produces oil, why not dieselise that portion? I submit there is an attempt always to treat Gujarat as a Cinderella in the whole fabric and ignore the needs of Gujarat.

(Interruption)

SHRI C. M. POONACHA: There are so many others, one after another, asking for such things.

DR. B. N. ANTANI: I could not afford to be apologetic and apologise as you people are. Remember I do not oppose for nothing. I oppose only where I must. I co-operate where I can, but I cannot be the courtier of King Canute as my friends on those Benches are. I am here to draw the attention of the Railway Minister to this strategic necessity. My friend, the previous speaker, said that speaker after speaker has been asking for new lines and extension of lines in different areas. I am not one of them. I do not want additional things. What I want is what is necessary for the security of the Union of India. If you do not do it, you are losing time when you will again regret.

My other submission is this. On all these amenities, which are spoken of, we have spent money. I admit, I appreciate the gesture. But as I said, the proof of the pudding is in the eating of it. Let him travel with me and see things for himself. There is a delay of eleven hours at Palanpur. We have to develop Kandla and trade and industry from Northern India and Rajasthan. We have to induce the tourists. We have to induce the merchants. And what is the phenomenon? Merchants in order to reach Kandla have to spend eleven hours at Palanpur in order to get connection to Kandla. What is the position of that line? At Radhanpur—I request the hon. Railway Minister to make a note of it—the pump for water in the engines gets damaged, gets out of action for four days in a week and there is always a detention for 2½ hours. As soon as we leave Palanpur we are in the Sahara. It is a holiday to the drivers of the Railways. Now, there is the question of inspection. The hon. Railway Minister has got the system of inspection. The General Manager has to visit in a saloon for inspection. You know there is the advertisement for a circus, saying “Coming, coming, coming, be prepared to see; be prepared to see.” The Western portion is at Kandla. The headquarters of the General Manager are at the headquarters of the Shiv Sena in Bombay. That hon. gentleman announced his inspection visit all of a sudden. It was all agility, all activity, painting, white-washing, varnishing, everything good dressing, etc. Four days later when everything was ready, when everything was done, that visit was cancelled.

**SHRI ARJUN ARORA** (Uttar Pradesh): Very good.

**DR. B. N. ANTANI:** After one month again “coming, coming” and the same thing happened. Now is that bill to be suffered by the travelling public, the third class passengers—I appeal to the hon. Railway Minister—on whom you are imposing this burden by raising the fares? How shall I describe it? If I start speaking and if you give me time, I will have the mind of this

honest gentleman, the hon. Railway Minister, melt and prove that all is not well with the State of Denmark, with all his figures, all his jugglery to which I was used to. I have been the head of an administration. In order to please my rulers I used to produce excellent reports. You cannot deceive us, you cannot delude us. You cannot delude yourself. Perhaps you believe what I say, but you do what you have to do. That is your position. I, therefore once again appeal to you to go into this, look at the way Gujarat is treated. Look at the way in which everything Sardar Patel wanted to do has been treated. There is some ominous, some vicious way of thinking. I am not charging you for nothing. I, therefore, appeal to you again to look at your Railway Budget. Firstly, treat us with sympathy. Look at our grievances. I understand that some veteran Congressman or erstwhile Congressman saw a poor ticket collector taking four annas from a shuttle train traveller. Congressmen are always honest for four annas. They are not honest for millions. So, that person reported to the Railway Board about the conduct of the ticket collector. What happened? Not only was he sacked. The honourable highly paid Railway Board experts getting Rs. 4,000 or Rs. 3,000, a party of experts said: “Oh, that man has complained. These people have become a vested interest. Therefore, there must be periodical transfers.” In our Kutchi there is a saying:—

ग्रहोजावा उदरे ने पितृपि पाडे के ।

It means, there was an old lady who was grinding millet. She was half blind. There were some rats coming and the rats were eating the flour. She could not see the rats. There was a buffalo tied near her. So, she began to hit the buffalo. The Railway Board punished the buffaloes and let alone the rats. Poor guards have periodical transfers from Gujarat to Madras, no language, no education, no quarters. All these grievances, all these deep-rooted incipient grievances cause these accidents. No sabotage, no human error, it is the indifference on the part



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of the staff. If you will probe into it, it will give you the correct causes for these daily derailments, etc. So, please satisfy yourself.

Look into the extension programme or expansion programme, particularly into the western part of Kutch, which I have suggested. Do not ignore Gujarat. Dieselise where you can. Our co-operation is at the disposal of the railway authorities so far as Gujarat is concerned. Do not consider us to be your opponents for the sake of opposition alone. If you will take us into confidence, our co-operation is with you. But do not starve those who are already starving and do not overfeed those who are already overfed. Do not tax the poor travelling public. I have seen the conditions. On the roof of third class carriages they are herded like cattle. We used to go picketing the BBCI Railway. Whom shall I picket today? What are you doing? Is this the Railway, which should have been the pride of the country? It is a shame on the country today when we see the conditions of the poor travelling public. In Kutch at the Bhuj railway station half an hour before the departure of the train the ticket window will be opened. In this summer in Kutch hundreds of passengers, women particularly, with babies in their arms, go there. They have to wait for hours only to obtain their tickets. The trains leave; the children are in the carriages; and the mothers weep for their children. Is this supervision? Is this administration? Let me be contradicted in one single thing which I am mentioning, and I shall be the first man to apologise. I have seen the conditions with my own eyes. Be human; do not be bureaucratic; be the God's good man that you are; and then you will see that the Railways will improve.

**THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN):** I am sure the Railway Minister will take note of that.

**SHRI GULAM NABI UNTOO (Jammu and Kashmir):** I hope the

House will hear me. Mr. Vice-Chairman, when I speak on the Railway Budget, my speech may not touch all those points which have been referred to here by hon. Members. Suggestions made or criticisms made, whether with respect to metre gauge turning into broad gauge, or with respect to the improvement in Railways or efficiency of staff, or with respect to the theft of goods or theft of coal, or with respect to ticketless travel, I am afraid these may not find mention in my speech because this Department, this service is alien to me, is foreign to me, is of no use and utility to me. *The House, I think, will appreciate the feelings, the urges that I am here to express on behalf of my people, the citizens of the State of Jammu and Kashmir.*

Sir, my State, as you know, is not only known for its tourism, it is a State on the remotest corner of the country, and unfortunately enough the State is situated on the vulnerable border, and to our bad luck we had the emergency not only since 1962 but it continues right from 1947. With all these factors, I feel that the Government of India in the Railway Ministry has been careless and has failed to give any attention to the various urges and demands we have been so far making that my State should be linked with a railway. For the last 15 years the Government has been making promises that the State of Jammu and Kashmir will also be covered by railways, and a programme was made that Udhampur, the foothill town of the Jammu province, would be linked up by railways with Pathankot. But to my surprise. I want to put it before the hon. Railway Minister, it took the Railway Ministry full five years to complete 8.27 kilometres. On the one hand I appreciate and realise the importance of the railway service. I feel this is a service of primary importance which unites the country, which passes through all the barriers of provincial, caste, linguistic and other hurdles in our national integration. But I fail to understand why the Department has

been so negligent towards a State which for its tourism, for its strategic position, should have been given the priority over all extensions.

Sir, the Railway Department since 1951 has constructed 4803 kilometres of track in the country, but I fail to understand why only 8 kilometres have been allotted to us. Was it the only share that we could have enjoyed from the Railway Budget? Sir, you have been giving promises after promises that the railway will be taken up to Udhampur, but this year when I look into the budget, I see there is no mention of it. Only we are consoled with this thing that a survey will be conducted from Kathua to Jammu. Sir, I feel that when it took the Railway Department five years to complete 8 kilometres, I am afraid the Udhampur track which comes to about 70 or 80 kilometres must necessarily take you 40 years. If this is the pace of railway development, I wonder when the time will come when my people will also see themselves linked with railways. I feel that any hurdle to our economic development, if there is any, as has been observed in the report of the Industrial Commission—I quote the observation made there:

“Among the biggest hurdles coming in the way of the State’s economic development mention may be made of the irregular and expensive transport system.”

I feel, Sir, this remark of the industrial Commission should be an eye-opener to the Railway Department that my State cannot develop economically, that integration is not practically and feasibly possible unless you mean to link the State with railways. I realise that the Department has certain difficulties. The terrain is tough, but it is as good or as tough a terrain as in Simla, and still you have a railway there. Though I appreciate the difficulties of the Railway Department, there should be this linking of Udham-

pur with Kathua and I feel the Railway Department should give it preference over all other extensions in the country.

My State is known for two or three big things that we export to the rest of the country: fruit, timber and crafts. As far as fruit is concerned, I hope the hon. Railway Minister will appreciate that for its preservation, for its beauty and taste, it requires an efficient, organised and systematic transport, which transport, because of the failure of the Railways, we have failed to provide, and it has resulted in a recurring loss of some crores to my State which under present conditions cannot bring the fruit in its original and indigenous form to the market in Delhi. Sir, and because you have not developed Kathua which is a town in my State, I continue to bring my timber, dump it in Pathankot and sell it here. Therefore, my State which has to load the timber at Pathankot has to undergo a loss of sales-tax amounting to the tune of Rs. 75 lakhs annually when it cannot load timber at Kathua which is the town in my State, because Kathua has not been developed. Therefore, I am forced to carry my timber to Pathankot and load it there and hence, I forfeit my sales-tax over it, which comes to Rs. 75 lakhs. I request the Railway Minister that preference should be given to developing Kathua Station so that I cannot forfeit the sales-tax which I could have realised if I had loaded timber from Kathua Station and also it would have saved the freight which I would have had to pay for other goods also in carrying them to Pathankot. I may mention here—and the Railway Minister may note it—that there is something fishy about it in the Railway Ministry itself. The authorities in the Northern Railway do not like that Kathua should be developed because they know that once Kathua is developed, passengers and goods from my State need not come to Pathankot and Pathankot will lose all the charm that it has and therefore, it is being

[Shri Gulam Nabi Untoo.]

manoeuvred always that the development of Kathua Station is being delayed.

With respect to railways in my State, I want to make a few suggestions. You have been conducting a survey from Kathua to Jammu. That survey may be extended up to Udhampur and a complete report may be sought for so that when they start constructing the railroad, it will go direct to Udhampur *via* Jammu. You need not wait for a further report and a further survey from Jammu to Udhampur. That will save time. Sir, Kathua Station should be developed so that my State need not go to Pathankot, and a direct train should run from Kathua to Delhi.

The third suggestion that I want to put before the hon. Railway Minister is . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): And that will be the last one.

SHRI GULAM NABI UNTOO: Yes, Sir, that will be my last suggestion.

The Kashmir Valley is most beautiful and the Railway Minister must visit it. I am afraid he must not have visited it because his Department's jurisdiction is not there. As his jurisdiction is not in my State, he might not have visited it. If the Railway Minister has not visited it, I extend my invitation to him and he will see that the Kashmir Valley is most beautiful. It is surrounded by mountains and you have to walk hundreds of miles on the mountains and hills to reach the Valley. The Valley by itself is a plain, is very beautiful with no hills . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): What is the suggestion? Make your suggestion.

SHRI GULAM NABI UNTOO: Therefore, you should make a survey inside the Valley to explore the possibility of constructing a railway right inside the Valley so that an independent railway will run there, without

being connected with the rest of the railroad in the country. But in the Valley itself a railway should be constructed. A survey may also be suggested for the Valley.

SHRI R. S. KHANDEKAR (Madhya Pradesh): Mr. Vice-Chairman, Sir, to put it very mildly, the Budget proposals of the hon. Railway Minister this year are most disappointing. It was expected that the new Minister had come, that he would bring with him new dynamism and new things in his Budget and that the whole picture would be different. But, unfortunately, he has chosen to tread the same old path which his predecessors did. At the most it can be said that this is an accountant's budget. Just on the one side there is a loss of some crores of rupees. The new Railway Minister wants to make up the loss by imposing new taxes or by raising the freight rates and passenger fares. It is very surprising that after a long, long time the Railways should have shown such a huge loss. So far, the Railways were showing huge profits and they were giving a lot of money to the general revenues also. But this year, about Rs. 24 crores are estimated to be less in the Budget. So, the Railway Minister has tried to make up that deficit. But before he had tried to impose new freight rates and passenger fares, he should have had some introspection, he should have thought whether this loss could have been made up by eliminating wastage, by eliminating corruption and by taking many steps by which economy could be effected and this loss could have been made up. But his speech does not show that he has ever attempted it. It is not for me to suggest what steps he should take to economise or how wastage can be avoided. A Parliamentary Committee or some sort of Commission may be appointed. I think there is a great necessity now to go into the whole railway system so that it can be found out how a lot of savings can be made and the ordi-

nary public can be spared the rise in railway fares. I can only mention a few steps which he can take or which he could have taken while preparing the Budget.

Always the complaint is that the Indian Railways are heavily manned, and then it is said that despite such a long mileage, 15 lakh labourers are not necessary. His predecessor had said publicly that he could run the railways with half of the staff which is at present. But I would draw his attention to one thing. Has he looked into the question of over-staffing in the higher echelons of the railway system? Take the case of the Railway Board. What is the necessity of having such a Railway Board at all? I would plead that it should be abolished. I know that there are experts in the Railway Board. But the working of the railways for so many years has shown that the Railway Board is redundant. The Railway Board does not comply with the orders and policies of the Railway Ministry. The Railway Board's orders are not obeyed by the General Managers. The General Managers are not obeyed by the Divisional Superintendents and smaller people. Therefore, what is the use of having such a machinery which does not work? It is just a white elephant. It is redundant. It has been pointed out by several hon. speakers that the money spent on the maintenance of the Railway Board is disproportionately higher than the money spent on the lower category of the railway system. So the Railway Minister should either abolish the Railway Board completely or organise it in a fresh way so that much saving can be made.

Similarly, I was told that in Bombay that the work which was done by one General Manager is now being done by two Additional General Managers. In the Divisions also there used to be one Divisional Superintendent formerly. Now there are a number of Divisional Superintendents, either his Joints or his Assis-

tants. Even then the general efficiency in the working of the Railways has not improved.

There is a tendency for more officers being employed in higher ranks and always a case is made out for the retrenchment of the lower staff. I will come to the retrenchment of the lower staff later. If the Railway Minister had looked into the working of the Railways, this was one of the things over which he could save much money.

Secondly, coming to saloons, I had asked a question in this House. I wanted to know the specific number of saloons in operation on the Railways and the officers who were entitled to the use of saloons and the approximate total expenditure incurred every year on these saloons. The Railway Minister has tried to mix up saloons with inspection carriages. He said that there were 1,045 inspection carriages and saloons. There was a statement attached showing how many people are entitled to use saloons. I do not grudge these people using saloons because they are the highest dignitaries. But there is one thing which strikes me most. All officers holding gazetted ranks on the Railways are entitled to the use of inspection carriages while travelling on duty. Why should they be entitled to have special inspection carriages while on duty? A number of senior Government servants of the Government also go on duty but they do not require saloons. Why should the railway staff or the gazetted officers there—even a small officer is a gazetted officer—he entitled to use a saloon? Now if the annual upkeep of a saloon or inspection carriage required Rs. 1,000 you can imagine how much money is spent annually on them. If they are abolished the Railway Minister can save a lot of money and the people can be saved from this high taxation. There may be many other such cases. If a thorough investigation is made, a lot of savings

[Shri R. S. Khandekar.]

can be made and the huge deficit which the Railway Minister has found this year can be made up.

Having said this, I would like to deal with one or two problems which are really necessary and which are most vital in the Railway Administration. In fact, if one is allowed to speak on the entire railway system, there would be so much to speak that even some hours would not be enough. The time at my disposal is very short. I would, at the short time at my disposal, highlight some of the problems that are facing the Railway Administration.

Firstly, I would like to deal with the labour relations of the Railway Ministry. Whenever I had occasion to attend the conferences of the various categories of railway employees, I found a lot of dissatisfaction amongst the various categories of railway employees. In spite of this P. & M. machinery, the permanent grievances of the railway employees are not redressed. Therefore something has got to be done with regard to the removal of these grievances. Formerly this machinery used to meet once a month. Now on account of this emergency it meets twice a month. I referred to this matter last time also when I spoke on the Railway Budget. This machinery is not at all being used properly. The officers who conduct this meeting treat it as if it is just a formality. A big agenda is drawn up for the meeting but hardly one or two items are taken up. And the officer presiding over this meeting conduct himself just like a headmaster doing his job. No discussion takes place. People come there from long distances. Representatives come there. They are paid T.A. and D.A. and the meeting adjourns within a short period. Many a time it so happens that the officer who is entrusted with the work of looking after those cases either has no time or he is on leave and the work is entrusted to a subordinate officer. That is why this machinery

which was so useful and which was really meant to redress the minor grievances of the railway employees is not doing anything. So dissatisfaction among railway employees is

Now about the functioning of unions, I would like the Railways to have one Union only and I would like this principle to be adopted for all the industries. I do not know why this principle is not being accepted at present in this country. At present there are so many Unions and it is very difficult for the Administration to solve the workers' problems. So I would request the hon. Minister to see to it that these minor grievances of the various categories of employees should be solved at the lower level itself. Unfortunately, I have to write so many letters to the Railway Minister to get their grievances redressed. If the Minister can redress the grievances at his level, I do not understand why they cannot be redressed at the lowest level and so much money and energy saved.

I then come to the case of casual labour. I had occasion to attend so many conferences of casual labourers and I find that a very raw deal is given to the casual labour. In fact, the strength of the casual labour in the Railways is about one-third. Out of 15 lakhs, about 5 lakhs are casual labour. But they are treated not as Government servants or railway workers but just like slaves; they do not have any facility. So many times resolutions have been passed and sent to the Railway Administration. They have been sent to the Railway Administration, but the Railway Administration is bureaucratic and authoritative or high-handed as this. Nobody looks after their grievances. About their wages, I have asked so many questions on the floor of this House and I have been pleading for the cause of the casual labour. But nothing is being done. The Railways have adopted a curious

method of giving them wages. They say that casual labour working in a particular area would be given . . . May I continue tomorrow or.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): If you will finish in five minutes . . .

SHRI R. S. KHANDEKAR: I will take another 15 to 20 minutes. I have got 25 minutes.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I understand Mr. Triloki Singh wanted to speak. He is not here.

SHRI R. S. KHANDEKAR: I will take about 15 minutes more. That is all.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Reddy has taken 25 minutes. You have taken fifteen minutes. So if you can finish in five minutes . . .

SHRI R. S. KHANDEKAR: I will take 10 to 15 minutes more. I was told that I could have 25 minutes.

SHRI MULKA GOVINDA REDDY: We will cut out the third speaker.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You want 15 minutes more?

SHRI R. S. KHANDEKAR: Yes. I would like to make two or three points.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I wanted to call Mrs. Mehta.

SHRIMATI FUSHPABEN JANARDANRAI MEHTA (Gujarat): Last time also I could not get a chance.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I am sorry, Mrs. Mehta, if he had finished, I would have requested the House to give you five minutes. But he has not finished. Now the House stands adjourned till 11 a.m. tomorrow.

The House then adjourned at two minutes past six of the clock till eleven of the clock on Wednesday, the 14th June, 1967.