

an interview between the Prime Minister and a citizen or a political leader, the Government cannot function. I feel that it is a serious matter and serious notice of the affair must be taken of it by the Government.

SHW BHUPESH GUPTA (West Bengal): I have given a notice for discussing this specific subject through a separate motion. In the other House there is adjournment motion. We do not have adjournment motions but we have certain things under the Rules, under which you could allow, if you to desire, a brief two-hour discussion. Therefore we request you to give us an opportunity to discuss the West Bengal matter for two or three hours under our Rules so that we can deal with it. Our information is this. I was in Chandigarh and when I heard that the Prime Minister was going to Calcutta I rushed here and we decided also that our leaders and the leaders of the Left Party should meet her. Mr. Hiren Mukherjee left on the same day, not in the same plane but on the same day, for Calcutta and the Government knew about it the night before and immediately the Government decided to prevent such a thing and they arrested all the Opposition leaders so that it would not be possible for any of them to meet the Prime Minister. We wanted a co-operative approach and we instructed our people that they should also meet and they wanted to meet. All the leaders would have met her if she had invited them, there is no doubt about it, but the West Bengal Government decided to forestal it by invoking the S.I.R. so that nobody, none of the Opposition leaders or anybody in Bengal, could meet her. Yesterday the Prime Minister appealed to us that we should share the difficulties with her. May I ask how we can share the difficulties when we are in prison? Will she share the difficulties with us by going to the prison? No, that she will not do. Therefore allow me a chance to say that all these people should be released so that they will be in a position to meet her. An appointment has been forestalled, as you will see. These are matters of a serious nature and to-day we read in the newspapers that all of them had been practically taken away—the Opposition. Now they have decided not to go there and to boycott the Budget Session. Of course the show will go on but will de-

mocracy go on in this way? Therefore I request you kindly to allow us. Let us have a little chance for unburdening our hearts and to give our thoughts on this matter, in the way our Lok Sabha friends did. I hope will you not come in the way.

MR. CHAIRMAN : I think I will not come in the way but you unburden your heart without even my permission.

SHRI BHUPESH GUPTA : Since the other House has had a very good discussion on the adjournment motion, which we do not have, and we have got an alternative provision in our Rules, let the Rule come into play and the truth be related in all its entirety.

MR. CHAIRMAN : I will pass on to the Railway Budget. When the House adjourned Mr. Anandan had not finished and he may do so now. He has already taken fifteen minutes and he might take another, five minutes.

THE BUDGET (RAILWAYS), 1966-67- GENERAL DISCUSSION—(contd.)

[THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) in the Chair] SHRI T. V. ANANDAN (Madras) : Yesterday I was referring to automation. Automation can very well be used now in the new zone, the South Central Zone, that is going to be formed because it can prevent the transfer of clerical staff from Bombay and Madras to Secunderabad and there also it can stop building of quarters to accommodate the clerical staff. I do not know whether the Railway Ministry will give thought to this.

Coming next to accident prevention, the accident that took place recently in Dhanu Road to the Gujarat Mail could have been prevented if there had been an intimation given to the driver. The driver is ahead of sixty or seventy wagons. He does not know whether the rear wagon has crossed the fouling point. This happens all over the Indian Railways where in the railway term it is called side-collision and in our term ramming takes place. This ramming could have been prevented had the driver known whether his rear carriage had passed the fouling mark. Therefore, if an indic-

(Shri T. V. ANANDAN.) tion board to the driver in all stations is introduced, it can prevent accidents because the driver will know it. The driver must know and see the board : 'Halt here, your rear wagon has passed the fouling mark'. The introduction of an indication board is *very* necessary to prevent accidents of that type.

Another cause of accidents is, all the main trunk routes have not yet been doubled. Out of 57,000 only 9,000 kilometers are doubled and all these trunk routes should be doubled. Doubling should be introduced and top priority should be given to this. Another thing, to which I referred in my speech earlier, is that even within twenty-five years the railways may not run more profitably, because road-rail competition is increasing every year. Now there are about ten lakhs of commercial road transport vehicles running in the country and they present a real competition with the railways. So there should be coordination between the States and the Centre to see that their licensing is limited by the States, because from the Railway revenues we are giving to the States about Rs. 16-25 crores, and yet the States are going on increasing road transport as they like. To continue to do so in future will not be beneficial to a national industrial undertaking like the railways. Therefore, Sir, either the States should be asked to stop giving further licences, or limit the licences or the railways should infiltrate into road transport by taking it on as a national asset, or there will be that sort of competition as being experienced in the United Kingdom today, where retrenchment is taking place, and all branch lines are pulled down in the United Kingdom. But that should not happen in our country.

Coming next to family planning, the Railways can very well assist the country in family planning if they announce that all those railwaymen who opt for family planning, who offer themselves for sterilisation or undertake to use contraceptives will be given three advance increments. I think this experiment can be made on the railways, because I know that the families of railwaymen are today large, I know that every railway class IV man has less than six children and in

their case three advance increments mean only Rupees three. There are eight lakh such Class IV railway-men and in their case three advance increments mean only about three crores of rupees per year; out of the ninety-seven crores of rupees allocated for family planning in the Fourth Five Year Plan, railway-men could take to family planning if ten crores of rupees could be reserved for the purpose, for the experiment on the railways, and if it is successful, the entire Government servants, the State Government servants, the semi-Government servants, the quasi-Government servants—they are probably about ten millions—can be experimented on this, and that way it will be a saving too.

Coming next to labour co-operatives in order to curb corruption on the railways, the Railway Ministry has come forward to encourage labour co-operatives, but when the order is issued, there is no follow-up from the Railway Ministry. I know there are Railways which do not care to encourage labour co-operatives on the railways, because so many things happen in the department to thwart them. I know of a Class I officer who was transferred from Madras to Pandu overnight, because of some connection between him and a contractor. Such things are happening and, therefore, in order to curb it, the Railway Ministry came forward to encourage labour cooperatives. But the Railways do not implement this order. I know it perfectly well on the Southern Railway wherefrom there has been an announcement coming in the papers inviting tenders from contractors, when there is the labour co-operative which is prepared to undertake the handling of coal in Madras. Raichur is coming forward. Guntakkal is coming forward. I think labour co-operatives must be encouraged in right earnest. The Railway Board must follow it up on the Southern Railway and ask them to stop such a practice, cancel that tender.

Coming next to the Discipline and Appeal Rules I have to mention about them. The Minister has very laudably said about the performance of the railways. Here is an order issued on the 25th January, 1966, which says :

"Provided that no action under this sub-rule shall be initiated..."—

It is sub-rule (1) of Rule 1736-R. I.—

"(i) more than 6 months after the date of the order to be reviewed in cases where it is proposed to enhance the penalty imposed; and . . ."

Now this is good. To enhance a penalty it should be done within six months. After six months it should be not done. We welcome this. But there is paragraph (ii) which says :

"(ii) more than one year after the date of the order to be reviewed in cases where it is proposed to reduce or cancel the penalty imposed."

Now this is improper I should say. Is a railwayman to be considered worse than a criminal ? A man who is awarded ten years' imprisonment, if he shows good behaviour, one month for every year of such good behaviour is computed in his favour for purposes of remission of the sentence originally imposed. And here is a railwayman about whom we speak very highly, about whose exemplary service to the country we speak very highly. In his case you do not want to reduce the penalty or cancel the penalty, even when he has been behaving better, after one year or one and a half years or two years. This order is not in consonance with the democratic set-up under which our country is supposed to march forward.

Then finally about grains being made available at cheap prices. Railwaymen did not demand dearness allowance. They wanted cheap grain stores and unless the railwaymen are fed properly, they will not be in a position to serve the entire country with zeal and enthusiasm. It is the railwaymen who help in the imported wheat and rice being distributed to the villages as well, and the railways operate in about 57,000 kilometres spread all over the country and therefore it is part and parcel of the duty of the Central Government to see that railwaymen are fed first so as to be in a position to render exemplary service to the entire country.

And finally, Sir, about electrification of suburban area.

THE VICE-CHAIRMAN (SHRI M. P. BUARGAVA) : How many 'finally* . ?

SHRI T. V. ANANDAN: As per the Minister's statement, the suburban area of Madras is placed on par with that of Calcutta M25RS/66—

and Bombay and all the three suburban areas are not at all considered fit in the matter of reducing the season thicket fares. But then Madras is not served by electric trains. It should be looked into by the Minister; when there is already a proposal, at least the suburban area of Madras could be electrified.

Before closing Sir, my ambition is that the railways, as they are running today, should run for ever in this country as a peaceful organisation. Although there are some political parties coming and intruding into the trade union movement on the railways, yet the National Federation of Indian Railwaymen has dedicated itself for the service of the country and controls the railway labour in this country, and it should continue to be so for ever. For that I desire to see the immediate appointment of a Pay Commission exclusively for railway-men, restoration of those Class IV, people, reverted from class III to class IV, back to their Class III posts, and increase in the percentage for promotion for Class IV to Class III, from the present Z) to 25 percent, and all this; General Managers should be given clear orders that they may overrule the decisions of the F.A. and C.A.Os. on matters on which orders are issued by the Railway Ministry for implementation.

And finally, Sir, . . .

THE VICE-CHAIRMAN (SHRI M. P. BUARGAVA) : No more.

SHRI T.V. ANANDAN : The Budget could have been presented better by avoiding this Rs. 18 crores proposed to be realised by way of increased freight charges, especially in this pre-election year. There is no need for increasing a little the freight on salt and coal, and the levying of a 3 per cent surcharge. There are other means of presenting the Railway Budget of the country without an increase in the freight charges. The Railway Minister may consider all these points and I have full faith, that the railways will grow more and more in prosperity and with that our country will also prosper.

Thankyou, Sir.

SHRI D. THENGARI (Uttar Pradesh) : Sir, regarding inauguration of new lines the Government has taken certain definite decisions. Nevertheless I should like to ask questions. We are told that surveys on Singareni-Katni and Siliguri-Jogighopn

[SHRI D. THENGARI.]

lines have been completed. How far have we undertaken the construction work on those lines ?

Surveys were conducted on Kota-Chittorgarh and Tirunelveli-Kanyakumari, but there is no decision on either of those lines in the current year's proposals.

There is a very heavy traffic on the Ghaziabad-Saharanpur section. There must be made some additional arrangements to ease the pressure.

The Kotkapura-Fazilka section, which is only 83 kilometres, is metre-gauge today. From the strategic point of view it is necessary to make it broad-gauge.

From the same point of view a new line from Pokaran to Jaisalmer should be given top priority.

Regarding railway lines I have a few suggestions. There are certain lines, though small, owned by foreign concerns, and managed by the Railway Administration. This is unwise. The Railway Administration should immediately take over these lines.

Existing trains should not be discontinued. It is learnt that Dharwar-Hubli local train - will be discontinued. This is going to cause great inconvenience to industrial and loco workshop employees.

There should be no general ban on inaugurating new lines if they are considered essential for, and helpful to, the general prosperity of the country, essential movement of foodgrains, and increase in the railway revenue.

The new train, I propose, should be run from Ahmedabad to Calcutta via Bhopal, Itarsi, Nagpur. For the movement of foodgrains and the general industrial development of Kerala, which has become a trouble spot now, and Marathwada, which is the industrially backward region of Maharashtra, I make certain suggestions. From North Kerala to Cochin it is broad gauge. From Cochin to further South it is metre gauge. This creates difficulties for transport of goods as well as of passengers. The entire line should be made broad gauge. Also these new lines should be laid down, *i.e.* Trivandrum to Kanya Kumari, Trichur to Gotuvayur, Mangalore-Calicut-Bangalore

direct line and Kollengode to trichur. The introduction of these lines is essential for easing the recurring food crisis in Kerala as well as for its general prosperity.

In Marathwada I suggest that the line from Pardi to Baijnath and Latur-Kurdurjadi-Miraw and from Kolhapur to Ratnagiri should be converted into broad gauge line. Broad gauge would be essential for the development of that region.

Next I come to certain administrative problems. Now that at least 75 per cent of the goods are being manufactured in India, we should faithfully follow the recommendation of the Stores Committee, so that the Standing Stores should never exceed the sum of Rs. 50 crores. There is no propriety in maintaining large quantities of goods in the stores. It leads to avoidable losses and wastage.

The Administration has failed so far to evolve a machinery for speedy settlement of any type of claims for loss of goods, parcels, surrendered or unused tickets. The longer the time taken for settlement, the bigger would be the claim and consequent loss to the tax-payer. The money spent for resisting claims would be more than double the amount of the claims resisted. In order to reduce the amount of claims. Traffic Inspectors and others should be authorised to settle the claims on the spot and the Claims Act of 1890 should be amended suitably to meet the needs of the modern conditions.

The practice of publishing statistics of ticketless travellers should be put an end to. These are usually short-distance passengers and it is impracticable to obtain their correct statistics. Such publication only encourages wrong tendencies.

Specific criteria should be prescribed for declaring any railway area as suburban area, and the criteria'so prescribed should be strictly adhered to.

The Railways must keep statistics of trains running late, individually. Today, the practice followed is to furnish total hours of late running per month. This does not lead us to a correct conclusion. While detaining or delaying trains that are already late, the convenience of the passengers should be taken into consideration.

The General and Subsidiary Rules, prepared in 1929, are unworkable today because of the present speed of the railway traffic and the increased work load of the employees. Appropriate changes should be introduced therein. The time-schedule for different operations should be suitably revised. These rules cannot ensure their original objective of 'maximum safety'.

Sir, though I do not intend to discuss the language policy of the country here, I insist that Railway News Letters and other notifications should be published in all regional languages. I request the hon. Minister to inform us whether this is already being done. I draw his attention for example, to one complaint. The Dakshina Railway Kar-mika Sangh, has written to the Chairman, Railway Board, that the Southern Railway Administration has not taken any action on their request that the News Letters should be published in Kannada language also. This injustice should be done away with.

Sir, it must be admitted by the Government that the recent increase in dearness allowance is quite inadequate. We are doubtful about the so called "new methods" of compensating the workers. The rising cost of living must be fully neutralised. For this purpose, it is necessary to hold the price line. As Shri S. K. Das stated in his report, "If the price line was not held in future, even a 90 percent neutralisation may prove illusory." In view of this fact I suggest evolution of our National Price Policy and the National Wage Policy during the Fourth Plan period. In the mean-while, the opening of cheap grain shops in all centres should not be delayed.

Sir, with all the emphasis that I can command, I want to submit that it is absolutely imperative to appoint a Wage Board for Railway employees. In view of their vast number it is obviously imprudent to club them with the general Central Government employees for the purpose of wage determination. They must have a separate Wage Board.

The Dearness Allowance of the employees should be merged fully, that is to say 100 per cent, with their basic wage, and the consolidated wage or their pay packet should be linked with a scientifically recompiled middle-class cost of living index number, which should henceforth be treated as the

genuine working class cost of living index number.

There is no justification whatsoever for depriving the railway employees of their right to bonus. In the first place, bona* under the present conditions is only deferred wage, in as much as there exists a wide gap between the living wage and the actual wage. Secondly, Railways have been earning huge profits. When the railway employees demand bonus they are told that they are Departmental employees and hence they are not entitled to bonus. When they demand other facilities as Departmental employees they are brushed aside on the plea that they are 'industrial' workers. Thus the railway employees are receiving not the best but the worst of both the worlds. This should be put an end to and their right to bonus should be accepted ungrudgingly. Similarly, they should not be deprived of the protection of the Industrial Disputes Act.

There has already been an inordinate delay in the introduction of the Whitley Council Machinery. The railway employees had been sceptical so far about its utility and efficacy, because of the pre-conditions prescribed by the Government. They had not yet crossed this stage of scepticism, though they welcome the recent change in the Government's policy regarding the worker's right to strike. Railway employees will enthusiastically welcome the Whitley Council Machinery, only if it is modelled after the original British pattern.

Again the mere form of joint consultative machinery will bring us no good if the bureaucrats persist in their present attitude. The appropriate spirit must precede the form. I request the hon. Minister to take suitable steps for this purpose.

Sir, the magnitude of the problem of casual labour can hardly be over-emphasised. Lakhs of workers are continued for years together as casual' which is a mockery of that word. They should be confirmed after six months, and their rates should be enhanced in the light of the latest working class cost of living index number.

Sir, the plight of the gangmen deserves special attention. Before the recommendation of the J.A. Bell Committee in 1931, 12 gangmen used to look after a length of 3 mile*. Subsequent and consequent to

[Shri D. Thengari] the Bell Committee recommendations, 9 gangraen are required to look after 4 miles. During the last three decades, there has been a tremendous increase in the traffic. Therefore, I would request the Government to at least restore the pre-1931 arrangement and to increase the number of gangraen correspondingly.

Sir, the housing problem of the railway employees is a very important one. So far, we have been able to make provision for only one-third of the regular employees. This is quite inadequate. Every railway employee must be provided with appropriate housing accommodation. The quarters for the Class IV employees must be at least consisting of two rooms of 12 ft. by 8 ft. with an open space of 5 sq. ft. The problem of additional space can be solved by a few measures. First of all, we can curtail the accommodation facility of the railway officials and bringing them on par with the other Central Government officials. In this respect. And secondly we can make the buildings already available to the Railway Administration multi-storeyed. For the staff that is liable to periodical transfers, the quarters should be allotted on priority basis. The railway lands on both sides of the railway line and also beyond the outer signal should be made available to the railway employees.

Sir, I understand that the Second Pay Commission did not revise the pay scales of guards. I submit that their case for promotion and better scales of pay deserve consideration.

On certain Railways the rules for promotion of firemen and shunters have been changed unfavourably for the working employees. In the past, there was a ratio of 6:1 for promotion from second fireman to fireman, that is to say, while 6 second working employees working as second firemen were promoted as firemen only one was taken from outside. Also 25 per cent of the potts were reserved for departmental candidates. The changed rules are very unfavourable to working employees.

While I am happy to learn that some of the demands of the stenographers and typists are being conceded, the basic demand of the stenographers for parity of pay scales with the stenographers working in the Rail-

way Board Office still remain unfulfilled. The typists cannot rise beyond the post of a head typist. Typists cannot become Chief Clerks or Superintendents. I submit that their long-standing grievances should be looked into and removed.

In the Engineering Department. Sir, there exists an anomaly. The staff who are recruited as khalasis, even when they are promoted to higher posts as AIOWs, IOWs, during the course of their service, are not confirmed for many years.

The majority of workers in the Workshops are in the recruitment grade and they have hardly any chance of advancement with the result that there is a regular flow of skilled workers leaving the service and joining private industries where attractive salaries are offered. The conditions must be comfortable for this category of people. I understand that instead of bettering their lot with a view to attracting more people, the existing facilities given to Trade apprentices in work shops are being curtailed. Their stipend is proposed to be revised from Rs. 75 per month to Rs. 25 per month. This is not in the larger interests of the Railways. The ex-Grain Shop staff, the justness of whose demands is known to the Ministry should be given justice. The incentive scheme for workshops has not been made applicable to all the workers contributing to increased production directly or indirectly. Even those entitled to the benefits of this scheme directly are not getting a chance to earn incentive bonus because of short supply of raw material. Their time is lost and they are booked idle. Evidently there is something wrong in the planning. This should be looked into.

The general conditions of Class IV staff are miserable. The recommendations of the Class IV Staff Promotion Committee have not been implemented. Though there are definite orders to set aside ten per cent, of the vacancies for the promotion of class IV staff to class III categories, the necessary examinations are not being held and educated qualified class IV staff are being deprived of their chances of promotion. Worse is the condition of gangmen in the Engineering Department who have hardly any chance of advancement. The Railway Administration, have installed LB. Machines costing crores of rupees. They are, however, giving only a meagre special pay of

fifteen rupees to the operators while elsewhere it is over fifty rupees. Again, this amount is not allowed to be merged with basic pay at the time of promotion of the Machine Operators. This should be done. Night allowance should be granted to all those who work during nights. There should be no discrimination in this respect. The conductors on night trains should be provided with one berth during nights. The duration of night duty should be regulated. The maximum number of nights that an employee from the Running Staff would be required to spend out of the headquarters should also be prescribed. The effects of dieselisation are slowly being felt by the Railway employees. Initially, when the representatives of staff expressed their apprehensions that this would lead to retrenchment, the Administration was quick in announcing that nobody would lose his job but would be given alternate employment. The experience of the staff, however, shows that they have not been properly treated by the Government. On the pretext of giving alternate employment they are being thrown in the different departments. It is generally known that while in 1948 there were only fifteen Under Secretaries to one Government Department now there are one hundred and fifty. This seems to apply equally to the Railways and this excessive number of posts of officers should be minimised. The officer dealing with personnel and welfare matters of staff should have proper training in industrial psychology because sometimes they become so indifferent to staff difficulties that their genuine requests are not acceded to and every issue made a prestige issue of the Administration, this results in great resentment among the staff. While it is needless to say that corruption is rampant, and while I agree with the statement that spread of corruption-consciousness is at least as harmful as the spread of corruption itself, I should like to draw the attention of the Ministry to some main »pot« of corruption against which the employees have to fight. Motivated transfer—against which introduction of Transfer Allowances is a protection. Non-confirmation of staff and denial of increment and timely promotions. This can be checked if the staff responsible for errors is taken to task by the Administration. Booking and posting of the staff. Prescription of proper basis for determination of seniority

can do away with this type of injustice. Selections and suitability tests. Constitutional setting up of Trade Testing Panel and Selection Boards consisting of reputed officers is the only way to eliminate this evil. During the last decade selection rules have been changed at least ten times—sometimes giving due credit to senior persons for length of service and sometimes doing away with this. This smacks of vested interest every time the selection rule are changed. I feel that a well-thought-out policy should be laid down once for all and senior men should be given credit for their long, faithful and efficient service. Standardisation of nomenclature of the staff and the adoption of the scientific process of job-analysis should be completed on all the zones. The nomenclature should normally indicate the nature of the job and responsibilities. There should be brought about uniformity to service conditions and responsibilities and facilities extended to different categories of workers in all the zones, without in any way curtailing the existing facilities.

The South Central Zone is to be carved out. At this juncture, I reiterate the demand of the employees to retain Sholapur Division in the Central Zone and to add Guntakal Division to the South Central Zone. Further, much precaution needs to be taken regarding seniority claims of the staff that would be absorbed in this new Zone. The seniority of the M.S.M. staff that was absorbed in the Southern Zone was adversely affected and even to this date those aggrieved have not been able to see justice. The same mistake should not be repeated this time. I request the Ministry to consider seriously the demand of the workers to confine the scope of options to the concerned Division. Again, Sir, on the eve of the carving out of the South Central Zone, the problem of reversion of class III promotees in the Southern zone has become a burning problem. I request the Administration to allow them to continue, without reversion. The staff that had opted for Pakistan in the year 1947 but subsequently returned to India have not been given the due seniority and the C.P.C. arrears till today. This should be remedied immediately.

Sir, among other things, I demand treatment as running staff, as public servants and as essential staff for the ticket checking category, abolition of overlapping grades from

I Shri D. Thengari] commercial category and ticket checking staff as well as the Station Master* and Assistant Station Masters and change in the pattern of uniforms for the TTEs, Fireman, Drivers and Crane Drivers of Loco Workshops and Loco Shed..

Among the broader issues, Railway employees in India should be allowed the same rights and privileges, all civic and political rights as are being enjoyed by their counterparts in Great Britain. It should not be presumed that once a person enters the Railway service he becomes a wage-slave. The reply given by the hon. Minister for Railways in the Rajya Sabha on the 24th March, 1965, in the case of Shri Mukund Parekh of Western Railway is completely incorrect, and the Government knows it to be so.

The question of pensionary benefits to Railway staff who have retired prior to the 1st April, 1957 is still hanging fire. On the 27th February, 1965, the hon. Shri S. K. Patil had assured Shri V. R. Ghule, President of the All-India Retired Railwayman's Federation that he would give sympathetic attention to this question, but I am sorry to state that nothing in this respect has been done so far. In this context, I should like to challenge the figures given by the Railway Board earlier. In February, 1964, Shri Ramaswamy, the then Deputy Minister for Railways, stated in Parliament that there were approximately three lakhs of such people and that the cost of pension thereon would work out to one hundred and fifty crores of rupees spread over six years. I assert there are not more than twenty five thousand such people living and that the cost of pensions thereon can never exceed one crore of rupees per year.

I would request Government to do justice expeditiously to these retired railwaymen who had rendered splendid service to the country.

Apart from the case of this particular section of the retired railwaymen, I should like to request the Government to consider sympathetically the problem of pensions to all retired railwaymen. The price-level has been rising constantly. The quantum of pension is the same. Consequently, they are in fact receiving less real monetary relief. They have no trade-union rights to protect themselves. Sir,

among retired railway staff there should be made no distinction or discrimination between class and class. For example, after retirement, a class IV employee should be given the same facility of passes and P.T.O.s. as are granted to a class III employee.

Sir, on the 16th September, 1965, the hon. Minister of State for Railways stated in the Rajya Sabha :

"Representation has been given to the Passengers' Associations on the Zonal Railway Consultative Committee at the rate of one on each Committee." Specific representation has not been given to the Passengers' Associations on the National Railway Users' Consultative Council, as the representatives of Parliament, Chambers of Commerce, elected members of the Zonal Railway Users' Consultative Committees, Special interests, etc., on the Council, in their capacity as general rail users adequately represent the interests of Passengers."

I am sorry to state that this statement fails to do justice to the passengers' interest.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : Mr. Thengari, you may continue in the afternoon.

The House stands adjourned till 2.30 p.m.~
The House then adjourned for lunch at one of the clock.

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The House reassembled after lunch at half-past two of the clock, the VICE-CHAIRMAN (SHRI M. P. BHARGAVA) in the Chair.

SHRI D. THENGARI : Sir, I was dealing with the problem of representation of passengers' associations and their Federation, on the different railway users' committees. In the first place if we take into consideration the total number of members of the different zonal railway users' consultative committees it would be discerned that the passengers' associations are given only two per cent representation. The commercial interests get representation under three different heads, namely, chambers of commerce, merchants and industries and thus they are represented by 19 members on an average out of an average of 48, whereas the passengers' interests are represented by only one member. The proportion of earnings from these two interests is 37 per cent from passengers and 63 per cent from commercial interests. It is, therefore, in the

fitness of things to give additional representation to passengers' interests.

Secondly, the argument forwarded by the Minister of State for not granting specific representation to the passengers' interests on the National Railway User's Consultative Council is not satisfactory. It has been argued that Members of Parliament elected from different categories to represent different interests from different parts of the country in their capacity as general railway users adequately represent the interests of passengers and therefore specific representation need not be given for passenger's interests. But he was not fully dependent on the Members of Parliament to represent other interests from whom railway income is derived. He thought it necessary to give specific representation to them. v/z., the commercial interests. If other interests who are responsible for 63 per cent of the revenue are fit to be given specific representation, why should passengers who are responsible for 37 per cent of the revenue be deprived of a similar privilege? Therefore, I request the hon. Minister to consider this problem in the broader aspects. National interest requires that consumer consciousness should be roused and developed properly in the country because consumer consciousness is the nearest economic equivalent to national consciousness. From this point of view every effort should be made to encourage passengers' consciousness also.

Sir, with a view to achieving the twin objects of economy and efficiency I suggest certain drastic changes in the administrative set-up ;

- (1) The Railways should be made really autonomous under an autonomous Corporation with experts and representatives of railway users and railway employees on its Board of Management. The autonomy should be real and not nominal. The present Railway Board should be abolished.
- (2) The number of zones should be reduced to six and a high-powered Committee of experts, and not of politicians, should be appointed to demarcate and adjust the zones. Political considerations should not be allowed to influence the demarcation of zones.

(3) There should be only one General Manager in the country with a number of Deputy General Managers to assist him in the different zones. This is necessary for both economy as well as efficiency.

(4) A proper co-ordination and integration of plans for the development of road transport, water transport and the railways should be ensured.

I am confident that the hon. Railway Minister will take cognisance of all these suggestions. Thank you.

श्री भगवत नारायण भागवत : (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, मैं रेल मंत्री को बजट के लिये बधाई देता हूँ। मैं समझता हूँ कि अनेकों दिशाओं में अच्छी प्रगति हुई है, ग्रास इन्कम भी काफी बढ़ी है, यात्रियों की सुविधाओं पर भी ध्यान दिया गया है, जो टुर्घटनाएं बहुत अधिक हुआ करती थीं उनमें भी कमी हुई है, ट्रेनों की स्पीड भी बढ़ गई है, कुछ ट्रेनों पिछले वर्ष में बढ़ाई गई हैं और कुछ ट्रेनें अगले वर्ष में बढ़ाई जाने वाली हैं। लेकिन रेलवे के जो कर्मचारी गण हैं उनके ऊपर विशेष ध्यान रेल मंत्री का जाना चाहिये। मैं एक विशेष उदाहरण देना चाहता हूँ। सन् 1955 में एक नया केडर रेलवे इंजीनियर्स का खोला गया था। उसमें करीब करीब 400 इंजीनियर्स हैं और उनका चुनाव उसी तरह हुआ था जैसा कि परमनिट इंजीनियर्स का होता है। उनका यूनियन पब्लिक सर्विस कमीशन के द्वारा चुनाव हुआ, उनकी योग्यताएं और अर्हताएं वही रखी गई जो कि क्लास 1 के परमनिट इंजीनियर्स के लिये रखी जाती हैं। जब चुनाव हुआ था तब यूनियन पब्लिक सर्विस कमीशन ने जो हिदायतें रखी थीं उनमें एक यह थी कि सीनियर स्केल में प्रमोशन के लिये इन लोगों का विचार किया जायगा। दूसरी यह थी कि जो परमनिट क्लास 1 इंजीनियर हैं उनमें इनको ऐबसावं कर लिया जायगा तो ये शर्तें पब्लिक सर्विस कमीशन ने रखी थीं, लेकिन यह बड़े दुख की बात है

(श्रीभगवत नारायण भार्गव)

कि आज दस वर्ष हो चुके हैं और इन दस वर्षों में केवल 60 इंजीनियर परमिंट किये गये हैं जो कि क्लास 1 में लिये गये थे। इतनी अधिक संख्या में लोगों को टेम्पोरेरी रखने की क्या आवश्यकता थी और फिर इस बात पर ध्यान देना चाहिये कि जो लोग जीवन भर टेम्पोरेरी रहेंगे उनके आखिर में क्या हाथ लगेगा। यह बात भी ध्यान में देने की है कि यह जो इंजीनियर्स लिये गये इनमें कुछ गवर्नमेंट सर्विस में थे, कुछ सेमीगवर्नमेंट सर्विस में थे और कुछ प्राइवेट आर्गेनाइजेशंस की सर्विस में थे और उनमें नये आदमी बिल्कुल नहीं थे। फिर जब एक्सीडेंट्स इनवायरी कमेटी बैठी और जिसने सन् 1963 में रिपोर्ट दी, तो उसने भी अपनी रिपोर्ट के भाग 2 में इस बात पर जोर दिया है कि जो टेम्पोरेरी रेक्यूट किये गये हैं उनका ध्यान अवश्य रखना चाहिये। छः वर्ष की अगर उनकी सर्विस हो गई है तो उनके मुकाबिले में जो परमिंट लोग हैं और जो कम एक्सपीरियेंस हैं उनके ऊपर कम ध्यान देना चाहिये और ऐसे टेम्पोरेरी लोग जो कि ज्यादा एफीशियन्ट हैं, ज्यादा क्वालिफाइड हैं और ज्यादा एक्सपीरियेंस हैं उनके ऊपर अधिक ध्यान देना चाहिये। यह एक्सीडेंट्स इनवायरी कमेटी ने भी कहा था। इसके अतिरिक्त जो रेक्यूटमेंट होता है वह हर साल होता चला जाता है। रेल मंत्री को यह बात ध्यान में रखनी चाहिये कि जब यह शर्त पब्लिक सर्विस कमीशन ने रखी थी कि ये टेम्पोरेरी इंजीनियर्स क्लास 1 पोस्ट्स पर प्रोमोशन के लिये एलीजिबल हैं और उनको परमिंट क्लास में एबसार्व करना चाहिये तो फिर कुछ समय के लिये डाइरेक्ट रेक्यूटमेंट रोक देना चाहिये ताकि उनमें जो अच्छे लोग हैं, जो एक्सपीरियेंस हैं, क्वालिफाइड हैं उनको क्लास 1 में ले लिया जाय।

दूसरी बात मैं कर्मचारियों के सम्बन्ध में कहना चाहता हूँ और वह गार्ड्स के सम्बन्ध

में है। वास्तव में ये जो रेलवे गार्ड्स हैं, उनकी बहुत बुरी दशा है। जो रेलवे क्लवर्स हैं उनसे भी गार्ड्स की गई-बीती दशा है। उनका वेतन जो सन् 1956 में बढ़ चुका है, वह बढ़ा हुआ वेतन-क्रम 130 रु० से 280 रु० है। रेलवे में जो कामशियल क्लर्क हैं उनका वेतन क्रम 110 से 380 रु० है। ड्राइवर, जिनकी जिम्मेदारी गार्ड की जैसी ही होती है, उनका वेतन क्रम 150 से 425 रु० है। जो टिकट एक्जामिनर्स हैं उनका वेतन क्रम 130 से 575 रु० है। जो ट्रेन क्लर्क हैं उनका 110 से 575 रु० है, जो आफिस क्लर्क हैं उनका भी 110 से 575 रु० है। इसको देखने से यह पता चलता है कि सब से नीचा जो वेतनक्रम दिया गया है वह गार्ड्स को दिया गया है और इसकी कोई खास वृद्धि नहीं मालूम होती है। जब एक्सीडेंट्स होते हैं तब गार्ड्स की भी जिम्मेदारी होती है। इस के अतिरिक्त गार्ड्स के पास जितना अधिक काम होता है उतना अधिक काम ट्रेन क्लर्क, कामशियल क्लर्क या आफिस क्लर्क के पास नहीं होता है। गार्ड्स रात रात भर जाग कर के मालगाड़ियों पर सफर करते हैं। ऐसी दशा में गवर्नमेंट को इस ओर ध्यान देना चाहिये।

तीसरी बात यह है कि जो डीजेल-जेशन ऐंड इलेक्ट्रिफिकेशन हुआ है उसमें बहुत से कर्मचारियों की नौकरी चली गई है। इसी राज्य सभा में इस बात का उत्तर देते हुए बताया गया था कि बहुत से लोगों का प्रोमोशन भी रोक दिया गया है। यहीं सदन में रेल मंत्री ने थोड़े दिन पहले अपने उत्तर में यह बताया था, लेकिन ऐसा क्यों किया गया यह रेल मंत्री ही बतला सकेंगे। ऐसे कर्मचारीगण, जिनकी कई वर्षों की नौकरी हो गई है, वे अगर अलग कर दिखे जायं तो वे कहां जायं जब कि और कहीं नौकरी करने की उनकी उम्र भी नहीं रही है। इसलिये उनके सम्बन्ध में अवश्य कोई प्रबन्ध होना चाहिये और जिन का प्रोमोशन रोक दिया गया है उनके बारे में मंत्री महोदय

कृपा करके यह बतलायें कि कितने दिनों के लिये उनका प्रमोशन रोका गया है और कब तक उनको प्रमोशन दिया जायगा।

रेलवे में 12 लाख कर्मचारी हैं : इतना बड़ा संस्थान देश भर में कहीं नहीं है, मैं समझता हूँ कि शायद दूसरे देशों में भी कम हो। 12 लाख कर्मचारियों के लिये एक परमानेंट इंडिपेंडेंट वेज बोर्ड बनना ही चाहिये। कई बार यह बात सदन में लाई गई है। लेकिन इसके ऊपर ध्यान नहीं दिया गया। जो और ट्रेड यूनियन, सेबर नूवमेंट्स हैं, उनके लिए तो प्रबन्ध होता है। रेलवे की व्यवस्था भिन्न सी है, इसके लिए अवश्य परमानेंट वेज बोर्ड बनाना चाहिये।

रेलवे कर्मचारियों की जो कोआपरेटिव सोसाइटीज हैं, वे अच्छा काम कर रही हैं, अधिकतर अच्छा काम कर रही हैं, परन्तु उनके जो कर्मचारी हैं उनके बारे में भी आपको ध्यान देना चाहिये। उनकी तनख्वाहें इतनी कम हैं जैसी सेन्ट्रल गवर्नमेंट के चपरासियों की और जमादारों की। बल्कि उससे भी कम पर वहाँ क्लर्क रखे जाते हैं। ज्यादा से ज्यादा उनको 110 रुपये मिल गए जब वे अच्छा काम कर रहे हैं और स्वयं आप लोग उसको मानते हैं, अपनी रिपोर्ट में स्वीकार किया है कि वे अच्छा काम करते हैं, तो फिर उनके जीवन निर्वाह के लिए भी कुछ प्रबन्ध होना चाहिये। जिस प्रकार से सुविधाएं रेलवे कर्मचारियों को दी जाती हैं वैसे ही उनको भी मिलनी चाहिये।

एक प्रश्न यह भी है कि केवल थोड़ी सी महंगाई देने से काम नहीं चल सकता। उनके लिये फेयर प्राइस शाप्स जैसी पहलें थीं—जो बन्द कर दी गईं—49 में बन्द कर दी गईं, करीब उसी समय बन्द कर दी गईं—वैसी ही अब होनी चाहिये। उन लोगों के लिए यह सुविधाएं हों कि सस्ता गल्ला, सस्ती चीजें मिल सकें। यह सुवि-

धाएं अगर उनको दी जा सकें तो कोअपरेटिव सोसाइटीज के कर्मचारियों को भी दी जानी चाहिये।

पिछले साल में 65-66 में नई लाइनों के बनाने के लिए 66 करोड़ रुपया रखा गया था। अभी इस साल में घटा कर 50 करोड़ कर दिया गया। मैं तो समझता हूँ कि मंत्री महोदय भी इस बात की आवश्यकता समझते हैं कि नई रेलवे लाइनों की देश में आवश्यकता है विशेषकर रूरल एरियाज में, जहाँ कि वसेज भी काम नहीं करती हैं। उस ओर ध्यान देना चाहिए। और आपको सबेरे कराना चाहिये ब्रांच लाइनों के सम्बन्ध में जिनके ऊपर मैं पहले ध्यान दिला चुका हूँ, परन्तु फिर उस बात को बतता हूँ। सेंट्रल रेलवे में जहाँ शांती है उसके आस पास बहुत कम रेलवे हैं, एक लाइन सिर्फ चलती है जो मानकपुर तक जाती है। उसके सम्बन्ध में मेरा सुझाव यह था कि—इससे कामाशियली भी और हर तरह से रेलवे को फायदा होगा—मऊ से टीकमगढ़ और मऊ से गरीठा रेलवे लाइन डाली जाय। मुझे इसका उत्तर मिला था कि सर्वेक्षण कराया गया 1917 में। 1917 में और आज कितना भारी अन्तर हो गया है, कितना व्यापार बढ़ गया है, कितने यात्री बढ़ गए हैं। इसलिये उनको सुविधाएं बढ़ाने की आवश्यकता है।

श्रीमन्, पिछले साल में वेगन डिलीवरी के पेमेंट के वास्ते 14 करोड़ रुपया रखा गया था। इस साल उसको 48 करोड़ कर दिया गया। मैं यह निवेदन करना चाहता हूँ कि वेगनों के जो बनाने वाले हैं उन पर तो प्रभाव पड़ेगा ही, बाकी आइरन एंड स्टील और पिगआइरन के उत्पादकों को भी इससे हानि होगी। अगर वे बनायेंगे तो जो तैयार हो जायगा उन्हें कहां लगाया जायगा, अगर वेगन अधिक तैयार नहीं किए जाते और काम में नहीं लाए। जाते

(श्री भगवत नारायण भार्गव)

तीसरे दर्जे के स्लीपर आप बढ़ा रहे हैं, बढ़ाएँ, परन्तु मैं निवेदन करना चाहता हूँ कि जिन बांच लाइनों पर रात भर का सफर है—मेरा मतलब उन बड़ी बड़ी बांच लाइनों से है जिनका काफी रन है—उनमें थर्ड क्लास के स्लीपर कोचेज रखने चाहिए। रात भर वे लोग भीड़ में बैठे बैठे जाते हैं। 4-6 घंटे का सफर हो तो दूसरी बात है, लेकिन ऐसी ट्रेनें हैं जो शाम को चलती हैं, दूसरे दिन सुबह पहुंचती हैं। उदाहरण के लिए मैं आपको सेन्ट्रल रेलवे का बताऊँ। झांसी से एक पैसेंजर ट्रेन जाती है मानकपुर। मानकपुर जाने वाले बहुत ऐसे लोग होते हैं जो इलाहाबाद जाते हैं, बनारस जाते हैं और जबलपुर जाते हैं। उन लोगों को रात-भर उसमें सफर करना पड़ता है। सोने के लिए उनके वास्ते कोई प्रबन्ध नहीं है। इसके ऊपर आपको अवश्य ध्यान देना चाहिए।

सभी लाइनों पर सेकन्ड क्लास स्लीपर रखे गए हैं, परन्तु जो अभी थोड़े से डिब्बे बने हैं उनमें लोगों को आराम है। लेकिन जो पुराने कोच चल रहे हैं, जो थर्ड क्लास के हैं, बहुत खराब हैं। उनसे आजकल का थर्ड क्लास का स्लीपर कोच ज्यादा अच्छा है। जो पुरानी थर्ड क्लास थी छोटी-छोटी उन्हीं में गद्दियां बिछा दी गई हैं, उनमें सेकन्ड क्लास का कुछ नहीं है। मैं तो समझता हूँ कि सेकन्ड क्लास में जो आमदनी होती है वह फर्स्ट क्लास से कहीं कम है। एक तो स्लीपर कोच है नहीं, जो हैं उनमें तकलीफ होती है। फर्स्ट क्लास से आपको 14 करोड़ से ऊपर आमदनी हुई है, सेकन्ड क्लास से केवल 8 करोड़ की आमदनी होती है। मुविघाएं आपको विशेष रूप से थर्ड क्लास के लिए करनी हैं। 175 करोड़ की आमदनी आपको थर्ड क्लास से है। थर्ड क्लास में जहां कहीं पंखे लगे भी हैं, वे अक्सर देखा गया है कि गमियों में काम नहीं करते। जहां से

ट्रेन चलती है इसकी कोई जांच नहीं की जाती कि पंखे बर्किंग आर्डर में हैं या नहीं। लाइट का भी यही हाल रहता है। मैंने स्वयं सफर किया है, रात भर अंधेरे में सफर किया है। रात भर बिजली नहीं जली और न पंखे चले। इसके ऊपर विशेष ध्यान देने की आवश्यकता है।

केटरिंग के सम्बन्ध में भी मुझे निवेदन करना है। मंत्री महोदय ने भी स्वीकार किया है कि बहुत शिकायतें हैं और उसका प्रबन्ध ठीक नहीं होता है। उसमें एक छोटी सी बात के ऊपर मैं आपका ध्यान दिलाना चाहता हूँ कि लोगों की धार्मिक भावनाओं का धोड़ा ख्याल करना चाहिए। केटरिंग में जहां सामान बनता है, वहां मांसाहारियों के लिए और शाकाहारियों के लिए एक ही स्थान पर बनता है। एक ही बर्तनों का प्रयोग होता है। उसी में मांसाहारी को दिया जायगा और उसी में थोड़ी देर बाद शाकाहारी को भोजन दे दिया जायगा। केटरिंग कमेटी है, उसके सदस्य जाकर देखें जहां भोजन बनता है। मैंने देखा है, इसलिए मैं बताता हूँ। वहां हड्डियों का और पक्षियों के पंखों का ढेर लगा रहता है उसी चूल्हे के पास जहां सामान बनता है। जो मांसाहारी नहीं हैं उन्हें देखकर बड़ी घृणा होती है। मैं तो कहूंगा कि मांसाहारियों को भी घृणा होगी। जहां खाना बनता है, वहां धूरा लगा रहता है पक्षियों के पंखों का और जानवरों की हड्डियों का। यह केटरिंग कमेटी का—जिसके सम्बन्ध में मैंने दो-तीन दिन पहले प्रश्न किया था—कर्तव्य होना चाहिये कि इस चीज को देखे। सेक्सुलर स्टेट का मतलब यह नहीं कि लोगों की निजी भावनाएं जो इस प्रकार की हैं उनको किसी तरह से आघात पहुंचे।

एक दूसरी बात के ऊपर भी मैं ध्यान दिलाना चाहता हूँ। अब रेलों में दिन-दहाड़े भी लूटमार होने लगी है। थर्ड क्लास के पैसिजर्स में तो काफी बढ़ गई है

और फस्ट क्लास में भी है। यू० पी० के कुछ स्टेशन तो मशहूर हैं इस बात के लिए और जहाँ वह स्टेशन आया और लोग चौकन्ने हुए और उन्होंने किवाड़ बन्द कर लिए। जो कासगंज स्टेशन है वह मशहूर है। मैं एकदफा उस तरफ सफर कर रहा था तो आस पास के सब लोग मेरे पास आ कर बैठ गए और बोले कि अच्छा हुआ आप मिल गए। रास्ते में थोड़ी देर बाद देखते हैं कि हल्ला हुआ कि हमारा सामान रह गया, दरवाजा खोलो, हमने कहा कि सवेरा हो तब आना, अभी नहीं खुलेगा। इस प्रकार की दुर्घटनाएँ जहाँ अधिक होती हैं, वहाँ इसके ऊपर अधिक ध्यान देने की आवश्यकता है।

एक बात में और निवेदन करना चाहता हूँ। नैरो गेज के लिए आपको कोई फेज्ड प्रोग्राम बनाना चाहिए जिससे वह ब्राड गेज में लाई जा सके। इससे आपको भी लाभ होगा और जनता को भी इससे लाभ होगा। जो सफर करने वाले यात्री हैं, उनकी सुविधाओं में इससे आप योगदान देंगे।

आपने केवल दो नई लाइनों को खरीदने का रखा है। मैं निवेदन करता हूँ कि इसके सम्बन्ध में आपको ऐसा प्रोग्राम बनाना चाहिए कि जो प्राइवेट कम्पनीज हैं उनको धीरे-धीरे सरकार अपने कब्जे में ले ले और जो सुविधाएँ अब प्राप्त नहीं हैं उनको वे प्राप्त हो सकें।

टिकटलेस ट्रेवलिंग के सम्बन्ध में रोज ही यहाँ चर्चा होती रहती है। वह बहुत बढ़ गई है। इसके लिए मैं ने पहले भी निवेदन किया है कि बहुत वे रेलवे कर्मचारी इसमें शामिल रहते हैं, बरातों की बरातें उतार दी जाती हैं रेलों में से। जंजीर खींच कर के गाड़ी को रोक़ा गया। स्टेशन आने के एक मील या आध मील पहले सब उतार दिये जाते हैं। एक बड़े अधिकारी ने स्वयं मुझे यह बात बताई थी कि गार्ड, ड्राइवर वगैरह सब मिले रहते हैं। मैंने उनसे पूछा कि क्या कारण है उस लाइन में जहाँ सफर कर रहा था, हर स्टेशन के

एक मील पहले गाड़ी रोक दी जाती है। उन्होंने कहा, बात यह है कि ये सब लोग मिले रहते हैं और इस प्रकार रुपया कमाते हैं। मैं करप्शन की बहुत अधिक चर्चा नहीं कर रहा हूँ क्योंकि वह सब स्वयं मंत्री महोदय को मालूम है, पर इस ओर उनका ध्यान जरूर होगा कि यह जो रिजर्वेशन में होता है, या जो टिकटलेस ट्रेवलिंग में होता है, इससे सब में ज्यादा करप्शन है। इसमें थोड़ा ज्यादा ध्यान देने की आवश्यकता है यह रुक सकता है। खुल्लम खुल्ला, जहाँ बर्थ रिजर्व कराने जाइये, ओपनली रुपया मांगते हैं। कहते हैं : इतना रुपया लाइये, अभी सीट कर देते हैं। पहले कहते हैं कि नहीं साहब सब भर गई लेकिन वहाँ जाइये, रुपया दीजिये, तो फौरन सीटें रिजर्व हो जाती हैं। इसका अनुभव स्वयं मुझे तो नहीं मगर खास मेरे रिश्तेदार को हुआ है, उसी के आधार पर मैं निवेदन करता हूँ।

SHRI P. N. SAPRU (Uttar Pradesh) : Mr. Vice-Chairman, it is a (baiter for satisfaction that there is no increase in railway fares or freights though I imagine that there is going to be a surcharge of 10 percent. That will necessarily involve some increase in railway fares in an indirect way— I hope the hon. Deputy Minister will correct me if I am wrong in this surmise.

THE DEPUTY MINISTER IN TUB MINISTRY OF RAILWAYS (SHRI SHAM NATH) : That may be so.

SHRI P. N. SAPRU : This is a matter of some concern as we are passing through period of rising prices. No one travels today for the mere pleasure of travelling. Travel has advantages of its own, but in our country people do not travel unless they are compelled to do so, and the poor man should not be placed at a disadvantage. A ten percent surcharge may be all right so far as the first class passengers ;'re concerned.

SHRI SHAM NATH : It is on the good* freight, not on railway fares.

SHRI P. N. SAPRU : A ten percent surcharge may be all right on certain classes, of goods, but a uniform rate may *hawper* the growth of small industries

I Shri P. N. Sapru]

The contribution of our Railways to the General Revenues will be Rs. 104 crores if I am right, as against Rs. 56 crores five years back. This is a matter for satisfaction. Our Railways are making this contribution to the General Revenues. They are examples of what the public sector is capable of performing. They represent our greatest national assets, and those who get delight in running down the public sector will do well to look at the efficiency with which our Railways are run.

There is, Mr. Vice-Chairman, room for improvement in our passenger services. Trains and compartments and particularly third class compartments are overcrowded. I have never actually travelled in a third class compartment, much to my regret— I may have done so years and years ago for a short distance— I have not latterly travelled in a third class compartment, but I know that my intention is to do so. They generally complain of overcrowding and it is a disgusting sight to see overcrowding on our railway platforms. I think that some machinery should be devised which would keep our railway platforms free from this overcrowding. I would not mind an increase in the charge for going to a platform. Many people go there to see people off. It is unnecessary for them to do so, and they can see them up to the railway station gate. They need not enter the actual station platform from where the train is going.

I would now like to say that my experience lately is that there has been a definite deterioration in the food supplied on our Railways. I often carry my food with me, but there are occasions when I am unable to do so and latterly I have not been able to do so. I know that there were some stations where one could get good food, but today I find that the quality of food even at those stations has deteriorated. The quality of food, whether it is English food or Indian food, both, has deteriorated, and it is deteriorating rapidly. Apart from that the number of waiters is very small. It is all right for a passenger, who travels air-conditioned, to get his food in his air-conditioned compartment. But for the passengers even in a first class compartment it is difficult to get food in their compartment because there are no waiters

to be had. So far as the third class and second class passengers are concerned no one pays any attention to them. Apart from that my experience is that the quality of food supplied by the vendors has deteriorated. For example, the quality of *purls* has deteriorated; the quality of sweets has deteriorated; and some steps should be taken to ensure that the quality does not deteriorate. It may be that one reason is that we are passing through a period of scarcity of food, but I do not think that that explains it. There is definite dishonesty on the part of the vendors. They just want to cheat the passengers.

3-00 P.M.

Then I find from a perusal of the report by the Railway Board on Indian Railways and other documents supplied to us by the Ministry of Railways that there has been no real improvement in the reduction of the number of persons who travel without paying their railway fare. This reflects on our national character. But we have got a certain difficulty in the matter. Some of our young students get into compartments. For example, from Delhi to Ghaziabad twenty or thirty young students may get into compartments. They will pay no fare and they are a law unto themselves. Then we have the *ladhut* of whom our respected Home Minister, Shri Gulzarilal Nanda, is a great patron. There are these *ladhus* who do not believe in paying fares for the rail journeys. I suppose that that is part of their creed. Well, I think we should substitute a different creed to that which they are holding for themselves,

3-00 P.M.

May I just refer to first class travelling on the railways? I think that our new first classes are dingy holes. There is not enough space in them. You cannot keep your luggage there. Bathroom facilities are very bad. And altogether, I think the experiment of new first classes has failed. The old first class or, for that matter, the old second class, was better than the new first class.

Then I would like to make a brief reference to the Railway Service Commission. This Commission has to recruit personnel for Class III and IV services in the Railways. And the number of candidates who appear

before this Commission is steadily going up'. Intimately connected with that of high finance. We need to increase transport facilities in order that we may be able to expand our export and import trade. We need this is a useful Commission. We have this to improve our transport facilities* in order Commission at Allahabad, Madras, Bombay that we may be able to cope with the and Calcutta. The members of the problems of strategic areas. And here, may I, Commission are well chosen. They do a hard before I conclude, pay a tribute to our job. But it is a curious commentary; on our railwaymen for the services that they way of looking at things that we have given rendered during the recent Indo-Pakistan no statutory status to this Railway Service conflict / I am sure that they are rendering Commission. Now, this Commission is merely good service even today in the border areas. concerned with the question of recruitment. It is desirable for us to view their questions should be more than recruiting agency from a broad perspective. They should be I think it should be something like the Public encouraged to take interest in the Railway Service Commission that we have for Our Administration.

Civil Services. It should have the power of reviewing cases where a man has been censured or where it is proposed to censure a man or to terminate his services. It should act, therefore, as an advisory body in regard to questions affecting the discipline of our railway employees. I would like our railway employees to maintain a high standard of discipline. But I should not like them to be left entirely to the tender mercies of their superior officers and it is essential that there should be some independent body which should be able to look into any departmental cases in which they may get involved. It is, therefore, desirable to vest the Railway Service Commission with greater powers than it possesses at present. For that purpose, a change in the law will be necessary. I, therefore, think that the Railway Service Commission should be a statutory body.

TAA VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : Dr. Sapru, how long are you going to take to finish your speech ?

SUM P. N. SAPRU : I am just finishing it.

There is nothing in the report of the Railway Board to show whether there is any shortage of technical personnel among Class III recruits. In previous years there used to be a mention of this. But now I find no reference to the effect whether there has been any improvement in the quality of the technical personnel recruited by the Railway Service Commission.

Mr. Vice-Chairman, these are some of the matters on which I wanted to say a few words. The question of railways is

As a matter of fact, Mr. Vice-Chairman, I somewhat hold the view that there should be in our commercial concerns or in our public undertakings no distinction between the employer and the employee. I believe in what in England it has become, shall I call it, co-ownership and I should like on our Railway Board—which is a highly technical body—so representation of the poorer staff of the Railways. It should be open to a man who starts at the bottom to reach the highest position in the concern in which he is working. It should be possible for him to assume the position, shall we say, of a director in a concern. The Railway Board is in the nature of a directorate which advises the Railway Minister. I know that the Railway Board is not a completely autonomous body. I am not pleading for a statutory railway authority which shall be completely autonomous. But I do plead for a fairer deal for the many men who join our Railway in humble capacities but who show capacity and hard work and dedication. I do not very much believe in a rigid division between first class, second class, third class and fourth class services. There should be some elasticity about the system of dividing these services into various classes.

Now, Mr. Vice-Chairman, these are some of the thoughts which strike me on this question. What we need on the Railways is more wagons and more trains. I find there is a train which runs between Delhi and Agra. It has proved a success. But I think there are other places of pilgrimage where also train of this character will prove useful. They will be able to attract

Mr. P. N. SAPRU
tourist traffic, and if we set about our work in an earnest manner, there is no reason why the Railways should not prove to be a model employer, model employer in the sense that they should provide good housing accommodation for their workers, model employer in the sense that they pay their workers good wages, model employer in the sense that they should provide educational facilities for the children of their employees. Thank you very much, Mr. Vice-Chairman, for the time that you have given.

श्री रमेशचन्द्र शंकरराव खांडकर (मध्य प्रदेश) : उपसभापति जी, भारतीय रेलवे इस देश की सबसे बड़ी नेशनलाइज्ड इंडस्ट्री है जिस में करोड़ों रुपये का धन लगा हुआ है और लाखों कर्मचारी काम करते हैं। हम यह चाहते हैं कि जो इतनी बड़ी नेशनलाइज्ड इंडस्ट्री है उसके कर्मचारियों के प्रति आदर्श व्यवहार होना चाहिये, लेकिन दुख की बात यह है कि उसमें ऐसा नहीं पाया जाता है। स्वराज्य के पहले जब इस देश में रेलें कायम की गई थीं, तो उस वक्त जो यहां विदेशी सत्ता थी उसने मिलिटरी स्ट्रैटेजी के विचार से और इस देश के कच्चे माल को अपने देश में ले जाने के लिये ही इस देश में रेलों का विस्तार किया था, लेकिन यह कल्पना स्वराज्य के बाद बदलनी चाहिये और देश में रेलों का सर्वांगीण रूप से प्रसार होना चाहिए। बड़े दुख के साथ यह कहना पड़ता है कि स्वराज्य के बाद भी आज 18 सालों में रेलों का जिस प्रकार का विस्तार होना चाहिये था, वैसा विस्तार नहीं हो पाया है और एक तरह से रेलों का लाय साइडेड विस्तार ही स्वराज्य के बाद हुआ है। इस देश के कई हिस्से ऐसे हैं जहां पर अभी भी रेलों की व्यवस्था नहीं है और कई प्रांत ऐसे हैं जहां पर रेलों का नामो निशान नहीं है। आप इस देश का भूगोल देखेंगे तो आप को मालूम होगा कि इस देश का जो सबसे महत्वपूर्ण हिस्सा जम्मू और काश्मीर समझा जाता है वहां पर अभी भी रेलों की व्यवस्था नहीं की गयी है। इसी प्रकार नीचे केरल में जितनी रेलें होनी चाहियें,

उतनी नहीं है। और मध्य प्रदेश जो भारत का हृदय स्थल कहा जाता है वहां पर भी रेलों का विस्तार जितनी शीघ्र गति से होना चाहिये था उतना आज तक नहीं हो पाया है। अपने उत्तर में शायद मंत्री महोदय यह कहें कि बेंगलूर से एक रेलवेलाइन हम मध्य प्रदेश में डाल रहे हैं, लेकिन उस प्रांत के विस्तार को देखते हुए जितनी अधिक व्यवस्था वहां पर रेलों की होनी चाहिये थी, उतनी नहीं हो पाई है। उसका जो विध्य प्रदेश का हिस्सा है वहां पर तो रेलें कतई नहीं हैं। और भी वहां पर ऐसे हिस्से हैं जहां रेलें नहीं हैं। इस तरह देश में जैसा रेलों का विस्तार होना चाहिये था, वैसा नहीं हो पाया है।

यह कहा जाता है कि रेलवे कर्मचारियों के साथ बहुत अच्छा व्यवहार किया जा रहा है लेकिन मैं ऐसा नहीं समझता। जो आज सब से बड़ा सवाल रेल कर्मचारियों के दिमाग में है वह उनकी डिमांड्स के बारे में है। जहां तक मैं समझता हूँ आल इंडिया रेलवेमेन्स फेडरेशन रेलवे कर्मचारियों की एक प्रतिनिधि संस्था है और उन्होंने रेल मंत्रालय को आठ प्वाइंट्स का एक चार्टर आफ डिमांड्स दिया है जिस को सौ से अधिक संसद्-सदस्यों ने भी सपोर्ट किया है। मैं चाहूंगा कि रेल मंत्रालय उस चार्टर आफ डिमांड्स को गौर से देखें। उन डिमांड्स में से एक सवाल जो सब के दिमाग में है वह बोनस का सवाल है। रेल कर्मचारी आज बड़ी विचित्र व्यवस्था में है। कभी उनको गवर्नमेंट एम्प्लाइज कहा जाता है और कभी उनको इंडस्ट्रियल लेबर कहा जाता है और ऐसा काम कर के उनको न बोनस दिया जाता है और न उनको वह अधिकार दिये जाते हैं जो और सरकारी कर्मचारियों के होते हैं। इस लिये मैं चाहूंगा कि बोनस के बारे में जो झगड़ा चल रहा है उसको शीघ्र समाप्त कर दिया जाय और उनको बोनस का फायदा दिया जाय।

इसी प्रकार एक डिमांड रेलवे कर्मचारियों की बेज वॉर्ड के बारे में है। यह सही है कि इस

देश में अलग अलग इंडस्ट्रीज के लिये अलग-अलग वेज बोर्ड कायम हुये और उन्होंने अपने तरीके से उनकी समस्याओं को हल करने की कोशिश की। लेकिन रेलवे के जो इतने लाखों कर्मचारी हैं वे जो पे कमिशनस कायम किये गये उनके ही निर्णय को मानने के लिये बाध्य हैं। रेल कर्मचारियों में और गवर्नमेंट के दूसरे कर्मचारियों में अन्तर है, इसलिये रेलवे कर्मचारियों के लिये एक अलग से वेज बोर्ड कायम होना बहुत आवश्यक है।

एक बात उन्होंने महंगाई के बारे में मांगी है। यह जो महंगाई का सवाल है इसके लिये कई पे कमिशनस बने और एक फार्मुला निकाला गया। अभी-अभी सरकार ने कुछ उनकी तनख्वाह में बढ़ोतरी की है और जो बढ़ोतरी की है उससे न रेल कर्मचारी संतुष्ट हैं और न कोई आम आदमी ही संतुष्ट है क्योंकि यह सरकार अभी तक इसमें सफल नहीं हुई है कि जो दाम हैं उनको बढ़ने से रोका जाय। एक ओर सरकारी कर्मचारियों को महंगाई भत्ता दिया जाता है और दूसरे ही दिन बाजार में चीजों के भाव बढ़ जाते हैं इस प्रकार एक तो उनको वैसे ही बहुत कम महंगाई भत्ता दिया जाता है और दूसरे जो दिया जाता है वह भी बेकार हो जाता है। इसलिए रेलवे कर्मचारियों की मांग है कि उनको आप महंगाई भत्ता न दीजिये, लेकिन कुछ ऐसी सुविधायें दें, जैसे चीप ग्रेन शाप हैं या सन्सीडाइज्ड ग्रेन शाप हैं या सन्सीडाइज्ड कन्ज्यूमर आर्टिकल्स है इस प्रकार की सहायता दीजिये तो ज्यादा अच्छा होगा। रेल कर्मचारियों के ऊपर यह बड़ा दायित्व है कि इस देश को ठीक तरह से रखें, इस देश में जो आवश्यक वस्तुएं हैं उनको पहुंचाएं और इस देश को मिलिटरी की दृष्टि से भी कायम रखें। अगर कर्मचारियों में असंतोष रहा तो वे अपने काम में सफल नहीं हो पायेंगे।

एक सवाल जो रेलवे कर्मचारियों के दिमाग में है वह उस मशीनरी के बारे में जो सरकार ने उनके श्रीबान्सेज या क्षगड़ों के बारे में कायम की है। मैं जानता हूँ, श्रीमन्, कि एक टू-टायर

नीगोशिएटिंग मशीनरी रेलवे में है, लेकिन अनुभव यह हुआ है कि वह जितनी कारगर होनी चाहिये उतनी कारगर नहीं हो पाती है। कुछ समय पहले थ्री-टायर नीगोशिएटिंग मशीनरी की कल्पना थी, लेकिन वह टू-टायर तक रह गई। समझ में नहीं आता कि तीसरा टायर क्यों नहीं कायम किया जाता। सरकार कहेगी कि पिछली मर्तबा एक आरबीट्रेशन बोर्ड कायम हुआ था, लेकिन जहां तक मुझे मालूम है कि वह सिर्फ एक ही सवाल के बारे में हुआ था। जो हमेशा के झगड़े हैं उनके बारे में आज तक कोई इस प्रकार की मशीनरी रेलवे में कायम नहीं हुई है। जो केन्द्रीय कर्मचारी हैं उनके झगड़े मिटाने के लिये सरकार एक व्हिटले टाइप कौंसिल का विचार कर रही है। पहले तो वहां पर भी काफी विरोध हुआ, सरकारी कर्मचारियों ने विरोध किया क्योंकि जो स्ट्राइक का राइट है, हड़ताल करने का अधिकार है उसे उसमें नहीं माना गया, लेकिन हमको यह मालूम पड़ा कि सरकार ने इस बात को मान लिया है कि हर एक वर्कर को स्ट्राइक करने का अधिकार है। लेकिन व्हिटले टाइप कौंसिल की मशीनरी रेलवे में कायम करना बहुत खतरनाक बात है और मैं समझता हूँ कि आल इंडिया रेलवेमेन फेडरेशन ने उसको नामंजूर किया उसका एक ही कारण है। वह यह था कि जो केन्द्रीय कर्मचारी हैं उनके पास आज तक कोई ऐसी मशीनरी नहीं थी जिससे आपस के विवाद सुलझा सकें, लेकिन रेलवे में तो यह चैनल था, परमानेंट नीगो-शिएटिंग मशीनरी का फोरम था। तो अब व्हिटले टाइप कौंसिल कायम करके यह जो रेलवे कर्मचारियों की जो आलरेडी मशीनरी है उसको खत्म किया जायगा और इस प्रकार की मशीनरी रेलवे कर्मचारियों के आपस के झगड़े सुलझाने के लिये कायम करेंगे तो ठीक नहीं होगा। और भी कई मामले हैं जिनके बारे में चाटर् आफ डिमांड्स में लिखा गया है और मेरा निवेदन है कि सरकार इनके बारे में शीघ्र विचार करे।

स्वराज्य प्राप्त किये 15-20 साल हो

[श्री रमेशचन्द्र शंकरराव खांडेकर]

गए, रेलवे का विस्तार भी हुआ, काफी पैसा रेलवे कमा रही है, लेकिन तीसरे दर्जे की जो ओवरक्राउडिंग है उसको कम करने में आज तक रेलवे को कामयाबी नहीं मिली। अभी-अभी एक माननीय सदस्य ने कहा कि थर्ड क्लास की ओवरक्राउडिंग देखकर बड़ी घबराहट होती है, और यह बात सही है। उन्होंने शायद थर्ड क्लास में सफर नहीं किया होगा, लेकिन मुझे थर्ड क्लास में जाने का काफी मौका पड़ता है। थर्ड क्लास की ओवरक्राउडिंग देखकर बड़ा जी घबड़ाता है। इससे हम ट्रेविल न करें तो ही ज्यादा अच्छा हो। जैसा सभू साहब ने कहा, कोई तफरीह के लिये ट्रेविल नहीं करता। जब तक जरूरी न हो, बाहर जाने का प्रसंग न हो, कोई मजबूरी न हो, कोई आदमी सफर करना नहीं चाहता, लेकिन बाज की रेलों की हालत देखकर जी बड़ा घबड़ाता है। रेलवे मंत्री कहते हैं कि हमने काफी रुपया पैसिजर्स की एग्जिनिटीज के लिये रखा है। हमने 15 साल में इतनी एग्जिनिटीज दी है। मैंने पहले भी कहा था कि एक बार एग्जिनिटीज न दीजिए, लेकिन कम से कम ओवरक्राउडिंग खत्म कर दीजिये, हर एक यात्री को इतनी गारन्टी हो जाय कि मैंने जो टिकट लिया है उससे मुझे बैठने के लिये सुविधा ही जायेगी। बैठने का सवाल ही नहीं, उन बेचारों के लिये घुसना भी मुश्किल होता है। इस प्रकार जो ओवरक्राउडिंग है उसको शीघ्र समाप्त करना चाहिये। यह ओवरक्राउडिंग केवल थर्ड क्लास में ही नहीं है, सेकन्ड क्लास में भी है। सेकन्ड क्लास के लिये न कोई देखने वाला है, न कोई पर्याप्त सुविधा दी जाती है। आप देखेंगे कि हर एक ट्रेन में एक-आधी बोगी सेकन्ड क्लास की होती है और उसमें काफी हद तक लोग आर्मी के या पास होल्डर्स होते हैं। जो सामान्य यात्री है उसको अगह नहीं मिलती। एग्जिनिटीज के बारे में तो कहना ही मुश्किल है। कभी-कभी फर्स्ट क्लास में भी काफी ओवरक्राउडिंग होती है। उसके लिए आपको ट्रेन बढ़ाना बहुत आवश्यक है।

कई सदस्यों ने यह प्रश्न उठाया है कि रेलवे में जो सुविधायें हैं वे दिन पर दिन बढ़ने के बजाय कम होती जा रही हैं। उदाहरणार्थ, मैं कहना चाहता हूँ कि रेलवे में जो लाइटिंग की व्यवस्था है, यह दिन-ब-दिन बदतर होती जाती है। मुझे यह समझ में नहीं आता कि जब ट्रेन स्टार्ट हो तो स्टार्टिंग स्टेशन से ही उसमें लाइट क्यों न हो? सरकारी अधिकारियों का ध्यान उसकी तरफ दिलाने के बावजूद भी कोई सुधार नहीं हो पाता। पठानकोट एक्सप्रेस और पंजाब मेल से प्रवास करते रहेंगे तो पता होगा कि उसमें अक्सर पठानकोट में ही लाइट नहीं होती, फर्स्ट क्लास में भी लाइट नहीं होती, पंखे चलना तो बाद की बात है। सेनीटेशन के बारे में भी अधिकारियों का ध्यान जितना जाना चाहिये उतना नहीं है। यह व्यवस्था है कि हर स्टेशन के ऊपर कर्मचारी आकर डिब्बे साफ करे, लेकिन जो लेट्रीन हैं उनकी तरफ कोई ध्यान नहीं देता। स्टार्टिंग स्टेशन से ही उसमें बदबू आती है, विशेषकर थर्ड क्लास के डिब्बे के बारे में तो कहना ही मुश्किल है।

श्रीमन्, सुविधाओं के सिलसिले में कहा गया कि थ्री-टायर स्लीपर कोचेज बहुत ही सुविधाजनक हैं। मैं तो निवेदन कलंगा कि उनको शीघ्र समाप्त कर दिया जाय। मुझे भौका हुआ यहाँ से बम्बई जाने का। रात में तो उसमें थोड़ी सुविधा मिलती है, लेकिन दिन में कोई आराम करना चाहे तो बीच का बर्थ इतना तकलीफदेह होता है कि यात्री बहुत परेशान होते हैं। स्लीपिंग आपको प्रोवाइड करनी है तो स्लीपिंग कोचेज ऐसी होनी चाहिये कि जो बीच का बर्थ है उसको तुरन्त एवालिश कर दिया जाय।

कुछ नई ट्रेनों के सम्बन्ध में निवेदन करना चाहता हूँ। मैंने बार-बार यह प्रश्न उठाया है कि जो सेन्ट्रल रेलवे है, वहाँ कुछ एडीशनल ट्रेनें खाली जायें। बार-बार यही उत्तर मिलता है कि लाइन की कैपेसिटी पूरी हो गई है और जब तक डबल लाइन नहीं हो जायगी, तब तक एडीशनल ट्रेनें चालू नहीं की जायेंगी। यह

जवाब हर साल दिया जा रहा था, लेकिन पिछली मर्तबा जब मैंने इस सवाल की चर्चा की थी तो रेलवे मंत्री ने कहा कि रेलवे ने कोई टेकनीक निकाली है जिससे सिग्नल लाइन पर भी काफी ट्रेनें रन की जा सकती हैं, काफी ट्रेनें चलाई जा सकती हैं। तो जब ऐसी स्थिति है—डबलिंग का काम जिस आराम से हो रहा है उससे पता नहीं कितना बक्त लगे डबलिंग होने में—और जब रेलवे के पास एसी कोई टेकनीक है तो क्यों नहीं सेन्ट्रल रेलवे में बम्बई से दिल्ली तक ऐसी ट्रेनें चलाई जातीं, यह समझ में आने की बात नहीं है। तो मैं चाहूंगा इसके संबंध में कम से कम एक गाड़ी शीघ्रताशीघ्र खोली जाय, क्योंकि आप देखेंगे यहां से भुसावल तक ओवरक्राउडिंग सभी क्लास में होती है और त्पोहारों में, गर्मियों की छुट्टियों में, या जब कोई तीर्थयात्रा का दिन होता है, बहुत ज्यादा ओवरक्राउडिंग सब क्लास में होती है। परसों होली के समय की बात है, भोपाल से कई लोगों को फर्स्ट क्लास तक में भी जगह नहीं मिली और कई लोग तो खड़े होकर आए। थर्ड क्लास की तो बात ही छोड़िये, फर्स्ट क्लास की हालत भी इस लाइन पर बहुत खराब है। तो मैं चाहता हूँ, इस लाइन पर शीघ्रताशीघ्र नई एडीशनल ट्रेनें चलाई जायें।

यह जो नरो गेज चल रहे हैं, यह तो सरकारी प्रमाणों से ही सिद्ध है कि इनसे कोई फायदा नहीं होता है, उसमें सरकार को काफी नुकसान उठाना पड़ता है हमारे प्रान्त में भी कई जगह ऐसी नरो गेज लाइन्स हैं। वे बिलकुल बेकार सी हैं, उनसे सरकार को भी कोई फायदा नहीं होता है। इसलिये मैं चाहूंगा कि इस देश में (इन्टीग्रेशन की दृष्टि से भी यह आवश्यक है कि पूरे देश में ऊपर से नीचे तक, एक गेज होना चाहिये ताकि कोई भी आदमी कहीं से किधर जाय, या कोई सामान एक हिस्से से दूसरी जगह जाय, वह आसानी से जा सकता है। लेकिन यह जो मीटर गेज से ब्राड गेज का कन्वर्शन है यह कोई आसान बात नहीं है, इसमें काफी खर्चा लगने की

आवश्यकता है और रेलवे मंत्रालय भी कहता है कि इसमें हजार करोड़ लगने का अनुमान है। खैर, दो गेज हों, आप चलाइये, उसमें कोई आपत्ति नहीं हो सकती है जब तक आपके पास पैसा नहीं है लेकिन जब तक यह नरो गेज रखा हुआ है, इसको तो कम से कम आप ब्राड गेज में या मीटर गेज में परिवर्तित कर सकते हैं क्योंकि इसमें ज्यादा पैसे का संवाल नहीं है। तो आज जो नरो गेज है उनको कन्वर्ट करना बहुत आवश्यक है।

एक सुझाव झांसी में जो एक कमेटी बना थी उसने दिया था कि यह जो तूफान एक्सप्रेस कलकत्ता से वाया आगरा जाती है, उसको वाया आगरा ले जाने के बजाय अगर झांसी से मानिकपुर या वाया कानपुर इलाहाबाद ले जाया जाय तो ज्यादा सुविधा होगी, और जो यात्री कलकत्ता से जाना चाहते हैं उनको इससे सुविधा होगी। इस सुझाव पर अगर रेलवे मंत्रालय ध्यान देगा तो ज्यादा अच्छा होगा।

रेलवे मंत्रालय में आज जो छोटी मोटी ब्यूरोक्रेसी है, अफसरशाही है, इसको भी जल्दी खत्म करना चाहिये। मेरा रेलवे मंत्रालय से दूरी करीब रोज पत्र व्यवहार चलता है। कुछ बातें बहुत छोटी मोटी होती हैं जो कि नीचे की लेवल में भी सुलझायी जा सकती हैं, लेकिन अफसोस की बात है कि हमको कभी रेलवे मंत्री तक जाना पड़ता है और जब रेलवे मंत्री का उसमें इंटरवेंशन होता है, जब उनके सामने वह बात आती है तब उसका समाधान होता है। मेरी समझ में नहीं आता कि यह तो बड़ी बड़ी तनख्वाह पाने वाले रेलवे के आफिसर हैं उन बातों पर क्यों नहीं ध्यान देते? जरा जरा सी बातों के लिये हमें रेलवे मंत्री के पास जाना पड़ता है। तो मैं चाहूंगा रेलवे मंत्री खुद इसके संबंध में, रेलवे विभाग की वर्किंग के बारे में, या तो एक कमेटी बुलाए या एक कान्फरेन्स करें कि ये जो छोटे छोटे मामले होते हैं वे किस प्रकार सुलझाये जायें। इसके बारे में वह विचार करें। रेलवे मंत्री कहते हैं कि जो निगोसिएशन मशीनरी है उसमें

[श्री रमेशचन्द्र शंकरराव खांडेकर] यह प्रश्न सुलझाये जा सकते हैं लेकिन अनुभव यह है कि वहाँ कोई काम नहीं होता है, कई दिनों तक मीटिंग नहीं होती है और मीटिंग होती है तो कोई आता नहीं है और जो असली सवाल होते हैं वे वहाँ पर डिसकस नहीं होते। इसलिये वह जो मशीनरी है उसका काम ठीक से होता नहीं है। और अंततोगत्वा वहाँ पर से रेलवे मंत्री के पास हम लोगों को जाना पड़ता है।

रेलवे का जो एक सबसे बड़ा सवाल है वह है कैजुअल लेबर के बारे में। कैजुअल लेबर के संबंध में मेरा काफी घनिष्ठ संबंध रहा है, मैंने उनकी कई कॉन्फरेन्सेज एटेंड की हैं, उनकी बेचारों की जो हालत है वह बड़ी दयनीय है, उनको किसी प्रकार की सुविधा नहीं दी जाती। उनको जो तनख्वाह दी जाती है, या वेजेज दिये जाते हैं, वे पहले मिनिमम वेजेज एकट के मुताबिक दिये जाते थे, लेकिन उसमें इतना सुधार हुआ है कि वहाँ का कलेक्टर इसे डिसाइड करता है कि कितना वेज हो और उसके मुताबिक दिया जाता है। लेकिन वह भी डिसाइड करने में कोई ज्यादा फर्क नहीं रहता है और कभी कभी तो यह पाया गया है, मैंने खुद रेलवे मंत्रालय को इस बारे में कहा है, कि जो कलेक्टर डिसाइड करता है उसमें भी कम वेज उसको दिया जाता है। इसलिये मैं चाहूंगा कि या तो कैजुअल लेबर की प्रथा नष्ट कर दी जाय—एक तो ऐसा नियम बनाया जाय कि इतने दिनों के बाद अगर कोई कर्मचारी काम करे तो उसे परमानेंट या सेमी परमानेंट कर दिया जायेगा और कैजुअल लेबर नहीं कहा जायेगा—और कैजुअल लेबर का काम होता है, जैसे मिट्टी ढोता है, नई रेलवे लाइन बनाता है और वह कई दिन तक कैजुअल लेबर की श्रेणी में रहता है तो उसको सब तरह की सुविधायें जो दूसरे रेलवे कर्मचारियों को मिलती हैं, जैसे रहने की सुविधा है, पानी की सुविधा है, लाइट की सुविधा है, और भी कई प्रकार की सुविधायें हैं, वे कैजुअल लेबर को भी दी जायें।

इसी प्रकार जो कान्ट्रैक्ट लेबर भी रेलवे में चल रहा है उसको भी या तो समाप्त कर दिया जाय या उसके बारे में भी नियंत्रण रखा जाय। मुझे मालूम है, जब हमारे यहाँ रेल डर्वालिग का काम चलता है तो यह कान्ट्रैक्ट लेबर दूर दूर से आता है। ठेकेदार उनको बुरी तरह पीसते हैं और रेलवे के अधिकारी उन पर कोई नियंत्रण करने में असमर्थ रहते हैं। उनके ऊपर कोई कानून नहीं लगता है और ठेकेदार लोग कई हजार रुपये जो 'सब ठेकेदार' होते हैं उनको दे देते हैं और वे बड़ी तादाद में लेबर ले आते हैं और उनसे पशुओं की तरह काम लेते हैं और केवल खाने पीने के लिये ही उनको दिया जाता है और अगर ठेकेदार के मन के मुताबिक बर्ताव नहीं किया तो उसको मारपीट कर भगा दिया जाता है और उसकी तनख्वाह के बारे में कोई निर्णय नहीं होता है। जब इसके बारे में शिकायत की जाती है तो रेलवे आफिशियल कहते हैं हम कुछ नहीं कर सकते हैं और कलेक्टर के पास जाते हैं तो वे कहते हैं यह ला एन्ड आर्डर का सवाल है, अगर मारपीट हुई तो हम पुलिस केस कर सकते हैं लेकिन वेजेज के बारे में हम कुछ नहीं कर पायेंगे। तो मैं चाहूंगा कि कान्ट्रैक्ट लेबर के बारे में सरकार को ज्यादा अधिकार अपने पास लेने चाहियें।

अब एक दो केसेज के बारे में और चर्चा करूंगा। एक केस के बारे में पिछले साल भी काफी चर्चा हुई है। हमारे मित्र ठेंगड़ी साहब ने भी अपने भाषण में उसका उल्लेख किया, और भी काफी चर्चा उसके संबंध में हुई है। लेकिन समझ में नहीं आता इसके संबंध में रेलवे मंत्रालय क्यों ठीक तरह से जवाब नहीं देता, क्यों नहीं कहता यह स्थिति है, क्यों उनको निकाला गया। पहले तो कहा जाता है कि वे ला कोर्ट में जाएं—मैं एक बात कहता हूँ, एक केस भोपाल का है जिसमें एक कर्मचारी को निकाल दिया गया, वह बेचारा कोर्ट में गया तो कोर्ट में रेलवे विभाग ने कहा कि अगर आप केस वापस ले लें तो हम आपको रीइन्स्टेट कर देंगे और आपके क्लेम दे देंगे। यह रेलवे अधिका-

रियों का बयान है, कोर्ट में बयान है। कोर्ट में कम्प्रोमाइज हुआ, कोर्ट का आर्डर है, और कम्प्रोमाइज से यह केस विदड्रा हो जाता है। लेकिन अब जब वह केस उसने विदड्रा कर लिया, तो अब रेलवे मंत्रालय न उसको जवाब देता है न उसको वहां पर रखता है। तो एक तरफ आप कोर्ट में जाते हैं और वहां राजीनामा भी हो जाता है कि केस वापस करने के बाद आपको क्लेम्स देंगे लेकिन जब केस वापस ले लेते हैं तो उस पर अमल करने के बारे में कोई ध्यान नहीं देते हैं। इस प्रकार जो 'श्रीच आफ फेथ' रेलवे मंत्रालय कर रहा है, यह ठीक नहीं है। इसके संबंध में मैंने रेलवे मंत्रालय को लिखा है, रिमार्कड्स भी दिये हैं, लेकिन आज तक उसके बारे में कोई निर्णय नहीं हुआ है। तो मैं चाहूंगा कि रेलवे मंत्री इस केस के बारे में भी शीघ्र निर्णय करें।

रेलवे के संबंध में जिस आर्गनाइजेशन से मेरा सम्बन्ध है वह है पे क्लास। पे क्लास के संबंध में काफी कान्फरेन्सेज चलती हैं, उन्होंने भी अपना बक्तव्य दिया है।

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : Mr. Khandekar, you have taken twenty-five minutes.

SHRI R. S. KHANDEKAR : I will finish within five minutes, Sir.

यह पे क्लास के संबंध में अलग अलग रेलों में अलग अलग प्रकार की सरविस कंडिशनस हैं। मैं नहीं समझता कि जब रेलवे एक ही है तो भिन्न भिन्न रेलों में पे क्लास की जो स्थिति है वह अलग अलग क्यों हो। मैं चाहूंगा, पे क्लास के संबंध में भी सरकार शीघ्र उनकी डिमांड्स के बारे में विचार करे।

अंत में इतना ही कहना है कि इस संबंध में जब कान्फरेन्सेज बगैरह चलती हैं तो काफी वहां पर कर्मचारियों से मिलने का मुझे मौका मिलता है, उनके क्वार्टर्स को देखने का मौका मिलता है। भोपाल में भी गया था, इटारसी में भी गया था, वहां पर जो रेलवे के कर्मचारियों के रहने की जगह है वह देख कर काफी हैरत होती है। जहां कोई आदमी भी नहीं

M 25 RS/66—Night II.

रह सकता है—जैसे उनके क्वार्टर्स बने हुए हैं उसमें न सैनिटेशन का प्रबन्ध है, न लाइट का प्रबन्ध है, उनको मेडिकल फैसिलिटीज, शिक्षा की फैसिलिटीज नहीं है। इसके संबंध में भी एक रिपोर्ट मैंने रेलवे मंत्रालय को लिखी थी तो मुझे सूचित किया कि वहां लाइट बगैरह लगा देंगे। उन क्वार्टर्स की हालत यह है कि वे छोटे छोटे और गंदे हैं। उसके संबंध में अभी कोई निर्णय नहीं किया गया। इसलिए मैं चाहूंगा कि इन बातों की ओर रेलवे मंत्रालय अवश्य ध्यान दे।

अब मैं इलैक्ट्रिफिकेशन और डीजलाइजेशन के संबंध में कुछ कहना चाहूंगा और इस बारे में सदन में भी काफी चर्चा हो चुकी है। इसके बारे में यह कहा गया है कि जब रेलवे में इलैक्ट्रिफिकेशन और डीजलाइजेशन हो जायेगा तो रेलवे कर्मचारियों की काफी छटनी हो जायेगी जिसकी वजह से बेकारी बढ़ जायेगी। रेलवे मंत्रालय ने यह आश्वासन दिया है कि किसी भी आदमी की छटनी नहीं होगी, लेकिन अनुभव यह बतलाता है कि छटनी तो नहीं होती है मगर लोगों का प्रमोशन बंद हो जाता है। इसलिए मैं चाहूंगा कि रेलवे मंत्रालय इस संबंध में कुछ विचार करे मैं भी चाहता हूँ कि कि रेलवे में इलैक्ट्रिफिकेशन और डीजलाइजेशन होना चाहिये और जितना शीघ्र यह काम हो जाय उतना अच्छा है, मगर इस चीज से जो बेकारी बढ़ती है उसको रोका जाना चाहिये और किसी भी आदमी को इससे नुकसान नहीं होना चाहिये।

इन शब्दों के साथ, मैं फिर से निवेदन करूंगा कि जो मैंने सुझाव दिये हैं उन पर रेलवे मंत्रालय अवश्य ध्यान देगा और उनको जितनी जल्दी अमल करेगा उतना अच्छा होगा।

SHRI N. PATRA (Orissn) : Sir, I want first of all to thank the hon. Minister of Railways for the nice Budget he has presented to this House. In doing so, I want to invite his attention to a few shortcomings of this Department which is in his management.

[Shri N. Patra.]

There is a Division called the Khurda Division in Orissa. In that Khurda Division of the Railways, the Divisional Officer has served notices on 2,500 workers. They are termed "casual". But they have put in service of between 5 and 15 years. They have been working for all these years. The Railway Board in September 1965 has extended the facilities of temporary workers to all casual labour if they have put in more than six months* service. That means that the casual worker now getting a monthly pay of Rs. 52/- has to be paid double that amount, that is to say Rs. 103/-. Other facilities also he should enjoy. But in spite of all this and in the name of emergency and economy this wonderful Divisional Officer there has given retrenchment notice to 2,500 poor workers and that too in a place where semi-famine conditions are prevailing. After dieselisation the speeds of trains are being increased. Therefore, there is even greater need for the proper maintenance of the railway track. When there is increase in the speed of the trains the railway tracks have to withstand the strain of these fast moving trains and so there is need for even more workers for maintaining the tracks in proper condition. There should also be proper cushion ballast. This cushion ballast as it is called, should be to a height of 10 inches. But this is not there. They spread the stone ballast only to a height of 4 inches instead of up to a height of 10 inches. Therefore there is always the constant danger to the life of railway passengers and also the goods moved by the Railways from place to place. In a situation like this and also when we are thinking of providing more employment to the poorer sections of society, such workers should not be retrenched. We call ourselves as belonging to not only a welfare State but we call ourselves as belonging to a democratic socialist society. When we have taken the responsibility to administer the country after giving it the socialist slogan, how far does that slogan conform to the retrenchment of workers who have put in service : from 5 to 15 years? How is it justified ? Even now there is a lot of commotion and there are many protests going on now. In fact, one agitation is there. We have to face the elections soon after a few months. But this is the situation

that is being created which we have to face and explain. Actually on the Balugan-Rambha section they have put up caution notices so that the trains may control their speed. They have to lessen the speed knowing that the track is not safe. Still they have thought of retrenching the workers. They never thought of economising by retrenching some of the Permanent Way Inspectors of whom there are some half a dozen. Some years back this Division stretched from Kharagpur to Waltair this Orissa Division, as it was previously called. Actually it was from Kharagpur to Visakhapatnam. Though it was a long division they had 3 high-ranking officers including Engineering officers. Now there are as many as 23 officers for the administration of this Division and there are as many as half a dozen Permanent Way Inspectors. They are provided with good accommodation to live in and they are given other facilities also, even air-conditioned accommodation, I am told. All these efforts are given to the upper grade people. The authorities have not thought of laying the axe of retrenchment on those sections where they could have got a big pound of flesh. But they are now coming down on those poor down-trodden people. Previously, this portion of the Railways was called B.N.R. Now it is called South Eastern Railway, or S. E. R. The major portion of this Railway is in Orissa. And most of its income is also derived from the State of Orissa. But after it has been made South Eastern Railway, after this section has been created, there has been no improvement and there has been no extension of lines. In the year 1962 it was agreed at a conference of the representatives of Orissa Government; the Ministry of Railways, and the representative of the Railways Board that there should be a rail link to Paradeep. Even though this was decided as long ago as 1962, up till now nothing has been done. It was decided to have the rail link from Banpani through Tumka to Paradeep. The Central Government has now taken over the management of the port of Paradeep and now on the 12th of this month the Prime Minister of Yugoslavia is going to attend the opening ceremony of this harbour alongwith the Minister of Transport. It is going to be a major harbour. Therefore, there is immediate need for making

provisions and for giving due priority for the work of connecting the Paradeep port to the hinterland. Only in the outskirts all round Orissa you have railways. There is the line from Calcutta to Visakhapatnam and another from Kharagpur to Rourkela etc. but in between in the heart of Orissa from east to west there is no railway line. If one has to go from part of Orissa to another part he has to go as far as Kharagpur and then take a train to Rourkela. If a man from Bolangir wants to come to Cuttack he has to cover all these hundreds of miles. Therefore, in the fitness of things and in justice to the people of Orissa some plan has to be made to have a train connection from the eastern portion towards the west.

Last time we urged for swifter trains and the Government of Orissa also requested the Railway Ministry to give another train from Howrah to Puri, another express train. They have turned down that request for want of doubling the line but no doubling work is quickly going on. Three or four days back, one of the Ministers of Orissa tried to agree with the opposition on the floor of the Assembly, so far as the treatment meted out to the request of the Provincial Government was concerned, that justice is not being done to Orissa. The Minister was compelled to state that the Railway Ministry was not paying any heed to the request of the Orissa Government. Last year, we had demanded suburban trains or local trains. There are long-distance trains from Howrah to Madras passing through the State and no doubt we take advantage of them but our demand was to have some shuttle trains running in between in the Orissa area. We wanted one shuttle between Khurda Road and Palasa and another between Khurda Road End Balasore on the outer limit of Orissa. This would facilitate trade and quick movement of people.

Then there are two narrow gauge lines in Orissa. From the Report of the Estimates Committee on the work of the Railway Ministry I find that they have asked the Orissa Government to organise and develop some other services for the comfort of passengers instead of linking the Nau-pada-Parlakimedi-Gunupur line with Rayag-

ghada. Perhaps they are thinking of closing down this line because of less income. But it is not on account of the line being narrow gauge that we are not getting sufficient income but it is because of the bottlenecks which are being created by this Administration. When there is need for more than fifty wagons every month, instead of meeting the request for the wagons in full they are providing only half a dozen wagons. There is need for more than fifty wagons, there is also need for connecting the Nau-pada-Gunu-pur line with Rayagghada and if this is done they can easily augment their income from this section but instead of doing that they create bottlenecks. Instead of extending more benefits to the people they want to deprive the people of even that benefit which they had been enjoying for long long years. So far as narrow gauge is concerned nowhere will the Government get a good income because there are so many bottlenecks there. The engines used there are over-aged and they have to be replaced but that is not being done. When there is demand for a greater number of wagons, that demand is not met and then they say there is not sufficient income and so they would close down the line. This is not a valid proposition. Still on this basis they have asked the Orissa Government to develop alternative methods of transport for the people of this region. Sir, in a democratic society we must be more responsive to the demand of the people. I would therefore request that instead of creating obstacles in the way of the economic development of Orissa, the South Eastern Railway Administration should think of meeting the legitimate demand of the State Government and the people of the State.

SHRI P. CHETIA (Assam) : Mr. Vice-Chairman, at the very outset, I would like to congratulate the Railway Minister for presenting the Railway Budget for the year 1966-67 with an estimated surplus of Rs. 22-19 crores, although this surplus is, due to various factors, slightly less than the surplus in the preceding two years. It is known to all that the Railways had to bear the burden of an unprecedented magnitude during the recent Indo-Pakistan conflict and they discharged their responsibilities so well that the entire nation

[Shri P. Chetia.] is really proud of their achievements, j This only shows that the Indian Railways j can rise to the Zenith of their achievements if , and when circumstances demand. I pay j my humble tribute to those railwaymen j who have lost their lives while discharging their duties in the recent Indo-Pakistan conflict.

Now, coming to the question of the proposed 3 per cent freight surcharge on all merchandise excluding those mentioned in the Schedule and changes in the structure of rates on some common items of essential co; modifies, I feel constrained' to say that the Railway Budget is a mixture of opposites. It is a mixture of opposites in the sense that on the one hand it has prepared to give some relief and concession to some articles of common use in respect of freight rates which have been slightly decreased while on the other hand by levying a surcharge of 3 per cent on all merchandise the Budget has denied the positive value of that concession.

Let me analyse the position as to how the new Budget proposal in respect of freight surcharge would affect the common people living in far-off distant places and States like Assam, Nagaland, Manipur, Tripura and NEFA. At the very outset I would like to select one item of foodstuff commonly used by all people, that is, pulses. Pulses are not grown in Assam, Nagaland, Manipur, Tripura or NEFA. These regions get supplies of this essential commodity from Bihar, U.P., Punjab, Rajasthan, etc. If one is to look at the statistics pertaining to the year 1963 compiled both by the Government of India and the State Government of Assam, it can be found that the price of pulses in Assam, Manipur and Tripura is comparatively much higher than in the rest of India. While the all-India index figure for the year 1963 was 108.7 the index number for that year in Assam, Manipur and Tripura was 143.7. Although I have no figures with me for 1964 and 1965, I have no doubt that there was no radical change in the price structure of pulses between now and 1963. Rather I am constrained to think that the trend is definitely for a higher side.

This is not only in the case of pulses, but also in respect of all other essential commodities for the supply of which

Assam and these regions entirely depend on other States.

4 P.M.

Now, coming to the new proposal of increasing the freight rate on salt, over and above the proposed surcharge, I could not but express my sense of profound misgiving about it. Irrespective of rich and poor, civilised or uncivilised, salt happens to be the most rudimentary and common ingredient of food. To increase the freight rate on salt for a revenue purpose is to strike at the balance of the freight structure with a negative approach, though in a limited sense. Of course, I am saying this purely from the standpoint of the people living in the far distant State of Assam and other regions surrounding it and how this increased rate on salt and the surcharge on it would affect them. It has been stated in the schedule that the altered increased rate on salt would increase the price of salt only by 0.53 paise. But calculating the proposed increased rate on the basis of the distance up to 2,000 kilometres, the increased rate on salt will be 7.3 per cent more than the existing rate. I may point out in this connection that, although according to the calculation of the Railway Ministry the increase per kilogram will be only 0.53 paise, the traders in general and the greedy traders in particular will increase the price of salt not by calculating the fraction of a paise, but by round figures, which hitherto is their usual practice. Judging the matter from this standpoint, in actual practice it will be found that the price of salt in these distant places will go up by several paise on the plea that the traders of salt in these regions have had to pay the highest increase in rates on the basis of the long distance, in consideration of the fact that all points of supply of salt to these regions are located either in Maharashtra or in Gujarat, beyond the distance of 2,000 kilometres. The position being this, the people of Assam, Nagaland, Manipur and Tripura and NEFA will be adversely affected by this increased rate on salt. I may point out here that the cost of living in these regions is fairly very high, compared to the rest of India, and the proposed surcharge on all commodities, together with the increased rate on salt, will naturally tend to increase the general price structure in Assam, which is against the policy of holding the price-line.

Then, again, I would like to point out another aspect of the proposed levy of the surcharge. Assam is the producer of raw jute to the tune of 1,027,000 metric tonnes on an average. The levy of this surcharge will adversely affect the price of Jute in Assam, as well as other jute-growing areas and hit the jute cultivators. This is because the price of jute is governed by the export market, while on the other hand, the purchase of raw jute and its price in the internal market is under the control of the Jute Mills Association. The position being this, surcharge on jute will be reflected not in the price of jute goods for export trade, which is governed by competitive rates in the international market, but by the deflation of the price of raw jute in the internal market. In other words, the price of raw jute will be reduced to the extent the quantum of surcharge is imposed on it. Thus it will be ultimately transferred to the jute growers, who will be adversely hit by this surcharge. While, in principle, I fully support the Railway Minister in levying this surcharge in order to augment the railway revenues to meet the various pressing demands, I would be happy if he is prepared to examine the matter afresh in respect of the surcharge and other rates, and their bad repercussions on salt, jute and pulses in the light of the observations I have already made.

Before closing my remarks about rates, I think I will be failing in my duty if I do not express my sense of thankfulness to the Railway Minister for what he has done for tea. Like jute, tea is another principal commodity earning our much-needed foreign exchange. The proposed reduction in freight rates on tea will undoubtedly boost our export trade in tea and thereby improve our foreign exchange position to a considerable extent.

Sir, coming as I do from Assam, I would like to stress some important and burning problems of the North-eastern regions comprising Assam, Nagaland, Manipur, Tripura and NEFA. Until the time of the last Indo-Pakistan conflict, these regions were being served mainly by two transport systems, viz., the railways and river navigation through the Brahmaputra. Of course, the road transport and air transport systems are there, but since they are paratively costly, they can only partially

25 RS/66

serve the interests of Assam, through which the other regions are being served. Unfortunately, on account of our hostility with Pakistan, the river transport system run by the R.S.N. and I.G.N. Company has come to a standstill, a fact known to all Members of this august House. There fore, the Railways are the only principal means of transport now, which are to carry the entire range of merchandise to Assam and cater to the needs of these regions. But unfortunately it has also got certain limitations on account of its having metre gauge lines. It may be pointed out here for the information of hon. Members that, during the British regime, the Railways had been established in Assam mainly for commercial and secondarily for administrative purposes. Hence the Railways had been so designed as to serve mainly the interests of the tea industry, which was then and even now is, to a large extent, entirely under the control of British nationals. But after independence the position has completely changed by the tempo of development programmes and defence requirements, necessitating a basic reorientation of the railway system. While we are extremely grateful to the Railway Ministry for opening a broad gauge line from Siliguri to Jogighopa, we feel constrained to say that the purpose of this broad gauge line will be foiled if it is not extended to Gauhati in the first stage and Dibrugarh in the second stage. This is an imperative necessity not only from the standpoint of economic considerations, but also from the standpoint of defence requirements, because Jogighopa is not the point of distribution of merchandise brought to Assam by the Railways from other parts of India. The main point of distribution is Gauhati town. So, the merchandise is to be carried again from Jogighopa to Gauhati, a distance of about 100 miles, by river transport and road transport systems, which require additional handling and time, involving additional cost.

It may be noted in this connection that Assam sends to Calcutta such essential commodities as tea, jute, timber and oil. The recent discovery of oil-fields in Assam, with a vast quantity of oil, will definitely require a great improvement in the railway system without any further delay. Keeping the above considerations in view, the Assam Assembly has, a few days back, passed a

[Shri P. Chetia.] unanimous resolution demanding a broad gauge line from Jogighopa to Gauhati.

Further, I would like to point out here that all the hill districts in Assam are not connected with the railway system, except North Cachar Hills, Mikir Hills, while touching the Naga Hill on fringe of its boundary at Dimapur Road station. These hill districts of Assam, and especially the Garo Hills District, contain vast untapped mineral resources, which can be developed only if there is an adequate rail transport system. So Sir, I appeal to the Railway Ministry to examine the railway system in Assam in the true perspective and provide adequate funds in the Fourth Plan for the much-needed development of the railways in Assam. It may also be noted here that on account of the transport bottleneck, industrial development in the State of Assam is very meagre, compared to other States of India, for the industrialists from other States are very shy to go there. Lack of industrial development, especially in the hill districts of Assam is one of the principal causes of discontentment among the people living there and that too including the Mizo Hills area which has witnessed such an unexpected violent flare-up recently, focussing the attention of the entire nation.

SHRI B. K. GAIKWAD (Maharashtra) : Mr. Vice-Chairman, Sir, I will have my observations on the Railway Budget for the year 1966-67.

The Budget in general showed a total revenue estimated at about Rs. 775 crores. The demands totalled something like Rs. 1466 crores. Nowhere in the papers circulated by the Ministry had it been shown how that difference would be assessed and from what sources that difference would eventually be paid. The Railway Ministry should give a more clear and explicit picture so that we could know how much exactly the Railways were earning and how much were the funds which had accrued or which had been credited to their accounts after several years as well as from the Public Exchequer.

It was very surprising to find that in the same balance sheet the same items became liabilities as well as assets. The Minister should tell us how much of the Railway reserve fund, the machinery received free of cost and the banking account had been

shown both as liabilities and as assets. This sort of accounting is misleading.

Sir, our Railway is a public sector. Several lakhs of people are working on the Indian Railways as casual labourers. The latest decision of the Railway Board was that the casual workers should be paid a minimum wage of Rs. 1-50 per day. On holidays and Sundays they are treated as without pay. You know, Sir, the present condition of dearness. The worker hardly gets Rs. 35 to Rs. 36 per month. It is a question for consideration as to how a worker is maintaining his family and himself. The workers have to work hard for the whole day. Our Government is pleased to give to Government servants dearness allowance which is much more than the earning of these workers. The Railway Minister must pay attention to the condition of these workers. Unless that question is tackled evenly, there is bound to be serious difficulty on the Indian Railways.

The time has now come when the Railway Minister must examine the salary and emoluments of all the Railway employees *de novo*. The Railways must set up either a Commission or a Wage Board so that the salary and emoluments and service conditions of the railway employees are made satisfactory.

The system of casual labour in Railways should be abolished immediately. They should be made permanent and their wages should be the same as for regular employees. There should be equal wage for similar work.

Sir, there is considerable land fit for cultivation which is lying idle by both the sides of railway lines. Several assurances had been given by the Railway Ministers that such land would be given for cultivation to the landless people or to the low-paid casual labourers.

The country is facing great scarcity as regards foodstuff which we all know. The Government say that every inch of land should be brought under cultivation. But no such land is being brought under cultivation. I fail to understand the difficulty which comes in the way of Government in not giving such lands for cultivation.

By the by when Government would give such lands for cultivation, no corruption

should take place. The Government should issue such specific instructions to the Railway officers to be more careful in this respect.

The Republican Party had done country-wide land agitation in the year 1965-66, when some young people had participated in that agitation when they were unemployed. Some of them were sentenced to jail for some days. After that they were appointed in the Railway as gangmen. On Police verification they were removed from their services. The matter had been represented to the Railway Minister.

At this stage I want to bring to the notice of the Government that the poor people who were demanding land for cultivation to earn their bread are denied to give manual labour in the Railways, which is an injustice done to them. Many persons from the R.S.S. and other political parties under certain circumstances were put behind the bars in the past. But now they are given employments in Government services. Then why the poor landless people should not be given employments in the Railway departments?

I have great pleasure to state here, Sir, about a similar case. A man was to be appointed in the Defence Ministry. When his case was represented to the Defence Minister, he was pleased to issue instructions to the departments that if a man goes in the land agitation movement to jail, that is not a criminal offence and such people should be recruited in services. Similarly, I would request the Railway Minister to see that such instructions are given to the Railway authorities to recruit such persons who are not criminals but who are fighting for their bread, and their cases should be sympathetically considered.

The railway employees particularly of Class III and IV are transferred from one place to another and some times from one Division to another Division also, without caring whether the Railway would provide them with housing accommodation or not, whether the education of their children was going to be adversely affected or not or whether there was any sick person in his family. I, therefore, request the hon. Minister to issue some instructions to his officials to be more careful for the welfare of their staff and not to transfer such Class III and Class IV servants from one Division

to another or from one place to another, which is inconvenient for them.

Mr. Vice-Chairman, Sir, several railway employees are without any railway housing accommodation. Sometimes they construct their huts nearabout their worksite on Government land. The Railway Department demolishes their huts and they are thrown on the streets. Therefore, I propose that the Railways should acquire big plots of land nearabout the railway stations or the working sites and develop those lands and allot plots to their employees so that they could build their own houses or huts according to their requirements. The Railways could help them by making available to them land for housing and giving advances from their provident funds if there be any. The Railways have not paid any heed to this problem. I, therefore, request the Railways to reconsider this proposal.

You know, Sir, how difficult it has become for the poor people to get rationed food from the Government shops. A person has to stand in the queue for hours together and even sometimes for a whole day, and after that he will not get his ration also. For big officers, they can send their servants but the poor worker has to go personally. By doing so, he loses his daily wage and he is marked absent on the roll. It is therefore suggested that the Railway Board should open cheap grain shops, as they had done in the past, for their workers. In these shops all essential commodities should be made available to the railway workers at subsidised rates. That facility should be extended to the employees of the other departments of the Central Government also.

Sir, fortunately or unfortunately, you will always find that there is a huge rush of third class passengers at each railway station. It is very difficult to get any third-class accommodation. I have had bitter experience, particularly on the Central Railway when I travel on that line. The third-class passengers do not get any room to sit in the compartment; sometimes you will find that there is not even any room to stand. It has been repeatedly requested that the Railway authorities should introduce one extra Janata train from Delhi to Bombay on the Central Railway for third-class passengers only. Government should

[Shri B. K. Gaikwad.] please take care to provide more amenities to the third-class passengers as they contribute most of the revenue of the Railways and more attention should be paid to their welfare and comfort. It is regrettable that the money earmarked for providing amenities to passengers in the Plan was not spent. Although the number of passengers has gone up from 1,275 millions to 1,792 millions and the earning from the carrying of passengers has gone up from Rs. 107 crores to Rs. 199 crores, yet the amount provided for their amenities is the same more or less. So, in that connection also, the Railway Board should take due care and see that necessary amenities are provided to these passengers.

You will find that the railway porters who are working at the stations under the contractors are not provided with uniforms regularly. Many times we find that the uniform has been torn to pieces. Still they use it because they are not allowed to work without uniform. The Railway Minister, therefore, is requested to issue necessary instructions to the contractors to provide adequate uniforms to the porters; at least two uniforms should be provided. Otherwise, when they have to carry heavy loads, the uniform which has been provided to them becomes dirty and sometimes it is torn to pieces also. So, due care should be taken to provide an adequate set of uniforms to these workers.

It is a good thing that in some places the Railways have started electrification projects. But due to this thousands of workers have been thrown out of employment. A large number of them are skilled or semiskilled. When our country is in need of technical and skilled personnel, it would be a national loss to do away with those workers. I, therefore, request the Government to please see that all are absorbed somewhere and are not thrown on the streets.

As regards taking over control of the light railways, the matter has been under consideration for the last several years but nothing has so far been done. I, therefore, request the Railway Minister to take over the control of the light railways which are still run by private companies, both for the benefits of the travelling public and the employees of those railways.

Lastly, going through the figures of the appointments in the railway services for Class I, II and III posts, I find that the required number of Scheduled Caste and Scheduled Tribe candidates are not appointed against reserved posts even though they possess the requisite educational qualification. No Government order as regards the promotion of the Scheduled Caste and Scheduled Tribe persons has so far been implemented. I, therefore, request the hon. Minister to pay his personal attention to the matter and please see that whatever percentage has been reserved for the Scheduled Caste and Scheduled Tribe persons, it is recruited. Many times the reply is given that suitable candidates are not found. We have discussed on the floor of the House what suitability means. When they possess the requisite educational qualifications, they must be given preference and they must be recruited accordingly.

With these words, I conclude. Thank you.

SHRI S. C. DEB (Assam): Mr. Vice-Chairman, first of all, I would like to congratulate our hon. Minister and his Ministry for the good work that they have done during the Third Five Year Plan which is coming to a close. At the same time I must appreciate the services of our railway-men rendered firstly during the Chinese aggression and secondly during the Indo-Pakistan conflict. I know that during the Chinese aggression, when other services were not working, the railwaymen did yeoman service without caring for their lives and other things. In this connection, I would like to pay my due respect to the sacrifices and sufferings which our railway-men have undergone during the Indo-Pakistan conflict.

Now, Sir, I am speaking of a backward area. In regard to running of trains there, speed is not maintained; regularity is not observed and sometimes—electricity fails and water supply, which is a very essential thing, is not maintained. We always pay greater attention to the most important towns and sections like Delhi-Calcutta, Delhi-Madras, Delhi-Bombay and other important sections. But that attention is not paid to backward areas. I am giving an instance. After partition, even from Silchar to Karimganj, five passenger trains were running from either this

side or that side. But now only three trains are running. Why is it so? Is it that people are not moving? There is overcrowding and rush of people. People are taking to other means of transport. I hammered in this point several times but no satisfactory answer, except that no sizeable passenger traffic is anticipated if trains are multiplied, is given. Even when there were five trains running on this section there was overcrowding. I only like to say when there is overcrowding there is ticketless travel whether it be in my part or any other part of the country. That is a thing that should be looked into.

Sir, in the Budget Speech I do not find any mention about overcrowding which is a common factor all over India. On certain occasions there is bound to be overcrowding which means ticketless travelling. Though we are taking some steps to check it yet ticketless travel is not minimised. This means economic loss to the Railway Administration. It should be properly looked into. Why in spite of all kinds of vigilance there is going on ticketless travelling and overcrowding? Though some additional trains are created, why still there should be overcrowding and ticketless travel? This is not a sign of good administration on the part of the Railways. I appreciate that we have done many things. It is a public utility service and we are doing good things. We appreciate that. But the question of overcrowding and ticketless travel should not be kept going on for long.

Another thing to which I would like to draw the attention of the hon. Minister and his Ministry is this. On the North-East Frontier Railway there is hostile Naga trouble. The Railway Minister gave us the understanding that jungles will be cleared. You will recall that on the Lumding-Tinsukhia section as also on the Lumding-Badarpur section in January and February this year there occurred so many accidents in spite of the presence of sufficient military and security forces. Therefore, the work of jungle clearance should go on efficiently. In this there should be no lack of efficiency on the part of the Railways. Why in spite of security I in spite of the military giving special duty there, in spite of the Railway Administration being very vigilant in this matter,

accidents should take place? In connection with the accident the other day on the Lumding-Badarpur section an enquiry was held and it was suggested that there was sabotage. With adequate jungle clearance operation and with sufficient security measures this sabotage should not take place. I, therefore, ask our hon'ble Minister and the Administration to take special note of this matter so that in future such things do not occur.

I am told that on the Lumding-Badarpur section there is no running of trains at night. Why should it be so? The main connection is 3 UP Mail and the 4 Down Assam Mail.

These trains arrive at Lumding during the day time. There is a train in the morning and another in the afternoon. If the train starts from Lumding itself, there will be no question of running the train during night through that portion which is considered dangerous. The Administration should give proper attention to it. Negligence is not expected from it. In Lumding, passengers have to wait for three hours to get a connection. Previously they had to wait only for several hours. When they are not doing things properly why should the Railways be described as a public utility service?

About this section there is another complaint. Because of the tunnel the train is bogged. The track is also not good. The track should be properly checked and maintained. Necessary steps should be taken to avoid accidents on this track. It is important because this part is connected with Lumding only through a section running between Lumding and Badarpur. It is a hilly section, and there are 37 tunnels. I appreciate that difficulty is there. But why should this difficulty be allowed to continue all these years? There is considerable goods and passenger traffic on this section for either Tripura or Cachar district or the Mizo Hills district. People going to these places have to travel by this route since this is the only route. So proper attention should be given to this section. And accidents should not take place because of track deficiency or other things.

Another important thing is this. I have been asking for several years the taking over of the Katakhal-Lalaghat section. It is

[Shri S.C. Deb.] owned by a private company. If this is taken over by our administration, it can be easily connected with the Mizo hills. When there is communication trouble there, when there is only one road from Silcher to Aijal and there is no other connection, if this section is taken over by the Government, Lushai Hills can be easily connected. Some years back there was a representation regarding this to the administration but it was not taken care of. I urge upon the Government now that the section should be taken over by the Administration and it should be connected with the Lushai Hills. Proper survey should be there to see how that line can enter the Mizo Hills. If it is done, it will not only be a good public service but for security purposes also it is a necessity.

The Administration was referring to self-sufficiency. Regarding self-sufficiency, we are now saving foreign exchange. From Rs. 320 crores during the Second Plan, it has come down to Rs. 245 crores during the Third Plan but still it is a big sum and proper attention should be paid to see that this foreign exchange expenditure is reduced to the minimum. In this connection the Railway Minister was telling that the import of some components would continue for a few years. What are those components? I want to know whether it is not possible to have them manufactured in India. Also for wagon manufacture some steel is to be imported. I want to know whether that steel cannot be got from Rourkela or Durgapur Steel Plant. The matter should be looked into.

The Administration is giving attention to the speeding up of the running of trains. It is to be appreciated that they are taking sufficient measures but my humble suggestion is when you are taking into account the main line sections, you are not caring about the backward areas where also it is important that the running of trains should be speeded up. There also it is your service and it is your administration. The people should not suffer there.

Then you are leaving some surcharge *on salt* and other items. Of course you are giving some concessions but as regard salt, it should not be levied. Though you are giving this facility for some distance, for long distances you are not giving that

facility. Why? The people living in the farthest corners should not suffer. Why should not they enjoy the same right as the people living near the place from where these commodities are carried? There should not be any discrimination because of people living in the remote corners.

One of the Members mentioned about the Pay Commission for the railwaymen. I also share his feelings and I also ask the Railway Minister to consider this point.

As regards the Station Masters and the 'A.S.Ms, their pay scales are different from those of the other employees. It should not be so. Even an A.S.M. in the small stations works for twenty-four hours. They are also to see whether everything is going on all right but they are not paid equally as the other employees. Why should there be any discrimination? This discrimination should go and proper attention should be paid to the grievances of the Station Masters and the A.S.Ms. Thank you.

SHRI M. RUTHNASWAMY (Madras): Mr. Vice-Chairman, at the rate the Railway Minister and the Railway Administration are going on making money for the General Revenues of this Government, I think the present Railway Minister will go down in Indian financial history as 'Prosperity Patil'. The Railway Administration is making money hand over fist; as the English saying goes, it is 'Money for jam'. The Railway Minister has only to sit in his room and the money from passenger earnings, from goods earnings, comes pouring in. Like a wise Minister, he leaves the day-to-day administration of the Railways to the Railway Board, confining himself only to dealing with general matters of policy. So the Railway goes on earning increasingly. This year goods earning is Rs. 462 crores while the Budget Estimate was only Rs. 441 crores and the passenger traffic earning is Rs. 260 crores, a total of Rs. 701 crores. It is about Rs. 25-30 crores over the Budget Estimate. And not satisfied with this annual increase of earnings, the Railway Minister proposes to increase of freight J charges, a surcharge of 3 per cent, on certain goods. All this seems to be aimed at contributing this fat dividend to the General Revenues which amounts to about Rs. 100 crores this year. No doubt the Finance

Minister notes this increase of the dividend with special satisfaction. He must certainly be the most popular member of the Cabinet especially dear to a sorely tried Finance Minister. The contention of the Finance Minister is that the periodical Railway Convention, as it is called, provides for this contribution. There is much charm in the word 'Convention' with parliamentarians like ourselves because we think we are bound by convention as much as by law. But this is not a binding Convention; it is only a periodically renewed agreement by which the Railway Administration contracts to pay a certain amount of dividend to the General Revenues. It is largely on account of this compulsory contribution of a dividend to the General Revenues that there is not enough money for developmental purposes. Out of the earnings of the Railway Administration only Rs. twenty-two crores are set aside for developmental purposes, while in the previous year it was Rs. twenty-nine crores. And that is why there is no relief to the HI Class passengers, who still travel congested, crowded and cribbed. Comparison is often made that they are packed like sardines in a tin. But in a tin of sardines, the sardines are dead for one thing, and there is some oil between the several pieces of sardine, whereas there is not even air between the passengers in a crowded III Class carriage. Coaches intended for 80 to 100 passengers, now normally carry 200 to 250 passengers. And why should there be sleeper coaches in such a state of affairs? When the ordinary III Class passenger is not able to travel in comfort, why should sleeper coaches be provided? And they are made use of not by the village traveller, not by the rural passenger who forms the vast majority of HI Class passengers, but by people belonging to the medium income group. And that is why there is not enough double tracking in our railways. Out of 57,611 kilometers only 3,150 kilometers have been provided with double tracks. And strengthening of these railway tracks is not possible, has not been done in order to provide fast runnings of our railway train? Replying to the Railway Budget debate last year, the Railway Minister promised to introduce a signal system which he found working in certain European countries. The signal system, he said, would even avoid

the doubling of our tracks. When that new signal system will be introduced, nobody knows. There is no adequate addition to the number of Janata Expresses. Shuttle trains should be increased in number between those stations which are most frequented by III Class passengers. And as for the catering, it is simply abominable. Fortunately for the reputation of Indian Railways, there are very few Europeans travelling by our ordinary Mail and Express trains. Fortunately they travel by air. The servers wear dirty clothes. Of course early in the morning they come out with clean white clothes, but by midday they all become dirty, because travelling in trains makes white clothes dirty, and of course their work in the kitchen makes their clothes dirtier still. And at some railway stations there is very little attention paid to the catering of passengers, of even I Class passengers. Recently I had occasion to travel from Madras to Howrah, and I had to go hunting for catering service. In former days, catering service people used to come to passengers to enquire whether they wanted anything. Now, of course, there is a Conductor who takes down our demands or orders, but when we arrive at the catering station we find that those telegrams have not been received and those orders are not executed. And there has been no considerable increase of the railway track. We have only about 57,000 kilometers out of an area of one million square miles. If you look at the Railway Map, there are big gaps of territory, which are not served by railways at all, especially the hinterland; behind the great port of Visakhapatnam there is a huge gap of territory not covered by railway lines at all, whereas a great port like Visakhapatnam port should have scores of railway lines converging upon that port. And between Hyderabad and Visakhapatnam there is no direct railway line. If you look at the Railway Map you will find that if you wanted to travel from Hyderabad, the capital of Andhra Pradesh, to Visakhapatnam, you have to go first to Kazipet, and then again to Bezwada and then again to Visakhapatnam, almost a zig-zag route. Strategic railway lines also are not being added to. As has been pointed out by so many Members, the North East Frontier Agency is badly served by railway lines. At least for strate-

[Shri M. Ruthnaswamy.] gic reasons the hills on the North-East Frontier should be approached by railways. The British did a great thing for the Northwest Frontier when they extended the railway through the Khyber Pass from Peshawar; it contributed a great deal to the pacification of the North-West Frontier. And these strategic lines must all be broad-gauge; otherwise the Army will be cursing the Railway Administration on account of the road blocks that occur when they have to transfer troops, say, from the south, or the west, to the Rajasthan border, or towards the north-east border and there is no reduction in railway accidents. In a short period of three months last year, through a question put to the Railway Administration we discovered that there were 200 accidents to goods trains. More than once we have pleaded that a special day should be allotted for the discussion of the great report by Dr. Kunzru on railway accidents. But that has been so far denied to us. And as for the amenities for the railway staff, there is not enough housing, as has been pointed out by more than one Member. Only 35 per cent of the Railway staff have got housing accommodation provided for them, only 459,907 quarters for a staff amounting to one and a quarter million. And as for educational opportunities provided for the railway staff by the Administration, there are no technical schools attached to the railway workshops. No doubt some kind of practical training is given to the sons of railwaymen in our great workshops which are found at certain Junctions. But a technical school, where theoretical training also is given, should be provided at each of these workshops, so that the sons of railwaymen may rise to high technical appointments in the Railway Administration, or elsewhere. And all this, Mr. Vice-Chairman, has not been done by the Railway Administration on account of this compulsory dividend the Railways have to pay to the General Revenues. I can understand profits being credited to the General Revenues after all the requirements of the Railway Administration for developmental purposes had been met. After all these amenities for the railway staff, and all these improve-

ments in the Railway Administration had been attended to first, and then, if there were any profits, they could be credited to the General Government.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Professor Ruthnaswamy, you may continue tomorrow.

5 P.M.

SHRI M. RUTHNASWAMY: Just a minute or two, and I finish. When thii question was raised by me, the former Finance Minister said, "Well, if you stop this compulsory contribution, the only alternative is to tax the profits of the Railways." I had no time in the Select Committee to have this matter examined, But I think the Railway Administration would do well to consider, before the next Convention Committee comes up, this matter, whether it would not be more profitable for the Railways after it has made full allowances for all developmental purposes, to allow its profits to be taxed by the Finance Minister and not be under this necessity of contribution this large compulsory dividend of Rs. 100 crores. It is increasing every year and may become a couple of hundred crores. Instead of that, if the profits were taxed, then I think it would be better for the Railway Administration than having to pay this compulsory dividend. I feel that only then will the Railway Administration be able to meet the comforts of the railway users, the consumers in this case. The Railways constitute a public utility concern. This is not a business enterprise but a public utility concern. The Railway Budget is meant for improving the amenities provided to the vast population of railway passengers. It is not a business concern which is intended to make large contributions by way of dividends to the General Revenues of the country. THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at one minute past five of the clock till eleven of the clock on Thursday, the 10th March, 1966.