

No, no, I have passed on to the next question.

श्री राजनारायण : यह मेरे साथ अन्याय हो रहा है ।

श्री सभापति : भाई, मुझे मालूम ही नहीं है आपने जो कहा ।

श्री राजनारायण : मैं उठ रहा था, ये खड़े हो गये, मैंने आपको इशारा किया ।

श्री सभापति : नहीं नहीं, आपने गलत समझा ।

श्री राजनारायण : आप देखिये, मंत्री जी का एक बयान हुआ कि दस वर्ष का पनिशमेन्ट है । मंत्री जी को जरा अपनी जवान को संभाल कर बोलना चाहिये ।

श्री सभापति : आपको भी, उनको भी, जवान को संभाल कर सब को बोलना चाहिये । मिस्टर कुमारन ।

*239. [Transferred to the 12th August, 1966].

RAILWAYS DEVELOPMENT DURING FOURTH FIVE YEAR PLAN

*240. SHRI P. K. KUMARAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether the programme for Railway development during the Fourth Five-Year Plan has been finalised;

(b) if so, what are the salient features of the programme; and

(c) what is the total outlay for the programme ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No, Sir.

(b) and (c) Do not arise.

In this connection, however, I may refer the hon. Member to Starred Question No. 413 answered in the Lok Sabha on 3rd September 1965, (see below) stating that the Railways' Fourth Plan has not yet been finalised, but according to present estimates, the increase in freight traffic is expected to be about 50 per cent, the increase in passenger traffic is also likely to be about 20 per cent. The position still remains the same. Details of the plan including the outlays are still to be decided upon after finalisation of the output anticipations in the major sectors of the economy affecting rail transport and evaluation of the overall position of resources.

THE LOK SABHA

INCREASE IN GOODS TRAFFIC AND SPEEDING UP OF MAIL TRAINS

*413.

SHRI RAM HARKH

YADAV :

SHRI H. C. LINGA

SHRI MURLI MANOHAR :
REDDY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government expect 50 per cent increase in the goods traffic and 20 per cent in passenger traffic during the next Five-Year Plan;

(b) whether the speed of some Mail trains is to be accelerated to 100 and 150 miles per hour; and

(c) if so, the estimated outlay involved in implementing these measures?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH) : (a) The Railways Fourth Five-Year Plan awaits the finalisation of detailed targets for the output of industry and agriculture and of the export programme of the National Plan. It is not, therefore, feasible to indicate, at this stage with any certainty the traffic targets but, according to the present estimates, the increase in freight traffic is expected to be about 50 per

cent. The increase in passenger traffic is also likely to be about 20 per cent.

(b) A policy decision has been taken to make the trunk routes and rolling stock running over them fit for a speed of 100 miles per hour. As a first stage to the attainment of this ultimate speed, proposals are now under consideration to make a few sections of some the trunk routes and the rolling stock in use over them fit for a speed of 75 miles per hour. The first such section will be Delhi—Agra where, with effect from 1st October 1965 the Taj Express will be run on the basis of a maximum sectional speed of 65 miles per hour.

(c) The estimated outlay for developing railway capacity to meet the requirements of the above increase in goods and passenger traffic is about Rs. 1,990 crores. It is not possible at this stage to estimate the outlay needed for implementing the measures necessary for the targeted increase in train speeds.

SHRI P. K. KUMARAN : Sir, in the answer to the Starred Question mentioned by the hon. Minister I find that the outlay depends on export programmes and other things. May I know why the Fourth Plan is so very late? What is the delay due to? What is actually holding up the finalisation of the Fourth Five-Year Plan? Also, Sir, if the expansion of railways does not take place properly, it will have a very adverse effect on the engineering industry and the steel industry as a whole. May I know whether these things are being taken into consideration while fixing the programmes, etc.?

DR. RAM SUBHAG SINGH : The entire matter is under consideration.

SHRI P. K. KUMARAN : Another thing that the Government had decided was to speed up the trains on the important routes on which the express and mail trains run. They now say that the speed of the Taj Express should be increased. But the travellers on the Taj Express are mostly tourists while the bulk of our passengers have to go by passenger trains which take two and three days because they do not keep to

time and they have no speed. The result is that actually many of these passenger trains do not carry ordinary passengers but only beggars and smugglers who travel by them during the night time. So, will the hon. Minister take into consideration the question of speeding up these passenger trains also?

DR. RAM SUBHAG SINGH : We are always trying to speed up our trains. What the hon. Member pointed out just now relates to Taj Express and that is not related to the Fourth Plan. Anyway, in the Fourth Plan we are thinking of speeding up all the trains, both mail and passenger trains.

SHRI ARJUN ARORA : Sir, the hon. Minister has not replied the question as to what is holding up the finalisation of the Fourth Plan for the Railways? May I know if it is the Railway Ministry or the Planning Ministry or the Government of the United States of America?

SHR. S. K. PATIL : The Railway's plan is part of the Fourth Five Year Plan. The Railways do not function by themselves. Surely when the Fourth Five-Year Plan is put before the country and this House, the Railways also will figure in it.

SHRI C. D. PANDE : May I know whether there is any plan or any idea of having expansion of railway lines in the Fourth Plan. Many lines proposed in the Second Plan were deferred to the Third Plan, and in the Third Plan, they were not taken up for execution because there were certain priorities for industrial areas and so on. So these new lines have again been put off. Will the Government be going back to those new lines in the next Plan?

DR. RAM SUBHAG SINGH : Both the spillover of the previous Plans and the new projects will be examined. But the overall possibility of implementing all the projects will depend on the funds that are likely to be allocated in the Fourth Five-Year Plan. But our intention always would be to expedite the expansion of railway lines to new areas.

SHRIMATI TARA RAMCHANDRA SATHE : May I know whether the Government is considering to change the narrow gauge railway lines into at least the meter gauge lines?

DR. RAM SUBHAG SINGH : Some time back a policy decision was taken that gradually the narrow gauge lines will be taken over by the Government, and whatever is the gauge of that particular zone, to that gauge those lines would be converted. They would be converted into meter gauge or broad gauge lines, according to the area in which they are situated, and the transport needs of the region.

NEW PAY COMMISSION FOR RAILWAY-MEN

***241. SHRI M. V. BHADRAM:** Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal for the appointment of a new pay commission for Railwaymen has been considered by Government; and

(b) if so, what are the details of the decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No, Sir.

(b) Does not arise.

SHRI M. V. BHADRAM : Sir, the port and dock workers were covered by the Second Pay Commission and whatever little benefits they got, they are enjoying now. Still a wage board has been constituted for them and it is going on with its work. Similarly, will not the Government consider the appointment of a new Pay Commission or wage board for Railwaymen?

DR. RAM SUBHAG SINGH : I have already replied that question in the main answer where I have said it is not under consideration.

SHRI M. V. BHADRAM : They can have a wage board.

SHRI P. K. KUMARAN : The hon. Minister has replied that is not under consideration. In view of the fact that prices are rising and costs are rising and the dearness allowance has fallen far short of requirement and also in view of the fact that there is considerable agitation among different categories of railwaymen, like station masters, signallers, guards, porters, pointsmen and so on, and all categories of workers are organising meetings and demanding a separate wage board so that the wage differentials in accordance with the degree of responsibility can be fixed, may I ask whether these things should not be considered and why a wage board should not be appointed for this purpose?

DR. RAM SUBHAG SINGH : This question of determining the wage and service conditions of railway employees and also of other Central Government employees had been gone into by two Pay Commissions, and following that policy. . .

SHRI P. K. KUMARAN : That is a different thing.

DR. RAM SUBHAG SINGH . . . the entire matter has been considered by the Government of India and now the Gajendragadkar Commission has been appointed with a view to recommending under the present circumstances what should be done in the matter and in that connection they will also take cognisance of railway employees.

SHRI T. V. ANANDAN : This question of wage board or pay commission for railwaymen has been coming up in this House, Sir, very often. So may I ask the Railway Minister whether he will not think of permanently solving this issue by making payments in kind to railwaymen instead of making them in cash, so that this problem of appointment of any pay commission or wage board may be permanently solved?

SHRI ARJUN ARORA : No no.

SHRI S. K. PATIL : This is a very fundamental question, a very good question, if I may say so. Any rise in pay