

proceed, but I cannot help. Sir, I cannot help mentioning the fact there is a Right and there is a Left; it is in their own mouths; they are fighting, more than even the other parties, within themselves. Where is the question of Right and Left? Why does he object?

But my point was this, Sir, that the Chief Minister of Madras has said openly—other responsible people have said also—that in this rioting, in these disturbances, in these and other sorrowful occurrences, the Left Communists along with the D.M.K., along with some moneyed people, had a hand. (*Interruptions*) I have been told, on the authority of an eminent person, who saw things, who was very closely associated with the University and knowing the students, that this is what happened, that they were instigated and they wanted petrol. They were going on. "I want money for petrol. I want money for this." Why? And this was going on. And it is not the students who do that. It is always then that some other persons take charge of the situation. And they took charge of the situation, and it is there, Sir, we have to do much more. In this country, I believe that if there is any good thing I can help in doing is to see that the *goondas*, the hooligans and the anti-social elements do not take charge of the students and do not create trouble for them and for the country.

SHRI BHUPESH GUPTA: Who are the anti-social elements?

SHRI GULZARILAL NANDA: I did not mention him or anybody, Sir,

SHRI BHUPESH GUPTA: The hooligans and others are in the Congress Party.

SHRI GULZARILAL NANDA: Thank you, Sir. I do not think I should speak any further. I have done.

SHRI BHUPESH GUPTA: Sir, I want to make . . .

MR. CHAIRMAN: The House stands adjourned till 2-30 in the afternoon.

The House then adjourned for lunch at twenty-two minutes past one of the clock.

The House reassembled after lunch at half past two of the clock, **THE DEPUTY CHAIRMAN** in the Chair.

THE BUDGET (RAILWAYS), 1965-66 —General Discussion—continued).

THE DEPUTY CHAIRMAN: Mr. Arjun Arora, I think you had nearly finished your points.

SHRI ARJUN ARORA (Uttar Pradesh): No, Madam, I had only begun.

Madam, I was referred to the congestion at the Delhi station which leads to great delay. Trains which arrive in time at Ghaziabad on the one hand and at Nizamuddin on the other, having completed hundreds of miles of their journey in time, are merely delayed because there is confusion at the Delhi station and the people in charge of the controls do not know on what platform to take them. That is something which should be remedied quickly. It is not as if only trains coming to Delhi are delayed. But the departure of trains from the Delhi junction is also generally delayed. Hardly any train leaves the Delhi Junction in time. Particularly that is the situation as far as the train called 12 Down is concerned, that is to say, the Delhi-Howrah Express. During the last one or two years it has hardly ever left Delhi Station in time, at least not on all Fridays when I travel on that train.

Madam, there is something extremely faulty in the means of communication employed by the Railways. There was an accident on the 30th January near Shikohabad in Uttar Pradesh. Till the next morning nobody at Kanpur knew, and

[Shri Arjun Arora.]

Kanpur is not far from Shikohabad. Nobody at Kanpur knew what had happened to the trains coming on that track that night. In one train the Union State Minister of Industries was travelling, but neither the district authorities nor the Railway authorities knew for hours together what had happened to that train. The means of communication of news used by the Railways are the same as those of the nineteenth century.

AN. HON. MEMBER : Archaic.

SHRI ARJUN ARORA : My hon. friend here has correctly described them as archaic. When this train carrying the Minister of Industries on the night of the 30th January was missing, the railway people at Kanpur said, "We have no means of getting the information as to whether that train is involved in the accident or some other train is involved and we do not know what has happened to that train." This sort of state of affairs must be brought to an end.

Madam, in the matter of recognition of trade unions of railwaymen, the Railway Ministry and the Railway Board are unfortunately motivated by ulterior considerations. They grant recognition where it suits them and they withdraw recognition of unions when it suits them. The classic example is the case of the Eastern Railways Employees' Congress of Howrah. This was granted recognition in the year 1962 and the recognition was withdrawn in 1963. The reasons which the Government advanced for the withdrawal of recognition were challenged in the High Court of Calcutta, and on the 10th December, 1964, the High Court decided that the Government's action was not proper, that it was not according to the law. Madam, instead of bowing to the decision of the learned High Court at Calcutta, instead of accepting that decision and restoring recognition to that union, the Railway Ministry encouraged the Eastern Railway to file an appeal, which means that the union will be dragged to a lengthy litigation costing money and perpetuating discontent. The labour policy of the Government as enunciated by Mr.

Nanda, when he was the Labour Minister, was that wherever there is a dispute between an employer and his employees, the first court's decision should be accepted by the parties, and all over the country Evaluation and Implementation Boards have been sitting to persuade the parties not to go in appeals against the awards of labour courts. But here is a Department of the Government which is going in appeal not only against the award of the labour court or the Trade Union Registrar, but against the High Court, and the poor employees will, it appears, be dragged to the Supreme Court. It is time that the Railway Ministry stopped considering the issue of recognition to unions on the basis of political and personal considerations. Wherever the workmen support a union and the union has the membership, it should be recognised. I think there is still time for the Government to apply its mind to the case of the Eastern Railway Employees' Congress and to restore the recognition to it.

(Time bell rings)

The Government not only interferes with trade unions but it treats some of its officers in a very light-hearted and casual manner. There are approximately 1,000 temporary gazetted officers in different departments of the Railways. They were recruited through the Union Service Commission mostly in the years 1955 and 1956. But most of these 1,000 officers still continue to be temporary and insecure even after some eight to nine years of service. Promotions to senior scales which normally take place after two or three years of working in the case of regular Class I young entrants are not open to temporary officers on the same lines or so smoothly. Even those promoted are under a constant threat of reversion because the temporary officers are denied seniority from the date of joining the service. Their seniority is reckoned only from the date of their confirmation. Now, Madam, how can the Railways hope to have an efficient service when as many as one thousand officers who are supposed to supervise the work of others are temporary, do not have a sense of security and all channels of

promotion are closed for them? It is time the Railway Ministry did something about it. Temporary labour is nowhere considered feasible and no enlightened management encourages temporary tenure of an employee and here are one thousand officers who have been temporary for nine to ten years.

In conclusion, I support the demand for the appointment of a Wage Board for Railway employees. Appointment of Wage Boards is one of the basic principles of the labour policy of the Government. Here is the largest industry in the country, an industry which employs the biggest labour force and this has been denied the privilege of having tripartite settlement on an important issue like wages. It is time that the departmental regulations were set aside and the issue of wages for Railway employees referred to a Wage Board.

Thank you, Madam.

SHRI P. K. KUMARAN (Andhra Pradesh): Madam Deputy Chairman, the Railway Minister has presented us with an account which is eight crores of rupees less than what was expected at the time of the last Budget. The fall in goods traffic is about twenty-five crores of rupees but this was off-set by an increase in passenger traffic to the extent of sixteen crores of rupees. Yet, it is funny to see the Railway Minister saying that this fall in traffic is due to lack of demand. On page two of his speech, he says:

"It was a reflection of the growing confidence of all classes of users in the ability of the Railways to transport all the coal required by them."

He means to tell us that the business community, the Railway traffic using community, has so much confidence in the ability of the Railways that it has stopped demanding wagons because it is assumed that the Railways are in a position to transport anything that is offered. I do not know how he has come to this conclusion. Maybe, due to certain fall in industrial production in the country, movement of coal has not come up to the mark but the fall in general traffic is not due to this

mainly. That is due mainly to competition from road transport. Whenever there is a possibility of transporting goods by a quicker means and safer means compared to the Railways, people resort to lorry transport. This awareness of the situation is recognised by the Railway Minister when he does not touch finished goods for increasing the freight rates. Yet, to say that the Railways are perfectly all right, that we are far ahead of demand is something beside the actual fact. This fall in traffic has to be viewed against three or four backgrounds. First is the incentive scheme in the workshops. The introduction of the incentive scheme in the workshops has resulted in a reduction by 13.9 per cent. of the working force in the workshops, that is to say, seventeen thousand workers have been reduced and the remaining workers have produced nearly 22.6 per cent. more. That is a good saving. Wagon utilisation has also increased during this year by 36 per cent. and this is also a source of increased revenue. There is mechanisation of statistical work and also rationalisation in the account branches. All these have resulted in the reduction of staff and also in the reduction of expenses. Giving allowance for these, the fall in earnings is not eight crores of rupees but more; it is far higher. This has got to be gone into seriously. When a finished product like medicine is sent from Bombay to Vizag by train, what happens is that half a dozen bottles are missing and another half a dozen are found broken. In order to overcome these risks, paying higher rates, people take to lorry traffic. The Railway Minister has also recognised this fact as otherwise there is no justification for introducing the Super Express Goods Trains to carry these goods and yet he covers up the defects of the administration and says that they are so efficient that people do not demand wagons in advance. This is something not believable.

An important factor in this connection is wasteful expenditure. Income can be improved by avoiding wasteful expenditure. The administration is top-heavy. There are too many Class I officers strutting about, doing no work. Coal is another important contributing factor in this connection. Coal from Bengal/Bihar is carried by ship to

[Shri P. K. Kumaran.]

feed the Southern Railway. I have raised this point in this House before. Coal from Singareni could be used for the Southern Railway and this will result in a saving of about Rs. 2.65 crores. From the accounts of the Southern Railway, we find that the loss incurred is exactly Rs. 2.66 crores. I do not see why the Southern Railway should be compelled to take coal from Bengal/Bihar. There was a time when high grade coal was used for Mail and Express trains but now that has been given up and any coal is being supplied. That being so, why should not Singareni coal be used for the Southern Railways avoiding this long haulage of coal from Bengal/Bihar? I do not understand this.

Near Kalyan is the Chola Power House which is using coal from Bengal/Bihar fields and that too from private sector coalfields. I am at a loss to understand why, when coal is available from the public sector coalfields, a public sector concern should be asked to consume coal produced in private coalfields. Slack coal is enough for that power house, higher grade coal is not necessary and yet higher grade coal is being carried all the way from Bengal/Bihar to the Chola Power House. The use of slack coal would mean a gain of three rupees per ton and this slack coal can easily be carried from the Singareni field to the Chola Power House and this will result in a saving of ten to fifteen lakhs of rupees every year. The yearly consumption of coal in that power house, I understand, is of the order of 2.70 lakh tons and there could be sufficient savings by using slack coal from Singareni. Some time ago a Fuel Economy Committee was appointed and this Committee made some recommendations. I do not know whether the recommendations were examined by the Railway Board or not. If they were so examined, I would like to know what action was taken on them. We do not know this and yet the old pattern of expenditure and the old pattern of working continues.

Another thing is about the signal equipment. We are importing a lot of signal equipment from foreign countries. A decision has been taken to start a signal equip-

ment factory in Secunderabad but it does not seem to get going. Somehow or other it is getting delayed.

At Olavakkot there is a creosoting plant and in the area around there timber is available. A saw mill can be started either at Olavakkot or at Chalakudi; the Railways themselves can prepare the sleepers and get them treated at Olavakkot and supply them throughout India. These are methods of organisation by which expenses can be reduced.

Anyway, the temporary set-back in traffic should not be taken to mean that the capacity of the Railways has increased. This year again the industrial production is likely to go up and then there will be greater demand and the Railways should not then say that again they are in a bottleneck. On a number of sections in the Indian Railways this saturation is continuing. One section is Vijayawada-Gudur section. I understand there is a proposal to dieselise that section. My humble opinion is, dieselisation is not enough. That section should be electrified. The number of wagons from the Central Railway to the Southern Railway has increased; the number of wagons from the South Eastern Railway has also increased. All these loads meet at Vijayawada and they have to be carried and there is also the rice load from Krishna and Godavari Districts. So unless this section is electrified, you will not be able to solve the problem.

Instead of reducing expenditure by these methods, the Minister has resorted to the trick of increasing the freight rates. I do not know. He has increased the rates for bulk movement of goods. Will it not adversely affect the industrial development and also exports? The rate for iron ore has also been increased and I do not know how it will affect its export. As you know, we depend for our foreign exchange on iron ore exports. Then transportation of coal to the industrial sectors like Bhilai, Durgapur etc. has also been increased and it might raise the cost of production of these factories which in turn may adversely affect other factories. Therefore this increase in freight rates has got to be re-

viewed. I do say that he has done a good thing in not touching the movement of finished goods. Actually he has reduced and that is awareness on his part of the danger which he is facing from road transport.

The most unjustified thing is the raising of the passenger fares. Passenger trains are not running punctually at all and the third class compartment is even now stinking. The lavatories are not cleaned and people are not in a position to get accommodation except in the case of reserved accommodation. In other compartments, especially through compartments, in long distance trains, they are packed like sardines and it is not fair to increase the fares without affording them any convenience. There has been a ten per cent. increase in the fares for short distance passengers; it is a big load on the people. It is not correct to say in Indian conditions that the fares in India are less than the fares obtaining in foreign countries. In foreign countries, the rate of income per man is far higher than in India, while we are still at the starvation level. So, I do hope that the hon. Minister will reconsider the position and give up the proposal to increase the passenger fares. If more amenities are provided, people will travel more. Especially now-a-days we find there is an increase of traffic to holy places like Tirupati, Banaras, etc. and if the fares are decreased there will be more people travelling and the income of the Railways will go up. That is what should be done rather than increasing the passenger fares. Not only that; I have read a sentence in the Review of the Performance of the Railways that last time when the fare was increased there was a tendency for the passenger traffic to go down. Even after realising this, to increase the passenger fares is a bit illogical and this has got to be reconsidered.

About punctuality of the trains, the other day I had a very peculiar experience. I missed the Calcutta Mail at Vijayawada. So the next train was the Madras-Vishakhapatnam Passenger which comes to Vijayawada at 10 o'clock. It came that day at about 2-30 P.M. and I reached Rajahmundry at about 1.30 in the night whereas I

should have reached there at 9-30 in the morning.

SHRI AKBAR ALI KHAN (Andhra Pradesh): What was the reason?

SHRI P. K. KUMARAN: I do not know. It started at right time from Madras. There is no reason I can see, except their inability to handle the train.

SHRI AKBAR ALI KHAN: It might be due to some of these disturbances.

SHRI P. K. KUMARAN: No, no. Everything was peaceful then. This was nothing but absolute incapacity to handle trains.

Now, the Railway Minister has also held out a threat that if he does not get the money which he expects from this increase, he is likely to increase the fares further. Not only should this threat be withdrawn but he should also reconsider the present proposal for increase, and drop the proposal.

In this connection, I also want to mention that there is no through train from Hyderabad to Delhi. It is an ordeal to pass through Kazipet Junction. I would request the hon. Railway Minister or one of his Deputies or one of the Members of the Railway Board to come and stay at Kazipet Junction for a night. It is an ordeal to spend a night in that Junction. Unless a through passenger train is introduced from Hyderabad to Delhi, this traffic problem cannot be solved. Moreover, in Hyderabad new institutions are coming up. The Military Training School is there and it is going to be the headquarters of the new Railway Zone. So a through train has got to be introduced. There is a lot of people starting early morning and for three, four or even five hours they have to wait at this station. There is no apartment, no platform and the station is a very old one constructed some 200 years back, medieval construction. There is no waiting room, no retiring room, nothing there.

SHRI DAHYABHAI V. PATEL (Gujarat): There were no railways 200 years back, in India at least.

SHRI P. K. KUMARAN: Say, 130 years.

Now, that ill-fated train at Rameswaram has gone under water along with some 300 passengers or so. The Railway Minister has said that there could be no forewarning about this. But according to my information, the driver, the station master and the travelling ticket examiners and all the railway officials present at the station, were against the train being started but an Assistant P.W. Inspector informed an Assistant Engineer, who was some 30 or 40 miles away, that the train could be started and he ordered that the train should start. But as we all know the train never reached the destination and it went into the sea. This has got to be enquired into and a proper procedure has got to be evolved.

In this connection, they have recently started a safety organisation. The Safety Officers, I find, are not in a position to function freely. A conflict arises between the Divisional Operating Superintendent and the Safety Officer. The Divisional Operating Superintendent wants a train to be started but the Safety Officer says, 'No, no; you satisfy the conditions before the train is started'. But the Superintendent insists on his right to start the train and says, 'That is all right; you start the train and you look to it on the way'. And such conflicts are creating a lot of confusion. The other day I came across an accident. A train had been started from Waltair with the brake power of the train somewhat deficient. The driver passed a signal which was at danger. In the enquiry, it was found that the signal was defective. It was not showing complete danger and the driver had grounds to suspect that the signal was favourable to him, and the brake power of the train was also deficient. Even with all this, the enquiring officer came to the conclusion that the driver was guilty and he was punished. How do you account for this conflict? The reason given is one thing and the conclusion is

another thing. I have gone through the proceedings myself. So, my suggestion would be that the safety organisation, which has been built up recently on the Railways, should be made an independent organisation and put in charge of a Commissioner of Safety or Additional Commissioner of Safety. Whatever it is, they should have authority to stop or enforce the laws or regulations which are introduced for ensuring safety.

The hours of employment regulations are also not being observed on the Railways. There was another accident recently to a diesel train carrying iron ore to Madras. It was about to dash against a passenger train. Luckily it was averted and the driver was dismissed. The charge given to the driver was that he did not claim rest after twelve hours, that after the accident he did not report himself to the doctor. What had actually happened is this. At the time of the accident the driver was on duty for thirty hours. The Divisional Superintendent, the DOS, the Power Controller, all the people above him had gone home and had slept for twelve hours and had come back to duty. Four Power Controllers had changed, yet this driver was on the engine. Instead of blaming him for not claiming rest after twelve hours, no one asked him: For thirty hours why are you still at the engine? Nobody asked him that. Again, instead of charge-sheeting him saying why he did not report himself for duty, why did they not send him to a doctor? Why did they not send for the doctor to examine him, after the accident? Now, after reaching Arkonam, he was asked to take another train back to Gooty. All these things are overlooked and he is given a summary order saying: You are dismissed from service. So, it has become a privilege of the railway officers to violate all labour laws. Hours of employment regulations, the Minimum Wages Act, the Industrial Disputes Act, the Payment of Wages Act, everything is being violated freely without anybody questioning them.

Just like my suggestion regarding the safety organisation, the vigilance department on the Railways also has got to be made an independent body. Many mal-

practices are going on. Even coal is being pilfered. Stores are being pilfered, often with the connivance of the people in charge of coal or stores and when it is brought to the notice of the administration, it is not in a position to take any action. It goes on. Even in the Railway Service Commission, I am told, malpractices are going on. From some of the incidents which came to my notice it looks as though they have got some agency here and there.

On the Railways there is a rule that casual labourers who have worked for six months should be at least given temporary status. And if they are to be removed, they should be given notice or pay in lieu of notice. But what is happening is that nobody cares for them. He is simply asked to go home and if at all he comes back to represent, he is driven out from the office of the officer concerned. Coming to the question of pay of casual labourers, it is a shame. In India today you cannot get an ordinary meal for less than Rs. 1.50 or Rs. 2.50. Today in India a large number of people, say, 3½ to 5 lakhs of people, are working on Rs. 1.25 or Rs. 1.37 per day and the Government expects them to maintain a family on that. It works out to Rs. 37 or so per month. Although it has been stated in the House itself that they will be given one-thirtieth of the minimum pay scales plus dearness allowance—it works out to more than Rs. 3 per day—it is not being paid to them. And these are the people who are building our new projects, constructing new lines or engaged in doubling of lines. Construction of new stations and extension works is being done by these people. The hopeless and unmentionable shame is that exploitation of this section of the people is going on. They are not a few. They are 3½ to 5 lakhs.

Some orders have been issued giving some relief for station masters, upgrading the station masters. Now, the minimum pay of station masters has been raised from Rs. 130 to Rs. 150 and that has been implemented in certain places. But in many places it has not yet been implemented. That applies only to the junior station masters. For the seniors one increment has been granted. Apart from the fact that

granting one increment is insufficient, even this is not implemented in many sections. I do not understand what the difficulty is. When you raise the minimum of a skilled station master from Rs. 130 to Rs. 150, why do you deny this benefit to the senior people, people who are on the verge of retirement? Why do you deny it? You need not pay them arrears, but at least give them the increment, for people drawing pay at all levels, so that at least their pension may be benefited.

So also, recently I found that some two or three years back, I think, there was an order that the pointsman's pay be raised from Rs. 70—95 to Rs. 80—110 and Rs. 105—130. It has not been implemented on the Southern Railway, except for one section in Guntakal.

This year's Budget again tells us that the operating ratio has gone up and this is attributable to and is put on the broad shoulders of the railwaymen, as is usual every year. I would like to suggest to the hon. Minister of Railways that this argument is too old. It has become so stale that people do not believe it. Dearness allowance has been increased recently not because the railwaymen wanted more pay but because you could not supply the minimum things which he wants to eat at a reasonable price. Even the rise given is absolutely inadequate. So, to say that because we gave him more, the working expenses have gone up, hence I am introducing more taxes on the passengers or that the passenger fares are being increased or the goods rates are being increased, it is not going to cut ice. That argument need not be repeated. Nobody takes that argument seriously and it is not decent also. Railway workers have acquitted themselves well. In spite of reduction in their strength, in spite of incentive schemes and in spite of rationalisation and mechanisation, they have done their duty properly. They do justice to the railways, produce more, work hard and augment the income of the railways.

Another point I want to mention. While introducing recently the dearness allowance, several slabs have been introduced by the

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Government. This slab, in my opinion, is intended to disrupt the unity of the railway trade unions. The different slabs introduced for Class III employees have created misunderstandings. Between Class III and Class IV there are different slabs. In Class III the misunderstandings have grown and it has become a problem for trade unions. So, this way of dividing the workers among themselves is not correct. My demand is that in regard to dearness allowance, there should be only two slabs. One is from Rs. 70 to Rs. 299. People who are drawing from Rs. 70 to Rs. 299 should be given cent per cent neutralisation with a minimum of Rs. 15 for every 10 point rise.

Even that may not be sufficient, but at least on the basis of the present pay scales that should be given. The other slab should be Rs. 300—600 with 75 per cent. neutralisation, and the minimum should be Rs. 30 for every ten points. The Das Commission has recommended a higher dearness allowance for people getting above Rs. 600. That also should be implemented. As a matter of fact the expenses are growing, the costs are growing. So, it is not correct to think that the higher wage income group, at least people drawing less than Rs. 1000, are not also affected. So, to whatever extent it has been recommended, it must be accepted. The neutralisation suggested is only 40 to 50 per cent. That should be accepted.

There is considerable dissatisfaction among the Class IV employees, and they are finding that the wage which they are getting is absolutely insufficient, and it is a fact also. When recently you announced Rs. 7.50, they told me: "What are we to do with this?" The moment this is announced the market price goes up and they do not get any benefit. They want grain shops. In the year 1949 when they said that they did not want grain shops, they thought that everything would be all right. Up to 1952-53, it was all right. After 1953, prices began going up. Now they are finding—however much they get—that they are not able to manage. The value of the rupee has gone down. So, however much it is increased they are not able to manage. So there is cent per cent. support

for the introduction of grain shops. They are demanding grain shops of the old 1949 type. If not, they want that at least essential commodities like rice, wheat, oil, sugar, dal and other things should be made available to them at reasonable prices. The difference should be subsidised by the Railways and to the extent they are subsidising it, it can be reduced from the dearness allowance.

The Railway Minister has recently announced the formation of a new zone. While announcing the new zone, he has included Sholapur Division in the South Central Zone creating dissatisfaction among the people who are living in the area covered by the Sholapur Division and excluded Guntakal Division from this zone creating more discontent among the people of that area for excluding it from the South Central Zone. The argument which they say is that iron ore block trains are being formed at Hageri and Hospet and then it has got to be run through to Madras harbour. When you are contemplating running of super express trains from Bombay to Calcutta or Delhi to Calcutta, crossing several junctions, crossing several interchange stations, the interchange stations do not constitute a hurdle. When a full block train is formed at a certain place, I do not know how an interchange station at Renigunta or Arkonam becomes a hurdle. Another argument is that the income of Southern Railway may go down. Even now it is running on a loss. The fact that a single zone is running on a loss need not be the criterion for the denial of formation of a new zone. The North East Frontier Railway is running on a loss. You will never be able to earn the money you are spending on that. Similarly, the North Eastern Railway is running on a loss. So, that is no argument for denying this adjustment. The Sholapur Division is sought to be bifurcated. When the Division is bifurcated, there will be confusion in seniority from sweeper right up to the Class II employees. So, my suggestion is, include Guntakal in the South Central Zone and let Sholapur continue in the Central Railway, and with Guntakal, Hubli, Vijayawada and Secunderabad, form a new zone. The area will be compact. The residuary Southern Railway will be compact and here also there will be no discontent.

Regarding construction of new lines, I find that except some doubling of old track, in new areas, that is areas which did not have facilities of railways so far, they have not made much progress. We have improved the capacity of railways, that is, augmented the existing capacity. Regarding new areas where even now we have to go by jeep or bullock cart, such areas have got to be opened up if they are to develop. So, the Railways should make it a practice to construct new lines in areas which are not covered even now either by road transport or by railway. New lines should be surveyed and they should be constructed. For a number of years we have been crying that a new line from Hyderabad to Ongole or Nellore should be constructed. I myself have repeated the same thing for three or four years. So far nothing has been done. Now a bridge is being constructed on Godavari. They want it to be a road-cum-rail bridge. The extra expenditure involved is Rs. 1 crore. I do not understand what is the difficulty in it. It can be constructed and the State Government can be asked to impose a toll or something and collect it. When private capitalists have offered to advance the money if they are permitted to collect a toll, why should you not collect a toll and make up the money? Within three years the extra money that you spend can be collected by way of toll. I do not know why it should not be done. There is considerable discontent on both sides of the river Godavari on account of your not conceding this. It does not make any difference to them whether it is this Ministry or that Ministry, whether it is Mr. Krishnamachari or Mr. S. K. Patil. They say that the Railway Minister is constructing this and he is not doing anything. That is what they understand.

SHRI A. D. MANI (Madhya Pradesh) : Mr. Krishnamachari must give the money.

SHRI P. K. KUMARAN: They can adjust it. During these years we have enlarged the capacity of the railways to a great extent, I agree. But this has been done not wholly from the indigenous sources. A lot of money has been borrowed from the World Bank or other agencies, a major portion from the World Bank or

the Aid Club or whatever the scheme. Today I do not know what percentage of the Indian railways are owned by us and what percentage is owned by foreign creditors. I would like to have some information on that. This policy of taking unlimited loan from foreign countries has got to stop. We have got to rely on our own indigenous resources. We have got the electrical engine workshops functioning, the diesel locomotives works functioning, and the Chittaranjan Locomotive Works. I do not know why we still import all the equipments. So, a plan has got to be drawn up so that we rely less and less on foreign loan and foreign assistance. Since we have got to develop the railways and we have got enough cadre of clever people, able people, who can manage these affairs, let us utilise the human material and the available resources and stop relying and drawing more and more on foreign capital.

With these words, I conclude my speech.

SHRIMATI SHAKUNTALA PARANJPYE (Nominated) : Madam Deputy Chairman, when I read the speech of the Railway Minister, I looked to see if he had made any mention about the accidents that the Railways incurred and whether any mention had been made to the Kunzru Committee's Report. In his speech itself the Minister has made no such mention but in the brochure on accidents, I find that it is mentioned that during the year 1963-64 the accidents were at their lowest. After reading that, I do feel like congratulating the Minister and also his predecessor, Shri Dasappa, who is with us no more. Of course, that is a thing that we must rejoice over, that the accidents were at their lowest, and that is also a thing to improve upon. As the years go by, I hope that we can do better than we did before.

Now, looking at the programmes that the Railways have chalked out, from his speech I find that double-tracking and electrification are the two targets that the Ministry has set before itself. Good targets, I suppose; but I would like to suggest that it takes upon itself another objective also and that is the unification of all the gauges

[Shrimati Shakuntala Paranjpye.]

because in India we have more than one gauge—broad gauge, metre gauge and narrow gauge—and with these three gauges it is very difficult to speed up the trains, it is very difficult to move either the passenger traffic or the goods traffic quickly all over the country. And if we set about this objective of the unification of the gauges, I think we would simplify our troubles to a great extent, and efficiency also would greatly improve. Besides, if one goes over the Kunzru Committee's Report about accidents, there also one will find another reason for doing away with these metre and narrow gauges and that is, that the accidents that have taken place over all these years—a majority or a great majority of them—have been on the metre gauge and the narrow gauge. So that is another reason why we should do away with these two gauges and have a uniform broad gauge throughout the country. To cite an instance, in Saurashtra we have no broad gauge and it is a phenomenon absolutely—the amount of time one wastes in travelling in Saurashtra. I have done it more than once and whenever I have to go to Saurashtra, I really feel that it is a punishment that is being inflicted upon me.

From the different brochures that have been presented to us, I find that the efficiency of our Railways has been raised because of the various measures undertaken for operational improvement, and Shri Kumaran mentioned quite a few of them, and I do not want to repeat the things that he said. We have reduced the staff but still we are doing better; but still we have not increased the wagons, compared to the traffic that we have, we have improved the carrying and loading capacity. And that is all for the good. But in this connection, I would like to draw the attention of the Minister to page 22 of the Review of the Performance of the Indian Government Railways wherein we find it stated that the percentage of double-track in our country, though very much lower as compared to the United Kingdom, France and Canada, is higher than that in the United States and Japan. I was very much surprised to read this bit of information and the reason that is given is—centralised traffic control, mechanisation

and automation of operations, diesel traction, etc. Similarly, the Japanese Railways are ahead in the matter of electrification. And that is why, even with such a small percentage of double track, they are able to function better than we are able to do. I think we should take note of this and see if we also cannot advance the electrification side of our programme rather than incur a huge expenditure in laying double-tracks, because we have to do it at a tremendous expenditure. If the United States and Japan can have such a low percentage of double-track and still be very efficient in running their railway service, I do not see why we should not emulate their example.

As regards improving the efficiency of the Railway employees, the Kunzru Committee has suggested a scheme of incentives to which our friend just referred, and I am going to read out a passage out of that which explicitly states what incentives should be offered to the employees so that they improve their performance during their work. It is stated :

“The evidence on the desirability of recruiting a large proportion of the near relations of railwaymen for railway service is strong, and we consider that in the lower grades, it would be definitely advantageous to give preference to sons and near relations (restricted to nephews) of railway employees, subject, however, to the maintenance of good standard. We, therefore, recommend that subject to suitably qualified candidates being available, not less than 10 per cent. of the vacancies in each category in Class III should be reserved for the sons and nephews of railway workers who have rendered efficient railway service for a period of not less than 15 years.”

This, I think, is a cogent suggestion and I hope that the Railway Minister has accepted it. In fact, I was sorry—in one of the brochures it is said that most of the recommendations of the Kunzru Committee have been accepted, but I wish the Railway Minister had pinpointed some of the recommendations that he has accepted because we do not know what he has accepted and what he has not. Generally

there is a statement, as I said, that they have been mostly accepted. That leave us in the dark.

Now I come to passenger traffic. We notice that it has increased, and we have also heard from several speakers and the Minister himself that the goods traffic is slightly on the decline and I feel that the Minister rather apprehends a further decline in it perhaps because of the very effective and speedy road traffic that is coming into vogue.

Now, I want to go back to passenger traffic, and I want to stress that the passengers should be given a very fair deal. I cannot help feeling that the passengers are receiving a step-motherly treatment from the Railways. To cite an example, Madam, I know personally that when the All-India Conference—I do not know the exact title—of the Federation of Passenger Associations was to be held in Delhi, the Railway Board refused to give any concessions to the delegates to this Conference, and I know that the Railway Board gives concessions to all kinds of conferences, to all kinds of meetings and so on. But this was a railway conference and for that it could have found its way to give concessions. It was the Federation of Passenger Associations but they received a very step-motherly treatment from the Railway Ministry.

I am glad to see that Janata trains are run and the third-class passengers do get some amount of comfort like sleepers, more knee-room, fans, etc. But I think these facilities ought to be increased to a much greater degree.

Again, on the several Committees, the Divisional or the Zonal Railway Committees, I find that the passengers' associations hardly get any representation, certainly not in comparison with what they contribute to the Railway Budget, and I would implore the Railway Minister to see that that situation is improved.

SHRI P. K. KUMARAN: Bogus institutions.

SHRIMATI SHAKUNTALA PARANJ-PYE: I have also heard about them and I think Mr. Kumaran could point them out better than I can do, because he is more in the know of things.

We should develop new lines, some new lines are being put up. On the Poona-Miraj section the gauge is going to be of broad gauge and I am very glad about that.

Again, as regards new lines in the Konkan area, the Western Ghats were promised a railway for a very long time. But this programme has always been put off. I know the Railways have instituted the Dija-Panvel railway line. But that is just a small crumb thrown at the face of Konkan.

Coming to new lines, again I would like to point out that considering the tremendous traffic jams that we find in this federal capital of Delhi, I think the suburban railway—Ring railway, I believe, as it is called—should be improved upon and there should be a system like Bombay wherein the inhabitants of Delhi can find their way from one place to another and thereby we can relieve a lot of load on the roads.

Another point that I would like to make here, Madam, is this question of reservation of first class tickets. I have already referred this reservation racket in the Informal Consultative Committee meeting of the Railways. How obnoxious the scandal is and considering how many passengers give expression to this scandal, I think it is my duty to mention it. If you want to travel by a train, say, 10 days ahead and you go to the booking office, you will be told that all berths are reserved. That is the categorical answer you get, whether it is at Delhi, whether it is at Bombay or whether it is anywhere, unless you are an M.P. If you go like an ordinary citizen, you are told that everything is reserved. But when the train leaves, on that day you will find that it leaves half empty. Something ought to be done to investigate this racket. Our friend suggested that there should be an independent body to examine

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the malpractices because it is said that it is the Railway people themselves who are involved in this and it would be useless to appoint one of them to investigate about this racket. So I suggest that an independent body should be instituted to examine this reservation business on the Railways.

Now, Madam, I come to my last point and it is about the labour welfare programme that we have been told about. We are told that it is not an exorbitant amount that the Government has to pay. But I want to make a point. We are told that the Railways have to reimburse the school fees of the children of the railway employees. That is what is necessary for them to do. That is a condition directed by the Central Government. That is true. But here I want to point out to the Railway Minister, Madam, who, I know, is well known for his courage and independent thinking, and I beseech him again to think this out, that considering the urgency of controlling the population of the country, the Railway Ministry should stipulate that the school fees for the first three children only will be paid by the Railways. The burden and expenditure of the following children should be borne by the parents themselves. That will have a double effect, (i) of educating the employees not to have more than three children, and (ii) of saving the expenditure on school fees. I have visited several railway colonies. I have been doing this for six or seven years. I have seen how from year to year the colonies are getting more and more overcrowded. And I think this is a very cogent point I have suggested to the Railway Minister, particularly because I know he can boldly come out with a suggestion like that provided he approves of it.

SHRI AKBAR ALI KHAN : But it is a retrograde step.

SHRI BABUBHAI M. CHINAI (Maharashtra) : Madam, I have gone through the speeches on the Railway Budget made in this House. I find that some of them are very well argued out. But I must admit that I have not been able to appreciate the Budget proposals placed by the Railway Minister before this House.

The Railway Minister has argued that the increases in freight rates and passenger fares which would yield a net revenue of Rs. 21 crores are necessary to meet at least in part the additional commitments on various accounts including the effect of the increase in dearness allowance for the railway staff. Further he has also indicated that if costs continue to rise further, beyond the control of the Railways and their capacity to absorb, he might find it necessary to make further adjustments to ensure the financial soundness of the Railways and paradoxically these increases have become inevitable despite the improvements in operational efficiency of our Railways which the Railway Minister claims as "perhaps the most successful undertaking in the public sector in the country". That clearly means that the Railways are expecting the operational costs and wage bills to rise further.

It is regrettable that the Indian Railways, not only the largest public enterprise in India but one of the few large railway systems of the world and claimed to be the most successful public undertaking in our country, has not been able to pave their way without adding to the burden of the users year after year. The increase in goods traffic originally expected to be of the order of 17 million tonnes and later scaled down to 15 million tonnes will be a bare 3 million tonnes in 1964-65. True, this is not due to the fault of Railways. This shortfall is due to a decline in the coal and mineral traffic, which showed a sharp drop during the first nine months of 1964-65 following a 4.42 per cent. decline in coal and iron ore production, and of about 2 per cent. in iron and steel production as compared to the corresponding period of the previous year. Although there has been some increase in loading of other traffic, it has not been enough to compensate for an actual decrease in coal traffic during most of the current year. In fact, there was as much as 20,000 B.G. and 5,000 M.G. wagons remaining unutilised per day on the Railways in September, 1964. As a result, the shortfall in the receipts from goods traffic is as high as Rs. 25 crores and had it not been substantially offset by an increase in the earnings from passenger traffic, the overall shortfall

in gross receipts would have been much larger.

The net effect of the freight increase on as many as 27 commodities would be between 4 to 7 per cent. on items like iron, steel, cement, stone, limestone, ores, etc. and about 8 per cent. on non-dangerous petroleum products.

Although these increases have been termed 'marginal', a study of their impact discloses that they are not really so. In fact, the incidence of the increase in the freight structure for 27 bulk merchandise like iron and steel, cement, bricks, stone, limestone and ores assumes a more serious proportion viewed in the context of the import levy of 10 per cent. on all commodities (with a few exceptions) and the increased cost of borrowing following the increase in bank rate from 5 to 6 per cent. announced by the Finance Minister soon after the President's Address to the joint session of Parliament. True, the commodities chosen for increase in freight rates might qualify the criterion of yielding sizeable revenue with modest increase in rates. However, they are important raw materials for industry. The net result would be an increase not only in capital costs of projects but also running costs. As it is, it has been estimated that the Railways will have to incur an additional cost of nearly Rs. 6 crores on imports due to customs levy.

There is no doubt that the solution adopted for meeting a temporary fall in revenues by increase in the basic rates is essentially negative and self-defeating. At a time when the need of the hour is to hold the price at all costs and stimulate greater production and exports at lower costs, the Railways could have set a salutary example by holding the freight line. The importance of Railways in national economic life is so great that short-term profitability should not be the deciding factor while framing the Railway Budget.

As regards increase in passenger fares, there might be some justification but I would like to know whether the Railways are satisfied with the amenities provided to

the travelling public. Overcrowding even today is so much that the railway journey has become virtually a problem especially for the persons who cannot reserve their seats in time. Catering is bad and needs to be attended to at the hands of the hon. Railway Minister. I do not understand why the Railways should not introduce two types of menu, one being the Janata type at a reasonable rate and the other some sort of a continental type for which they can charge a much higher rate. Further, there is great scope for increasing Deluxe trains and introducing air-conditioned bogies in through trains with a distance of over 120 to 150 miles. So much for the Budget proposals, but there are a number of other issues to which reference may be made. An important thing is about the abuse of the authority by the persons in power. When I make the statement, I have a specific instance in my mind. For instance, on 2nd January, 1965 the G.T. Express coming from Madras was stopped at about 100 yards after it started from the Mathura station by someone pulling the chain. On enquiry it was found that it was a senior officer of a Ministry of the Government of India. He had not been served with tea at Mathura before the train started. Subsequently, it appears, tea was served to him but again the train was stopped after a few yards by pulling the chain by the same official. This time it was stated that the reason for pulling the chain was that the tea was not warm enough and subsequently, when warm tea was served, the train started.

SHRI AKBAR ALI KHAN: Very sad.

SHRI BABUBHAI M. CHINAI: Again after the train moved a few yards, the train was stopped by the same official by pulling the chain and this time it was said that hot water for shaving was not supplied to him and therefore the train was stopped.

SHRI N. PATRA (Orissa): Was he drunk to misbehave like this?

SHRI BABUBHAI M. CHINAI: While it was understandable that even an official of the Government Department could

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treated as a passenger entitled to all basic travel amenities on par with hundreds of fellow passengers, the public have sufficient reason to feel outraged at such inconvenience to them . . .

(Interruptions)

SHRI AKBAR ALI KHAN: I suppose he was not a Railway officer?

SHRI BABUBHAI M. CHINAI: That would be for the hon. Minister to state to us whether he was a Railway officer or whether he was an officer of some other Ministry. I would like to know if this act of excess committed by the said official has been brought to the notice of the higher authorities already and they are just sleeping over it, or whether I am the only aggrieved citizen to have to bring it to the notice of the authorities for the first time.

SHRI AKBAR ALI KHAN: But they must have taken some penalty from him.

SHRI BABUBHAI M. CHINAI: Are you satisfied with it?

SHRI AKBAR ALI KHAN: I want to know whether it has been done.

SHRI BABUBHAI M. CHINAI: That is for the Minister to say. When I sought to raise this question, which I think is a matter of public importance, raising issues of discipline of the Government officialdom, the question has been disallowed on the ground that it does not relate to a matter of public importance. This letter I received this morning from the Secretariat of the Rajya Sabha. If this is the authoritative opinion on the definition of a matter of urgent public importance, it is high time that the Rules of Procedure are be humanised, redefined and liberally interpreted. I appeal to the Railway Minister—and it pains me because, after all, he is a man of action and discipline—and I hope he will take cognisance of what I have stated on the floor of this House, to see that such instances are not repeated in the

future, to issue directives to the officials not to abuse their authority to the disgust and annoyance of the public. I am afraid that instances like this may not disprove the contention of the Railway Minister about the administrative discipline, sense of duty and leadership, etc. and I hope this is the only solitary instance.

I would like to refer to the slow progress made in regard to the link of the Kandla Port within the network of the Railways. It is true that Rs. 120 lakhs have been provided but it is only a very small sum. The earlier the port is developed the better for the future of not only Gujarat and Rajasthan but for much of the Western parts of India. It goes a long way in relieving the congestion at present at the Bombay port the capacity of which is too limited to cope up with the increase in traffic, besides being infested by labour crisis every now and then. I suggest in the interests of the quickest execution of the Kandla railway project that a co-ordinated effort at providing the railway connections simultaneously from all sides of Kandla should be immediately made.

Finally I would also like to refer to the need for expediting the development of the Magdalla port in North Gujarat. Already work is progressing for its development as an intermediate port. But its development would remain inadequate unless it is connected by a network of railway connections. I, therefore, suggest a little extension of the Tapti Railway to connect this particular point which will certainly not be a costly affair. Judged from the points of view of comparative costs and additions particularly in terms of what ultimately accrues to the Railways from this port in the shape of additional originating traffic, I am sure it will not appreciably add to the additional working expenses of the Railways.

SHRI M. M. DHARIA (Maharashtra): Madam, under the able leadership of the inspiring Railway Minister, I was expecting that we would get a Budget which will inspire not only the Railway industry but the whole country. But I would say that the expectations that we had in our minds

are not fulfilled. The only formidable and remarkable feature that we can see is the increase in the fares. When we know particularly in the third class bogies the passengers are overcrowded to the extent of two or three times, when there is not a single inch in the bogie, to charge the very passengers with more fares is not at all justified and I would like to beg of the Minister to take into consideration the amenities that are availed of by the passengers while increasing fares, and having regard to them, I would request the Railway Minister not to increase the fares so long as the minimum amenities to the passengers are not given by the Railways. The Railway is an industry which is nationalised in this country. The biggest nationalised industry is our Railways and in this nationalised industry, what do we find today? I am not of the opinion that any industry which is taken over by the State is nationalised. Instead of individual capitalism at the most there may be the capitalism of the State. It cannot be the feature of the nationalised industry. In the nationalised industry we should have the economy, we should have the amenities of the people, we should have the voice of the people and we should have the actual participation of the workers in the management of the nationalised industry.

When we consider these aspects, what do we find to-day? So far as the workers are concerned, I really regret and am sorry to say that there are at present servants who have served for nearly 15 years and even then they are not yet permanent. We have applied the Factories' Act, the Shop Assistants' Act and several other enactments and according to those Acts we insist on the private management that within six months the employees should be made permanent. When we apply these to the small industries and shops, why should that rule be not applied to the industry which is a nationalised industry? Here is an industry, as Mr. Kumaran said, where there are 5 lakhs of people who are daily-waged and whose earnings do not exceed more than Rs. 1.25 or Rs. 1.50. May I request the Minister to enquire into these affairs? If we look into this state of affairs, we will find that we are not doing that good to the workers that we were

expected to do. As we have been insisting for several years, particularly the Party to which we belong, to which the hon. Minister belongs to, which he leads,—we have declared—that ours is a philosophy of socialism. In days to come we shall have to see that there is more and more participation of the employees in the management of industries and if we cannot have that participation in this industry which is a nationalised industry, with what face can we say that we are going to have a socialist objective, we are going to have a socialistic pattern of society? It is with this objective that I would request the Railway Minister—who is capable enough, to consider this. I am proud of his capacity. I am proud of his administrative ability and if he means. I have no doubt that he is a person who can change the whole picture.

It is from the point of view of socialistic approach that I would like to request the hon. Railway Minister to see that there is more and more active participation by the employees in the management itself. The bureaucratic approach that exists even today shall have to be changed, and it must be changed without any more delay, Madam.

So far as passenger amenities are concerned, I am aware that a lot of efforts are being made but the efforts, having regard to the needs of the people, are too small; are too short. They are not in a position to satisfy the needs of the people, and from that point of view we shall have to look at the amenities that we provide.

Only a few days ago I was in Bombay; I had an occasion to be on that station, and I should say that, in spite of the fact that I had lodged several complaints before, the way to the cloak room was not even clean; there was mud, there was dust, there were hurdles—milk cans—on the way, and it was not just possible to approach the cloak room to bring my luggage. Madam, if this is the performance of our Railway Administration in cities like Bombay of which a lot is highly spoken of, if this is the fate in Bombay, I do not know what is the fate in other cities, at the various

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railway stations in other places. What I found was that even in Bombay city, the I Class waiting room in the station was not in a clean condition; the lavatories were such that one is reluctant to go there, the furniture was in torn condition. And it happens in a city like Bombay. Madam, the Railway Minister comes from Bombay and I know that even one visit by the Railway Minister and one remark by him will immediately set things right. Of that I have no doubt whatsoever. If it happens in cities like Bombay, the fate in other cities, in the small towns and villages, can only be imagined.

So far as the passenger trains are concerned, I have received complaints and complaints that there is not a single passenger train that keeps to time. It is only on exceptional occasions that the trains are regular. Otherwise they are regularly irregular. That is the feature of our passenger trains, and with all this how can we say that we have been running our railways with efficiency? I think the hon. Railway Minister will kindly take note of what I have been saying over here.

Madam, so far as the backward areas are concerned, I think the time has come, and the hon. Railway Minister has rightly referred in his speech also, when we shall have to provide more and more amenities, more and more railways to the rural areas. The hon. Railway Minister comes from Konkan; he belongs to Malvan and he knows the desire of the people from Malvan, the desire of the people from the Konkan area where the railways have not at all touched, Madam. It is the desire of the people of these areas that they be connected with a network of railways. (*Interruptions.*) I am coming to it. When I am referring to Konkan, it is not because I come from that particular area; it is because I know the area at first hand and the reasonableness of the request of that area. That is the only reason, and I would request the hon. Railway Minister to take into account this undeveloped area. It may be a route in Bombay-Goa area; it may be a route in the Marathwada area, the route from Sholapur to Jalgaon via Aurangabad; it may be a route in some

other backward area; it may be a route in Jammu and Kashmir; it may be a route in Assam, or it may be different routes in different backward areas all over the country. Priority shall have to be given to such areas which are undeveloped. We are speaking of an agro-industrial democracy. If there are no railways, if there are no means of communication, how these agro-industries could be developed? And it is from this angle also that emphasis would have to be laid. I belong to Maharashtra and in case I raise my voice, it will not be improper; on the contrary, it is my duty to raise my voice. It has been the slogan since long to complete the Bombay-Goa broad-gauge railway line, and according to the present Budget that has been presented, Madam, the only route that will be fulfilled during the year will be the Panvel-Apte route. I will request the hon. Railway Minister to see that this Bombay-Goa route is completed at least during the Fourth Five Year Plan. Similarly, I would like to submit that Marathwada is an equally backward area and in Marathwada, if we can have a broad-gauge railway from Sholapur to Jalgaon via Aurangabad, it will touch such areas which the railways have not touched so far. There are districts like Osmanabad and Bhir where the railways have not gone, and if they do, a lot of changes are possible, a lot of improvement or development will take place in these areas, and it is from this point of view that I would like to make this request.

So far as the suburban railways are concerned, Madam, the hon. Railway Minister has rightly stated on page 20, in paragraph 23, of his Budget Speech :

"In dealing with this matter, it is necessary to consider suburban and other traffic separately, not only because suburban traffic is limited to a small area around large cities but because, with its more rapid growth and its concentration mainly in peak hours of exceptionally high intensity, it offers special problems and is handled with special purpose rolling stock."

So far as the suburban areas are concerned, Madam, it has been since long the demand

that Poona and the other parts nearby Poona are highly industrialised, particularly the area from Lonavla up to Poona, and from Poona to Loni, and that this area should be declared a suburban area. Now, the places I referred to near Poona, cover a distance of about fifty miles, wherein industries are coming up very fast. There are the defence factories in Dehu Road, Talegaon and Kirkee, and there are other establishments too. More than 40,000 defence employees are serving in the defence factories—I mean civil employees. There are no good transport service for these employees. The present shuttle services that are running are not at all adequate and convenient to the employees. Besides, if the area is declared a suburban area, it will be possible for these employees to get railway passes at a concessional rate. There was my question on this, Madam, here, the other day. Unfortunately it could not be reached for a discussion on that day. The hon. Minister was generous enough to reject my demand. I would request him to reconsider the need of the day, to please take into consideration the need of a lakh of employees from that area and to declare Loni to Lonawala as suburban area.

So far as the Zones are concerned, I feel that the Zones that exist today are quite bulky. The Zones came into existence in the days of the different Railway Companies that then existed. It may be the Great Indian Peninsula Railway, it may be the Madras and Southern Mahratta Railway, or it may be some other Railway Company, and this zonal system has grown out of the Companies that then existed and the present Zones have come into existence. I know the present Zones are reorganised Zones, but even then the present arrangement of Zones, according to me, seems to be quite bulky. I feel, if they could be properly reorganised, it would be better. I am making this suggestion only to submit to the hon. Minister to consider it on scientific grounds and on practical grounds too. I am not of the opinion that there should be Zones even if they run in losses. I am not a man to think in that way. I feel that the Zones should be definitely considered on this basis, but at the same time it should be pragmatic. Here,

as Mr. Kumaran rightly pointed out, Sholapur Division is included in the new Zone of which the headquarters shall be at Secunderabad, but Guntakkal Division, which should have been included, is excluded. There is dissatisfaction that Sholapur Division, which should not have been included, has been included and it is necessary to consider the legitimate demand. A lot of dissatisfaction prevails over this inclusion. Besides other reasons there is the question, so far as the employees are concerned, about their permanency and their priority over the claims of others in the service. No sooner do you separate one Division from one Zone and include it in another Zone, naturally the priorities and everything of those employees get lost in the new arrangement. So due care shall have to be taken at the time of the reorganisation of the various Zones. So it is from this point of view that due consideration shall have to be given to the rights of the employees who have been working in a particular Division falling within a particular Zone.

Madam, the hon. Minister has referred to the present economic crisis. He is right in saying that the whole costs have been rising every day, and naturally there was no other go but to increase the present rates for passenger traffic and goods traffic. It is again a serious problem. The time has come when a determined effort shall have to be made to arrest the rising costs and rising prices. It is the duty of the Government to look after the prices, and if they cannot arrest the prices, then naturally there will be rise in the passenger fares too and there will be a lot of dissatisfaction all round. And when are we going to arrest these prices? If we are not in a position to arrest these prices at some juncture, if determined efforts are not made in that direction, I think it would not be possible for us ever to stop this vicious circle. It becomes obligatory on the 4 P.M. part of the Government to make some definite efforts to stop this rise in prices. Naturally, if this rise in prices is checked then ultimately it will benefit not only the Railways but also the whole people and the country. It is from that point of

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view that I would like the Railway Minister to place this fact before the Cabinet and the Government and to insist on a check being put on this rise in prices. This is going to affect us all in all ways.

It is particularly so, so far as the railway employees are concerned. The Railway Minister referred to dearness allowance which was raised on two occasions in one year. I will not refer to the particular portion of his speech. It has been referred to somewhere. If this is to be stopped then we have to take some stern measures to stop this rise in prices, and it is the socialist approach that is necessary. We shall have to say at some stage that we shall not allow these merchants to raise prices in this manner and, if necessary, the Government will have to intervene. Such intervention has become the need of the day and that is my submission. It cannot be done by the Railway Minister alone, I know. But it is the Railway Minister and his Department which has become the victim of this rise in prices. Therefore we can join hands and make this demand effectively. It is from that point of view that I am making this submission.

THE DEPUTY CHAIRMAN: Your time-limit is over, Mr. Dharia.

SHRI M. M. DHARIA: I am just finishing. Madam. My last submission is that the Railway Minister should take into consideration the existing high cost of living and particularly, so far as the poor people are concerned, they should not be harassed. I feel the present rise in freights and fares is going to be a burden and a heavy burden too, on the poor passengers and this rise should not be there. So far as the freights for goods are concerned, the freights on articles needed by the people generally, like food and so on, these should be exempted from this rise in freight. As for the rise in others I have no objection, personally.

With these words, I would request the Railway Minister to consider the suggestions that I have made. He has newly stepped into this office and just as we have

the broad gauge, the metre gauge and the narrow gauge, we have three Ministers for Railways and they are all here now.

SHRI A. B. VAJPAYEE (Uttar Pradesh): And Doctor saheb is broad gauge?

SHRI M. M. DHARIA: I would submit to them that the further prosperity of the country depends on the Railways and it is the railway industry which can give a lead not only in the matter of amenities to the passengers but it can also give a lead in forming prosperous socialistic society in our country and so it is in this direction that this Department should work. Thank you.

SHRI D. THENGARI (Uttar Pradesh): Madam, I share the general feeling that the additional burden imposed by this Budget upon the poorer sections of the railway users should be withdrawn forthwith. As is well known, the cost of living in India today is five times more as compared to the 1939 level, and there is no corresponding increase in incomes. Actually the real wages have been going down and according to this Budget the freight rates would be five times more and the passenger fares roughly three times more. This is all unfair and unjust, and therefore, at least the burden imposed through this particular Budget should be withdrawn.

[THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) in the Chair.]

The plight of casual labour has already been referred to. It is a mockery of the word "casual" because persons are continued as "casual" workers for years together. 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 figure. Before the recommendations of the J. A. Bell Committee in 1931, twelve gangman used to look after a bit of 3 miles length. Subsequently, in keeping with that recommendation, 9 gang-men looked after a bit of 4 miles. During this period, the traffic has increased at least twenty times more. So at least the

pre-1931 arrangement should be restored and the number of gangmen should be correspondingly increased.

Every railway employee should be provided with appropriate housing accommodation, and the quarters for the class IV workers must be at least consisting of two rooms of 12 ft. by 8 ft. with an open space of 5 sq. ft. There should be the immediate appointment of a wage board for railway employees, and while the wage board would be considering the problem of the pay scales and other emoluments of all those in service, I would request the Government to entrust to the wage board the work of considering the demands of the retired railwaymen also. I say this because the plight of the retired railwaymen is particularly unfortunate. They are not having their regular trade unions to conduct collective bargaining and they are neglected folk who are most uncared for.

Railway employees should not be deprived of their right to bonus. Bonus should be given also to those in the public sector. Also, the Railway Administration should invariably extend the protection of the provisions of the Industrial Disputes Act to these employees. There is no justification for denying this protection to them.

Railway employees in India should be allowed the same rights and privileges and all civic and political rights as are being enjoyed by their counterparts in Great Britain and other civilized countries. It is very unfortunate that once a man enters the railway service, it is presumed that he has become a slave. His civil and political rights should remain unhampered.

So far as dearness allowance is concerned, it has already been mentioned that this discriminates between employee and employee and as such this discrimination should be done away with and even those drawing higher salaries should be brought within its purview, they should be extended the benefit of the recommendations of the Das Commission. We are particularly of the opinion that now the time is ripe when

the scheme of this dearness allowance should be dropped because this scheme of dearness allowance was introduced as a temporary measure during war time so as to deprive the workers of their legitimate dues by way of bonus, gratuity, provident fund and pensions. In Western countries, there was a corresponding increase in wages or salaries, but in India we introduced this temporary measure. Now, in view of the fact that dearness has come to acquire a permanent character, this dearness allowance should be merged cent. per cent. with the basic wages and the total wage or the entire salary should be linked to the cost of living index. The Government should take particular note of the middleclass cost of living index number and at every important centre such middleclass cost of living index should be compiled and this should be utilised while determining the wages and salaries and other emoluments of railway employees.

SHRI AKBAR ALI KHAN: A good suggestion.

SHRI D. THENGARI: In keeping with the recommendation of the Stores Committee, the standing stores should not exceed the sum of Rs. 50 crores. When most of the goods required were being imported from abroad, we followed strictly this limit of Rs. 50 crores. Now we are told that at least 75 per cent. of the goods are being manufactured in our own country. So there is no propriety in maintaining such large quantities of goods in the stores, because it leads to unnecessary losses and wastage.

There are certain lines, though small, owned by foreign concerns and managed by the Railway Administration. This is not satisfactory. The Railway Administration should immediately take over these lines. The Railways have failed 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. I suspect that the money spent for resisting claims would be more than double the amount of claims resisted.

[Shri D. Thenkari.]

In order to reduce the amount of claims, may I suggest that Traffic Inspectors, etc., 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 changed circumstances?

The compilation and publication of statistics of ticketless travellers is absurd. It encourages wrong tendencies. Usually ticketless travellers are short-distance passengers. It is almost impracticable to obtain correct statistics and the practice of publishing these statistics should be put an end to. 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 any correct conclusion. While detaining or delaying trains that are already late, the convenience of passengers should be taken into consideration. The present speed of Railway traffic and the workload of the employees demand changes in the General and Subsidiary Rules which were prepared in 1929. These rules are practically unworkable today. The time schedule for different operations should be suitably revised. These rules cannot ensure the previous objective of maximum safety.

It is absolutely necessary that there should be uniformity in service conditions, responsibilities and facilities extended to different categories of workers on all the zones without in any way curtailing the existing facilities. After retirement, class IV employees should be given the same facility regarding Passes and P.T.Os. as are granted to Class III people. The Pension Rules should be revised in the light of the recommendations of the Central Pay Commission. 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.

I should like to know whether proper precautions have been taken to co-ordinate

and integrate plans for the development of road transport, water transport and the Railways. Such an integrated policy is necessary. Regarding the starting of new lines, I should like to suggest that our previous plans have not been properly executed. The example of the Delhi-Bombay line is there where doubling has not yet been completed. Plans should not be influenced by any political considerations.

Much has been said about the Zones. It has already been brought to the notice of the Administration that there is much discontent particularly in the Sholapur Division regarding the carving out of the South Middle Zone. The merits or demerits of that case apart, I should like to suggest that the zonal system, as it exists today, has failed to achieve its important objective, viz., economy. The increase in the number of General Managers has not meant a corresponding increase in efficiency. I suggest that there should be only one General Manager in the country with a number of Deputy General Managers to assist him in the different zones. It will ensure economy as well as efficiency. The number of zones should be reduced to six and a high-powered committee of experts should be appointed to demarcate and adjust the zones. Again, political considerations should not be allowed to influence the demarcation of zones.

After much thought, I have to suggest that the Railways should be made really autonomous under an autonomous corporation, with experts and representatives of users, i.e. the consumers and employees on its Board of Management. The autonomy should be real and not fictitious. The present Railway Board should be abolished. Thank you.

SHRI J. S. PILLAI (Madras) : Mr. Vice-Chairman, the Railway Administration seems to be deteriorating every day. I came to this conclusion because of the late running of trains. An hon. gentleman from that side said that passenger trains are running late, but my experience is that even mail and express trains are running late. They are no better than passenger trains. As a matter of fact, the Janata Express

trains do not deserve to be called express trains. There are three trains from Delhi to Madras—the Grand Trunk Express, the Southern Express and the Janata Express. The Grand Trunk Express and the Southern Express run two to three hours late and the Janata Express runs about ten to twelve hours late.

SHRI V. M. CHORDIA (Madhya Pradesh) : Expressly late.

SHRI J. S. PILLAI : I want to say a few words about the dress of the bearers. These people wear dirty dresses. Not only are they dirty but they do not also fit them; either they are too big or too tight. Why can't the Railway Administration give them proper dresses? (Interruption) Here again, you have committed a mistake. He has said something in Hindi. I do not know what he has spoken.

The latrines are situated at the end of a bogie and there is a small space near about the place and in the vestibuled trains the bearers bring the food and keep it there. People wanting to use the latrines have to jump over the food and then go there. I brought this to the notice of the Minister last year. Something must be done about this because nothing has been done so far.

SHRI AKBAR ALI KHAN : That is quite true. Something must be done about it.

SHRI J. S. PILLAI : In the branch lines there are no link trains to connect mail or express trains. For instance, in the Villipuram-Pondicherry line, after reaching Villipuram, one has to wait for two or three hours to get a connecting train to Pondicherry. I spoke to a gentleman the other day and he told me that the officials who draw up the Time Table—I cannot vouchsafe for this information; this is what was told by somebody there—are in the pocket of the fleet owners. It is better for the Railways to run a link train connecting the mail or express trains on the main line. Let them run diesel trains if they

think it is not economical to run steam engines.

I wish to say a few words about the coaches built by the Integral Coach Factory. These coaches become hotter in the hot weather and colder in the cold season. They are made of iron. There are two layers of iron sheets overhead and if you could insert some insulation in between, which would control heat and cold, it would be better. I want the Railways to do something about this.

There is a real complaint that the Harijan employees who were recruited during the time of Shri Jagjivan Ram are now being done away with or sent away for some reason or the other. There was also a question about that by my friend, Mr. Anandan. This was tabled some two months ago but so far we have not received any answer. I want the hon. Minister, when he replies, to tell us whether it is a fact or not.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH) : That is wrong.

SHRI J. S. PILLAI : It may be wrong but say that when you reply to the debate. It may be wrong, I do not know but this is the impression that has been created and there is some truth also in that, I think.

Some coaches were damaged during the language trouble in the South. While replying to the debate, I want to know from the Minister the amount of loss incurred by the Railways on account of the language trouble.

The other day Mr. Swaran Singh, when he was Minister of Railways, while replying a question told us that in an office if there were to be 60 per cent. of clerks who know Hindi, all the correspondence should be in Hindi. I want to know whether it still holds good. He said it the other day. (Interruptions) Let him contradict it.

SHRI RAM SUBHAG SINGH: Now he is in the External Affairs Ministry.

SHRI J. S. PILLAI: And the Minister has not said anything about electrification of the metre gauge line from Madras to Villipuram. I want to know when that electrification will be finished.

I have nothing more to say. Thank you.

श्री देवकीनंदन नारायण (महाराष्ट्र) : आदरणीय वाइस-चेयरमैन साहब, रेलवे बजट के आते ही जनता के दिलों में एक दहशत पैदा हुआ करती है कि कहीं रेलवे के किराए न बढ़ जायें। आशा थी और अपेक्षा भी थी कि हमारे माननीय मंत्री जी प्रथम ही, रेलवे की जिम्मेवारी ले रहे हैं तो शायद पहला इनाम उनका यही नहीं होगा। परन्तु रेलवे बजट आते ही आशा निराशा में बदल गई और रेल के किराए बढ़ाए गए। कहने को तो कहा जाता है कि रेलवे कर्मचारियों की तनख्वाहें बढ़ीं क्योंकि महंगाई बढ़ी और इस वजह से खर्चा बढ़ा और खर्चा पूरा करने के लिये रेल का किराया बढ़ाना पड़ा। बात सच होते हुए भी यह भी सोचना चाहिये कि जो यात्री है, और खास कर जो थर्ड क्लास में चलते हैं, वे गरीब हैं, उनकी आमदनी नहीं बढ़ी, बहुतों की तो बिल्कुल नहीं बढ़ी, उनको कोई महंगाई देने वाला नहीं है, ऐसी हालत में थर्ड क्लास के पैसेन्जर्स का रेल भाड़ा नहीं बढ़ना चाहिये। कहा गया है कि छः किलोमीटर तक किराया नहीं बढ़ाया जायेगा। लेकिन बहुत कम दो स्टेशन्स ऐसे हैं जिनके बीच छः किलोमीटर का अंतर हो, छः से ज्यादा ही होगा बहुत थोड़े स्टेशन्स हैं। तो यह जो सहूलियत दी है इसका फायदा बहुत कम लोगों को मिलेगा। मेरी प्रार्थना खास रेलवे मंत्री महोदय से यह है कि आप यह सहूलियत जो छः किलोमीटर तक रखते हैं उसे 50 किलोमीटर तक बढ़ा दें। उससे आम तौर पर जो देहाती लोग हैं जो रेलों में और खासकर पैसेन्जर ट्रेन्स में

चलते हैं उनको लाभ पहुंचेगा और कोई शिकायत करने का मौका नहीं मिलेगा। ऊपर वालों का किराया जो आपने बढ़ाया है उससे मेरा झगड़ा नहीं है। सेकेंड और फर्स्ट क्लास का जो बढ़ाया है वह ठीक है। परन्तु जैसा मैंने कहा, उन यात्रियों के लिये जो खास कर पैसेन्जर गाड़ियों से ही चलते हैं, उनके लिये पचास किलोमीटर तक की सहूलियत कर दें—उन पैसेन्जर्स की तरफ सहानुभूति की दृष्टि से सोचना चाहिये—और उनके लिये पचास किलोमीटर तक कोई किराया नहीं बढ़ाया जाय।

थर्ड क्लास पैसेन्जर्स की दिक्कतों को आप नहीं देखते हैं। आप उनसे किराया लेते हैं और आप कहते हैं कि उनसे पैसा भी आपको बहुत अधिक मिलता है। परन्तु उनकी शिकायतें क्या हैं, उनकी तकलीफें क्या हैं यह कोई नहीं देखता। ओवरक्राउडिंग को आप आज तक कम नहीं कर सके, ओवरक्राउडिंग दिन प्रति दिन बढ़ती है और ओवरक्राउडिंग से तकलीफ सबसे ज्यादा किन को होती है? थर्ड क्लास के लोगों को, और खास कर देहातियों को गरीबों को, जो थर्ड क्लास में चलते हैं उनको तकलीफें उठानी पड़ती है। मैं कल ही बम्बई से पठानकोट एक्सप्रेस में आया। भेड़ों और बकरियों से भी ज्यादा बुरी तरह आदमी खींच-खींच कर भरे हुए थे और स्टेशन पर गाड़ी रुकती थी तो लोगों को बहार भीतर जाने-आने की जगह तक डिब्बों में नहीं थी। मैंने हर बार कहा है कि इस सेंट्रल लाइन पर आप कृपा करके एक जनता एक्सप्रेस ट्रेन जरूर चलाइये—आज दस वर्षों से यह मांग की जा रही है परन्तु वे ही दो ट्रेन्स चलती हैं, एक पठानकोट और एक पंजाब मेल जिनमें बेजा भीड़ आती है, जिसकी वजह से हर एक ठहरने के स्टेशन पर गाड़ी डिटेन होती है। कहते हैं गाड़ियों लेट क्यों चलती हैं। उसका एक कारण ओवरक्राउडिंग है, यह मैं आपसे कहना चाहता हूं।

شری این - ایم - انور :
 (مدراس): اور کراؤڈنگ کے
 بارے میں جو آپ فرما رہے
 ہیں بالکل ٹھیک ہے مگر اس کا
 مسئلہ یوں حل ہونا ہے کہ
 کرایہ چونکہ ریلوے میں بہت
 سستا ہے اس لئے وہاں لوگ
 پہنچتے ہیں اور ۵۰ میل کے
 اندر . . .

†[**श्री एन० एम० अनवर (मद्रास):**
 ओवरक्राउडिंग के बारे में जो आप फरमा रहे
 हैं बिल्कुल ठीक है। मगर इसका मसला यों
 हल होना है कि किराया चूँकि रेलवे में बहुत
 सस्ता है इसलिए वहाँ लोग पहुँचते हैं और
 50 मील के अन्दर . . .]

श्री देवकीनंदन नारायण : वाइस चेयर-
 मैन साहब, यह मेरा वक्त क्यों ले रहे हैं ?
 जो उनको कहना है अपनी स्पीच में कह दें।
 तो मैं कह रहा था कि ओवरक्राउडिंग भी
 एक कारण है गाड़ियों के लेट चलने का।
 इसलिये ओवरक्राउडिंग को कुछ कम करने की
 कोशिश करिये, अधिक पैसेन्जर्स गाड़ियां
 चलाइये और खास कर बम्बई-दिल्ली लाइन पर
 एक जनता एक्सप्रेस आप जरूर जल्द से जल्द
 चलाइये। मैं माननीय मंत्री जी से प्रार्थना
 करूंगा कि यह मेरी प्रार्थना आप सुन लें।
 कई वर्षों से मैं कहता चला आ रहा हूँ, और
 देखता आया हूँ कि किस तरह प्रवासी लोगों
 को तकलीफ होती है, आपस में मारपीट होती
 है, कुछ बाहर रह जाते हैं कुछ अंदर चले जाते
 हैं, फिर चैन खींची जाती है। कल की
 मेरे सामने चार जगहों पर चैन खींची गई।
 इसलिये मेरा कहना है कि किराया तो आप
 बढ़ाते जा रहे हैं लेकिन थर्ड क्लास पैसेन्जर्स

को कोई सहूलियत देते नहीं। कम से कम
 उनको बैठने की जगह तो दें अगर अधिक जगह
 नहीं दे सकते हैं। इसलिये मेरी दो प्रार्थनाएं
 हैं कि एक तो आप ओवरक्राउडिंग कम करने
 के लिये बम्बई और दिल्ली के बीच एक जनता
 एक्सप्रेस शुरू करें और दूसरे पचास किलोमीटर
 तक आप किराया न बढ़ाएं।

उसके बाद, आप रेल कर्मचारियों के
 महंगाई भत्ते की बात करते हैं। महंगाई के
 कारण तनख्वाहें ज्यादा देनी पड़ रही हैं
 परन्तु बात यह है कि महंगाई जो है वह सबके
 लिये है। महंगाई खास कर अनाज
 की है। आपने पढ़ा होगा हैदराबाद आई०
 एन० टी० यू० सी० अधिवेशन में यह प्रस्ताव
 पास किया गया कि कर्मचारियों को वर्कर्स
 को, उनकी तनख्वाह का कुछ हिस्सा अनाज
 के रूप में दिया जाय। यदि आप थर्ड और
 फोर्थ क्लास के रेल कर्मचारियों को कम भाव
 में अनाज देने की व्यवस्था करेंगे तो मैं समझता
 हूँ उनकी बहुत सी कठिनाई दूर हो जायेगी
 और आप जो डियरनेस देते हैं उसकी भी बहुत
 जरूरत नहीं रहेगी। आज हालत यह है कि
 शहरों में भी जब राशनिंग नहीं है तो रेल
 कर्मचारी ऐसी जगहों में रहते हैं जहां अनाज
 मोल को भी मिलता नहीं, फेयर प्राइस शाप्स
 में भी नहीं मिलता। तो आज जहां आपकी
 रेल की बड़ी बस्ती है और खास कर जहां
 बहुत बड़ी संख्या में मजदूर हैं वहां यह व्यवस्था
 कर देनी चाहिये कि अनाज में उनको कुछ
 तनख्वाह दी जाय या अनाज उन्हें आपके
 स्टोर्स से मिले। इससे उनकी बहुत सी दिक्कतें
 दूर हो सकती हैं।

आपके बहुत से रेलवे स्टेशन्स पहाड़ियों
 में हैं, जंगलों में हैं। वहां के कर्मचारियों को
 अनाज लेने के लिये बहुत दूर जाना पड़ता है
 और वे ड्यूटी छोड़ कर जा नहीं सकते।
 ऐसी तजवीज होनी चाहिये कि जिससे उनको
 उनके स्टेशनों पर ही मिल जाय। और इसके
 लिये या तो मोबाइल वैनस में आपके स्टोर

[श्री देव कीनन्दन नारायण]

की तरफ से या रेलवे की तरफ से अनाज पहुंचाया जाय ताकि उनको दूर जाने की दिक्कत नहीं हो और वहीं अनाज मिलने की व्यवस्था हो जाय।

अभी-अभी नरो गेज की बात की गई। इसके बारे में मैं कह बार कह चुका हूँ। मेरी समझ में नहीं आता कि क्यों यह कहा जाता है कि : 'रेलवे इज ए बिजनेस कारपोरेशन'। यदि वह बिजनेस कारपोरेशन है तो नैरों गेज को किस लिये चला रहे हैं। नैरों गेज में 250 रु० खर्चा हो रहा है तो 100 रु० इन्कम हो रही है। तो जो काम नुक्सान में चल रहा है यह बिजनेस नहीं है। इसको चलाना ठीक नहीं है। कहा जाता है कि हिल स्टेशन्स के लिये नैरों गेज है। हिल स्टेशन्स को छोड़ बीजिए, हिल स्टेशन्स के अलावा भी नैरों गेज बहुत हैं। उदाहरण के लिये ले लीजिए और मंत्री महोदय भी खूब जानते हैं, बरसी लाइट रेलवे जो मीरज से लाटूर तक जाती है जिसमें पंढरपुर क्षेत्र आता है, यह नैरोगेज है, उसमें लाखों पैसेन्जर्स चलते हैं। मैं यह मानता हूँ कि यह नैरो गेज लाइन नुक्सान में भी नहीं चल रही है, वह नफे में चल रही है—जब कि नैरो गेज लाइन अक्सर नुक्सान में चलती है—परन्तु पंढरपुर लाइन जिससे लाखों यात्री आते जाते हैं, और जिसके बारे में कई वर्षों से यह मांग हो रही है फिर भी वह ब्रांड गेज में बदली नहीं जाती और बहुत सी दिक्कतें वहाँ सहनी होती हैं। आपने देखा भी होगा, आप वहाँ गए भी होंगे। तो मेरी दूसरी प्रार्थना यह है कि आप जल्दी से जल्दी इस नैरो गेज को ब्रांड गेज में तब्दील कर दें और एक ऐसा प्रोग्राम बनावें जिससे आप धीरे-धीरे हर एक नैरो गेज को ब्रांड गेज में बदल दें।

तीसरी बात मुझे रेलवे क्रॉसिंग के बारे में कहनी है। यह खुशी की बात है कि आपने अपन भाषण में कहा है कि इस वर्ष बहुत कम एक्सीडेंट हुए हैं परन्तु जो छोटे-मोटे एक्सीडेंट अधिकतर होते रहते हैं वे अक्सर रेलवे

क्रॉसिंग पर ही होते हैं। रेलवे इंजन के साथ हर वक्त जो बसों की टक्कर होती है वह भी रेलवे क्रॉसिंग पर ही होती है। इसका कारण यह होता है कि इन रेलवे क्रॉसिंगों पर आदमी नहीं होते हैं या फिर इनमें फाटक बना नहीं होता है। इसलिए मैं कहूंगा कि आप जो भी रेलवे के संबंध में प्रोग्राम बनावें उसमें रेलवे क्रॉसिंगों को भी रखा जाना चाहिये ताकि उनके ऊपर ओवरब्रिज बनाए जा सकें। मैं अपने जिले का अनुभव आपके सामने रखना चाहता हूँ। हमारे जिले में पांचोग एक रेलवे जंक्शन है। इस स्टेशन से करीब एक फर्लांग की दूरी पर एक रेलवे क्रॉसिंग है जिस पर दो-दो घंटे तक फाटक बंद होने का वजह से बैल गाड़ियां, बसेज वगैरा, इधर-उधर खड़ी रहती हैं। जब कभी इंजन शॉटिंग के लिए आता है तब भी यह क्रॉसिंग काफी समय के लिए बंद हो जाता है जिससे बैल गाड़ियों को काफी समय तक इन्तजार करना पड़ता है। इस क्रॉसिंग के दोनों तरफ कारखाने और फैक्टरीज हैं और अक्सर देखने में आता है कि 500 गाड़ियां कपास और मूंगफली से भरी हुई घंटों तक इस क्रॉसिंग के पास इन्तजार करती हैं। इस तरह कई घंटों तक इन गाड़ियों को खड़ा रहना पड़ता है जिसकी वजह से काफी रुपये और समय का नुक्सान होता है। तो मैं यह प्रार्थना करूंगा कि जो क्रॉसिंग गहर के तजदीक हैं उन पर ओवर ब्रिज बनाने की तजवीज रेलवे मंत्रालय की ओर से की जानी चाहिये। आप शायद यह कहेंगे कि हमारे पास इतना रुपया नहीं है। तो आप स्टेट गवर्नमेंट से बात करें या म्युनिमिपैलिटी से बात करें। इस कारण खासकर किमानों का तो बहुत ही नुक्सान होता है। इसलिये मैं आप से प्रार्थना करूंगा कि आप इस बारे में स्टेट सरकारों से बातचीत करके क्रॉसिंग्स पर ओवर ब्रिज बनाने की अवश्य तजवीज करें। इस संबंध में आप का स्टेट गवर्नमेंट से बात करनी चाहिये और उनसे जो कुछ लेना हो ले सकते हैं लेकिन इस काम की पूरी जिम्मेदारी रेलवे मंत्रालय को ही लेनी चाहिये। अगर आपने

रेलवे क्रासिंगों पर ओवर ब्रिज बनाने का काम कर दिया तो इससे किसानों को बहुत ही फायदा होगा और एक्सीडेंट्स से बचेंगे।

चौथी बात जो मैं कहने जा रहा हूँ वह मैं इस सदन में 10 वर्ष से कहता आ रहा हूँ। मेरे अलावा इस हाउस के और कई सदस्यों ने इस बात को रेल मंत्रालय के सामने रखा है कि ए० एच० व्हीलर ने बुकस्टाल्स के संबंध में जो मोनोपोली पैदा कर रखी है उसको तोड़ा जाना चाहिये। आपसे पहले जो रेलवे मिनिस्टर थे उनमें से हर एक ने कहा था कि हम इस बात की कोशिश करेंगे लेकिन दुर्भाग्य से उनकी कोशिशें सफल नहीं हुईं। अब मैं आप से प्रार्थना करना चाहता हूँ कि आप इस सवाल को देखेंगे और ए० एच० व्हीलर की मोनोपोली को जल्द से जल्द खत्म करेंगे। इस समय रेलवे स्टेशनों में करीब 500 से अधिक बुकस्टाल्स हैं जिनमें से तीन चौथाई व्हीलर के हैं जिनको वह किराये पर या कान्ट्रेक्ट पर चलाता है या एजेन्सी सिस्टम पर चलाता है। अगर एजेन्सी सिस्टम या कान्ट्रेक्ट सिस्टम पर ही चलाना हो तो क्या और नहीं चला सकते हैं, आप डिपार्टमेंटनी नहीं चला सकते हैं? फिर किस प्रकार की किताबें अधिकार इन बुक स्टालों में विकती है वह भी आप सब लोगों को अच्छी तरह से मालूम है। अच्छी किताबें बेचने के लिए, अच्छा साहित्य बेचने के लिए कुछ संस्थाओं ने आप से इजाजत मांगी थी। गोरखपुर के गीता प्रेस ने सर्वसेवा संघ वालों ने रेलवे-बुकस्टालों के लिए आप से इजाजत मांगी थी। आपने 15-16 जगहों पर उन्हें इस शर्त पर किताबें बेचने की इजाजत दे दी कि ये नान-प्राफिट पब्लिशर्स की किताबें बेच सकते हैं या Philanthropic Institutions की किताबें बेच सकते हैं। एक तरफ तो आप व्हीलर को मोनोपोली देकर—चाहे वह किसी तरह की किताबें बेचे, कान्ट्रेक्ट दे या दूसरी बात करे—आप हर तरह की सहूलियत देते हैं और दूसरी तरफ जो लोग अच्छी

किताबें बेचना चाहते हैं, अच्छा, साहित्य बेचना चाहते हैं उनसे आप कहते हैं कि आप मुनाफा न करें। एक तरफ तो आप देश में समाजवाद की बात करते हैं और दूसरी तरफ इस तरह से आप भेदभाव करते हैं, मोनोपोली देते हैं जो उचित मालूम नहीं देता। रामकृष्ण मिशन या गांधी जी का साहित्य बेचने के लिए बुकस्टाल खोलने की इजाजत मांगी जाती है तो आप यह शर्त लगाते हैं कि वे इसके अलावा और कोई किताबें या वृत्त पत्र साहित्य नहीं बेच सकेंगे। आपने उन्हें अखबार बेचने की भी इजाजत नहीं दी है तो वे किस तरह से अपना खर्च चला सकते हैं? खाली गांधी जी का साहित्य बेचने पर उनको कोई मुनाफा नहीं होगा और वे हमेशा नुकसान पर ही काम करेंगे। इसलिए मेरी आप से प्रार्थना है कि व्हीलर की जो मोनोपोली बनी हुई है उसको आप तोड़िये। क्या कारण है कि आज 50 वर्षों से एक ही कम्पनी की मोनोपोली चली आ रही है? इसलिए मेरी आप से प्रार्थना है कि जो लोग अच्छा साहित्य बेचना चाहते हैं उन्हें भी अपने बुकस्टालों में अखबार बेचने की इजाजत दी जानी चाहिये, मासिक पत्रिकाएं और दूसरी पत्रिकाएं बेचने की भी इजाजत दी जानी चाहिये ताकि वे अपना काम आगे बढ़ा सकें।

आपने रेलवे कर्मचारियों के लिए बहुत से अस्पताल खोले हैं जिनमें छोटे और बड़े अस्पताल शामिल हैं। आपने यह भी तजबीज की है कि जहां पर बड़े या छोटे अस्पताल नहीं हैं वहां पर मोबाइल मेडिकल वैन जाती है परन्तु इनकी संख्या बहुत कम है। आपके जो छोटे-छोटे स्टेशन हैं, जंगलों और पहाड़ों में जो स्टेशन हैं, दूर-दूर जो स्टेशन बने हुए हैं वहां पर ये मोबाइल मेडिकल वैन नहीं पहुंच रही हैं। अगर पहुंचते भी हैं तो बहुत दिनों के बाद पहुंचते हैं। इसलिए मेरी आप से यह प्रार्थना है कि आप इनकी संख्या को काफी बढ़ा दें ताकि ज्यादा से ज्यादा रेलवे कर्मचारियों को इनसे लाभ हो सके।

[श्री देवकीनन्दन नारायण]

अभी हमारे भाई ने पेन्सनरों का जिक्र किया था। इस संबंध में मैं यह कहना चाहता हूँ कि आपने 1 अप्रैल, 1957 से पेन्सन रेलवे कर्मचारियों के लिये लागू की है। इससे पहले जो रिटायर्ड हो गये हैं यानी जो कर्मचारी सन् 1955 या 1956 में या उससे पहले वे रिटायर्ड हो गये थे उनकी उम्र इस समय करीब 65 से ऊपर हो गई है। इससे पहले के जो लोग हैं उनकी उम्र करीब 75 या 80 वर्ष की हो गई होगी। इस रिटायर्ड लोगों की संख्या थोड़ी थी। आजकल कितनी महंगाई बढ़ गई है उसको देखते हुए उन्हें पेन्शन के रूप में या अन्य तरह से मदद मिलनी चाहिए। इन रिटायर्ड लोगों की हालत अच्छी नहीं है और वे बहुत मुसीबत में हैं, इसलिये इन लोगों के बारे में आपको कुछ सोचना चाहिए। इन लोगों की अपनी एक फेडरेशन है परन्तु आप उसे नहीं मानते हैं क्योंकि वह ट्रेड यूनियन ऐक्ट के मातहत नहीं आ सकती है। मैं यह बात नहीं जानता कि किस कारण से उनकी संस्था ट्रेड यूनियन ऐक्ट के मातहत नहीं आ सकती है। जो कुछ हो, ये बेचारे जो बूढ़े हैं, गण-बीते हैं, नेकी से रेल की चाकरी कर चुके हैं, अगर इनकी मदद की जाएगी, तो इन बेचारों की मुसीबत कम हो जाएगी अगर आप इनको पूरी पेंशन नहीं देना चाहते हैं तो कुछ तो दें। लेकिन उनकी जो मांग है, वह न्याययुक्त है, इसलिये मैं कहना चाहता हूँ कि इस बारे में भी आपको सोचना चाहिए।

आप रेलवे कर्मचारियों के लिए स्टाफ क्वार्टर बनाते हैं और हर साल दस-बीस हजार क्वार्टर बनाते हैं। इसलिये मैं आपसे कह चुका हूँ कि आप स्टाफ क्वार्टर बनाते हैं सो पहले नीचे के श्रेणी के लोगों को दिया जाना चाहिए जो सेनिटरी में काम करते हैं, भंगी का काम करते हैं, संडास साफ करने का काम करते हैं या इस तरह के दूसरे काम करते हैं। इन लोगों को सबसे पहले क्वार्टर की जरूरत है, क्योंकि ये लोग आजकल झोंपड़ियों में रहते

हैं, गन्दगी में रहते हैं जहां पर कि नहीं रहना चाहिए। इसलिये मेरी प्रार्थना है कि रेलवे के जो अधिकारी हैं उन्हें इस बात का ख्याल रखना चाहिए कि जो लोग सेनिटरी महकमे में काम करते हैं, भंगी का काम करते हैं, उन्हें क्वार्टर सबसे पहले मिलना चाहिए। जितने क्वार्टर रेलवे को तरफ से बनाए जाएं उनमें इस बात का ख्याल रखा जाना चाहिए कि नीची श्रेणी के लोगों को क्वार्टरों को प्रथम दिया जाना चाहिए न कि ऊपर की श्रेणी को। हमें ऊपर से नीचे आने की कोशिश नहीं करनी चाहिए, आगे से ऊपर जाना चाहिए।
(समय की घंटी)।

अब मैं कैटरिंग के बारे में एक-दो बातें आपके सामने कहना चाहता हूँ। जहां तक प्राइवेट कैटरिंग और रेलवे कैटरिंग का संबंध है, दोनों में रेलवे कैटरिंग अच्छा है, परन्तु इसके साथ प्राइवेट कैटरिंग को बहुत कुछ सुधारने की आवश्यकता है। डिपार्टमेंटल कैटरिंग की बहुत कम स्टेशनों पर व्यवस्था है लेकिन जहां तक प्राइवेट कैटरिंग का सवाल है, वह बहुत स्टेशनों में फैला हुआ है। शायद अब तक 50 स्टेशनों में रेलवे विभाग की ओर से कैटरिंग की व्यवस्था की गई है और स्टेशनों में तो प्राइवेट कैटरिंग ही चलता है। इसलिये मेरा कहना यह है कि आपको प्राइवेट कैटरिंग धीरे-धीरे समाप्त कर देना चाहिए। अगर आप इसको रखते हैं तो आपको इसके साथ-साथ और भी लोगों को काम इस को करने की इजाजत देनी चाहिए ताकि उनके बीच में कम्पीटीशन हो सके। आज हम देखते हैं कि जिन स्टेशनों में प्राइवेट कैटरिंग है, वहां पर स्पर्धा करनेवाला कोई नहीं है, अकेले की मोनोपोली है जिसका नतीजा यह होता है कि वे लोग मनमानी करते हैं और जो दाम चाहें लेते हैं। इसलिये आपको ऐसी व्यवस्था करनी चाहिए जिससे इन स्टेशनों में जहां कि प्राइवेट कैटरिंग है, वहां पर दो-एक को यह काम दिया जाए ताकि उनके बीच

कम्पीटीशन हो और खान-पान की चीजें अच्छी मिलें।

आप इतना जरूर करें कि जहां प्राइवेट कैंटरिंग है, वहां एक न रखें, कम-से-कम दो-दो रखें ताकि कम्पीटीशन हो और एक-दूसरे के खिलाफ शिकायतें भी हो सकें।

अभी एक बात कही गई। माननीय बाबुभाई चिनाई ने बताया कि किसी सरकारी अधिकारी ने किस तरह से गाड़ी को तीन दफा रोका। परन्तु मैंने यह कई वक्त देखा है कि जब कभी किसी स्टेशन से किसी मिनिस्टर साहब को जाना होता है, तो गाड़ी पांच-दस, पन्द्रह मिनट लेट हो ही जाती है। इसलिए माननीय मंत्री जी से मैं यह प्रार्थना करूंगा कि वे स्टेट्स के मंत्रियों से कहें और यहां के मंत्रियों से भी कहें कि या तो वे वक्त पर स्टेशन पहुंचे या स्टेशन के अधिकारियों से वे कहें कि किसी मिनिस्टर के लिए एक मिनट भी गाड़ी न रोकें। यह जो होता है, इससे बहुत बुरा असर पड़ रहा है।

श्री रामसुभग सिंह : यह बिलकुल गलत है। दिल्ली में ऐसा नहीं हो रहा है।

श्री देवकीनंदन नारायण : दिल्ली की छोड़िए। मैंने जो देखा है, वही कह रहा हूं।

श्री रामसुभग सिंह : एक-दो मिसालें दे दीजिये।

श्री देवकीनंदन नारायण : मैं कह रहा हूं कि मैंने कई दफा यह देखा है। मैं दिल्ली की बात नहीं कह रहा हूं। मैं स्टेट्स के बारे में कह रहा हूं।

उपसभाध्यक्ष (श्री महाबीर प्रसाद भार्गव) : देवकीनंदन जी, आपका वक्त हो गया।

श्री देवकीनंदन नारायण : तो ट्रेन्स इसलिये तभी लेट होती है। ट्रेन्स लेट चलने का ओवर-क्राउडिंग एक कारण है और एक कारण यह भी है कि ये जो महानुभाव आते हैं। बैठने के लिये, उनका जो कुछ सामान होता है उसके चढ़ाने में ज्यादा वक्त लगता है, इससे गाड़ियां लेट हो जाती हैं। माननीय मंत्री जी ने अपने भाषण में यह कहा है कि हम रेलों की स्पीड बढ़ाना चाहता है। लेकिन रेलों की स्पीड तो तब बढ़े, जब ये दिक्कतें रास्ते की दूर हों। तो रेलों की स्पीड बढ़ाने के पहले ये दिक्कतें दूर होनी चाहिये।

दूसरी बात यह है कि आजकल गाड़ियां लेट तो आती हैं। लेकिन कुछ गाड़ियां जो समय से पहले पहुंच जाती हैं, वे जंक्शन स्टेशन पर पहुंचने से पहले आधा-आधा घंटा खड़ी रहती हैं।

उपसभाध्यक्ष (श्री महाबीर प्रसाद भार्गव) : देवकीनंदन जी, अब आप हाउस को लेट न कीजिए।

श्री देवकीनंदन नारायण : अभी खत्म कर रहा हूं।

इसलिये मैं कहूंगा कि गाड़ियां वक्त पर पहुंचने के लिए, यदि कोई गाड़ी वक्त से पहले पहुंचती है, तो उसके कारणों में भी जाना चाहिए। गाड़ियां वक्त पर पहुंच सकती हैं। इतना ही नहीं, वक्त से पहले पहुंच सकती हैं। मैंने देखा है कि आधा-आधा घंटा गाड़ियां खड़ी रहती हैं, जंक्शन स्टेशन से पहले, क्योंकि स्टेशन पर वक्त पर पहुंचना होता है। यदि आप इस तरह से लेट चलनेवाली गाड़ियों के कारणों में जायेंगे और ओवरक्राउडिंग को कम करेंगे, तो मुझे विश्वास है कि आप स्पीड भी बढ़ा सकेंगे और वक्त पर गाड़ियां भी पहुंच सकेंगी।

SHRI A. D. MANI : Mr. Vice-Chairman, may I congratulate the Minister of Rail-

[Shri A. D. Mani.]

ways on the presentation of his Budget and the fairly satisfactory performance of Railways during the year? The Railways are our biggest national undertaking with a total capital investment of Rs. 3000 crores, which employs as many as 1.27 million persons. Our Indian Railway system is regarded as one of the best four in the world, and I am glad that during the current year there has been a noticeable improvement in the performance of the Railways in respect of prevention of accidents.

When the Kunzru Committee Report was laid on the Table of the House, many of us thought that we would have an opportunity of discussing the report, but so far we have not had an opportunity of discussing in detail the recommendations of the report a large number of which has been accepted by Government. Mr. Kunzru is no longer a Member of Parliament, and I believe that his work as Chairman of the Railway Accidents Enquiry Committee was the last great public performance of his duty as a Member of Parliament, and I do hope that the hon. Minister of Railways, when he replies to the debate, would throw some light on the action taken on the Kunzru Committee's recommendations which have led to a noticeable fall in the number of accidents on the various Railways.

SHRI AKBAR ALI KHAN: There should be specific discussion on that report.

SHRI A. D. MANI: Yes, there should be discussion, and I would like the hon. Minister of Railways to say something on the work of the Committee and the recommendations which have been accepted by Government. I am glad to say that even in the Northern Railway there has been an improvement of as much as 40 per cent. in its performance in the matter of prevention of railway accidents

Sir, I have gone through the papers connected with the Railway Budget and in particular "A Review of the Performance of the Indian Government Railways". It is always possible to put forward a plausible view on a table of statistics. I do

not want to be regarded as one who under-rates the fairly good performance of the Indian Railway system, but I am not satisfied that there has been a noticeable improvement in the efficiency of operation of the Railways. May I invite the attention of the Railway Minister to page 23 of "A Review of the Performance of the Indian Government Railways." In respect of efficiency index, i.e., average train load hauled per kg. of tractive effort, in 1961-62 it was 44.4; in 1962-63 46.6; in 1963-64 45.8. The note goes on to explain that there has been a slight fall in respect of efficiency of operation in certain matters which will be accounted for by the fact that there was an easy wagon position. Whatever that may be, I want the Railway Minister to consider whether in view of the heavy capital investment on the Railways and in view of the fact that we have engaged more men than before to work the railway system, there has been any corresponding increase in the efficiency of operation. It is easy to take a complacent view and say that there is nothing wrong with the Indian Railway system. I do not think that the efficiency of operation has gone up in striking proportions to the capital investment or to the increase in manpower. I would also like to invite the attention of the Railway Minister to page 30 of the same Review—Engine kms. per engine day (passenger) (in use): in 1960-61 it was 277; in 1961-62 274; in 1962-63 268; in 1963-64 it fell to 262. These are matters which should be carefully looked into by the Railway Minister. I come to feel that in view of the heavy capital investment of ours in the Indian Railway system, the Railways should try to bring out a new generation of young men who would be willing to dedicate their time to the working of this system.

The Kunzru Committee recommended that the members of the families of the Indian railwaymen are best suited for recruitment to the railway system. I do not fully agree with that recommendation. It is possible for the Railways to go outside the families of Indian railwaymen to look out for talent. In Great Britain, Sir, the Railways have started propaganda work in schools to get better recruits for the railway system. I would like the Railway Minister to consider a proposal of

setting up technical schools at various centres where those who want to take up the railway service as a career may join for getting the necessary training even though they may not be recruited by the Railways. In other words, we want a class of people to come up who would be willing to work on the Railways and who may acquire the necessary technical qualifications for being recruited to the railway system.

I also feel that the time has come for Government to order a comprehensive enquiry into the wages of railway workmen. I do not want to increase the financial difficulty of the Government but in view of the onerous character of the duties which the railwaymen have to perform, I would suggest that a Wage Board should be set up for them so that we may know what salaries are likely to attract the best recruits for the Railways.

Sir, I would like to go on to the proposal of the Minister to increase the passenger fares. I am sure that Mr. Patil's compatriots in Bombay are not likely to be happy even with the marginal increase in the suburban fares which is proposed by the Railways. I know that the cost of production has gone up, that we have to find money to meet the increases and also the increases in the working expenses in other directions. But I feel that any increase in passenger fares would only assist the inflationary factors in this country. What we are doing is, we are trying to give dearness allowance to the Railway workers and increase the passenger fares, which means that another category of workers will demand higher dearness allowance for them and by this we are setting up an inflationary spiral. I think the time has come for us to reconsider the Railways' contribution to Public Revenues. I believe it is 5.75 per cent. It may be possible to drop the public contribution by about 50 per cent., which will completely obviate the need for having any increase in freight or passenger fares. In the present inflationary situation, I feel that any increase in passenger fares would only worsen the economic situation. And next year the Railway Minister would come forward with a plea for a further wage increase and a passenger-fare

increase. I hope that the Railway Minister would take up this matter with the Minister of Finance because in view of the fact that the Railways are doing a public service, Public Revenues must be willing to make a sacrifice by allowing a fall in the rate of contribution of the Railways to the General Revenues. Any increase in passenger fares will mean another method of indirect taxation proposed by the Railway Minister instead of the Finance Minister, and I would suggest therefore that Government should consider the question of a revision of the rate of contribution of the Railways to Public Revenues.

Sir, I would like to go on to the question of diesel and electric traction to which a reference has been made by the Railway Minister in his speech. I believe that no more steam locomotives are going to be manufactured at the Chittaranjan Locomotive Works. I know that diesel traction has become very popular in the Continent and in the United Kingdom. But we have to take into account the fact that the vast coal reserves in the country have got to be used by the Railways. As the Railway Minister has said, there is already a fall in the movement of coal traffic during the year under review. If we are going in for diesel traction, we must be assured of our supply position of diesel oil. We are faced with a very critical situation as far as the external affairs are concerned. If for any reason we are unable to get the diesel oil required from our own refineries—and we have to depend on diesel oil from imports from abroad—we may find ourselves in a position when our foreign exchange will be seriously hampered in financing the purchase of our requirements of diesel oil. In Japan, this matter has been considered and they have prepared a blue-print for the electrification of railways. This requires constant collaboration between the State Governments and the Central Government. I would like the Minister to examine the possibility of not depending too much on diesel traction and also to explore the possibility of developing electric traction in the country for the railways.

Sir, I would like to go on to another point and that is the co-ordination between

[Shri A. D. Mani.]

road and rail transport. The House is aware of the fate which befell the Neogy Committee. I do not know why a situation should have arisen which should have compelled Mr. Neogy to tender his resignation. I do not know how much of goods traffic has been diverted from the railways to motor traffic. These are matters which require serious consideration, and it is time for Government to impress upon the Transport Ministry the need for setting up a co-ordinated Rail-Road Transport Authority, which will see that duplicate services are not multiplied wherever railway routes are economical. I feel that we cannot allow road transport to go on without any check, without bearing in mind the needs of railway transport. It is possible for feeder services to develop to supplement rail traffic but there must be some measure of road-rail co-ordination, and this is a matter which requires careful thought, and I do hope that the Minister of Railways would tell the House what steps he is taking to see that there is better co-ordination between road and rail transport.

Sir, I would like to go on to one very distressing feature of his speech and that is, there is not a word there about the Research and Designs Organisation. For years the work of the Research and Designs Organisation has been the subject of comment in this House. The Pacific Locomotives Committee as far as 20 years back reported on the subject; the Wedgewood Committee also drew the attention of the Government to the need for better research in the railway system. The Kunzru Committee went into the working of the Research and Designs Organisation very carefully and according to Dr. Kothari, the results from this Organisation have not been commendable or very satisfactory. I know that research is a new branch but I feel that with the expansion of diesel and electric traction the necessity arises for having an efficient Research and Designs Organisation. I understand that two Directors of the Research and Designs Organisation have left their jobs; it requires some continuity in the office of the Director—a point to which the Kunzru Committee drew attention. Two Directors have left the Research and Designs Organisation, and

though a very ambiguous reply was given by the Minister of State the other day, in answer to a question, I believe and understand that Shri Suri has left the Organisation.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : He has gone on a deputation. That was stated in this House.

SHRI A. D. MANI : Yes, it was said. He has left the Organisation and accepted employment in another capacity in some other railway under Governmental authority. Whatever it is, Shri Suri was deputed abroad. He is a young man and I am told that he left the railway system in disgust. I have not talked to him but there are reports which are current in the Capital that he was not satisfied with the work of the Research and Designs Organisation. I would like the Railway Minister to tell us what was the substantial achievement of the Research and Designs Organisation in the year in which he had worked there. I believe that the work of this Organisation has not been impressive in spite of the fact that a number of Committees have repeatedly drawn the attention of the Railway Ministry to the need . . .

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) : Why don't you go and visit the RDSO at Lucknow and then make all the comments ?

SHRI A. D. MANI : I am saying this on the basis of the findings of the authoritative Committee of Dr. Kunzru, which went into the working of this Organisation. I would like the Railway Minister to tell us what are the great achievements of this Research and Designs Organisation during the year under review, and I would like to ask him whether he has given his mind to the question of the recruitment . . .

SHRI P. K. KUMARAN : They are doing good work but the Ministry are not utilising it.

SHRI A. D. MANI : Whatever it is, I would like him to mention about it. There is no mention about it in the Report. In

previous years there used to be some mention. The Research and Designs Organisation has been completely forgotten by the Railways, that is evident. I would like to ask him whether he has given his mind to the recruitment of the members of the staff of the Research and Designs Organisation. I attach so much importance to that that I would like him to give the Director of the Organisation the same status as that of a Member of the Railway Board. I would not mind it, and the Kunzru Committee has also mentioned this that is necessary to recruit foreign experts to come and assist us in the work of this Organisation. I would also like a periodical evaluation of the work of the Research and Design Organisation to be done not only by us but by foreign experts. As for example, it was done in Japan.

Sir, if you do not mind it, I will finish my speech by 5.05 p.m. The House can bear with me and instead of continuing my speech tomorrow, I will finish it today.

SOME HON. MEMBERS : Yes.

SHRI A. D. MANI : Sir, I would like to go on to the question of overcrowding. Shri Patil is a very busy man but I would like to mention that Shri Dasappa, his predecessor, added to the number of passenger kilometres in the country. I believe that about 28,500 passenger kilometres have been added to the railway system as a result of the introduction of fast duplicate train services on the various routes. I would like the Railway Minister to examine which route is overcrowded and also to explore the possibility of running duplicate services on those routes to reduce overcrowding. The Grand Trunk Express was one of the most crowded trains in the past but after the Southern Express started running, the pressure on accommodation in the Grand Trunk Express has considerably lessened.

SHRI P. K. KUMARAN : Not in the third class.

SHRI A. D. MANI : Not in the third class but generally speaking. The passen-

gers have two trains by which they can travel, and there has been a diversion of traffic from the Grand Trunk Express to the Southern Express.

5 P.M.

Sir, I would like to go on to ask the Railway Minister why either in his Speech or in the connected papers there is no mention about the efficiency index of the speed of goods trains. Somehow the speed of goods trains will indicate the efficiency operation of railways. If he has got the figures at his disposal, I would very much like him to place them before the House, the relative efficiency index of the speed of goods trains.

Sir, I would like to go on to a few minor matters. A number of railway employees were dismissed under rule 148. The Supreme Court has struck down the rule, and I believe the Railways have ordered that those who were in employment during the last six years and who might have been dismissed under rule 148 might be reinstated. Sir, after the Supreme Court held that rule as invalid or ultra vires the law, it stands to reason that any person who has been affected by the rule, whatever might be his term of office, should be eligible for reappointment in the Railways. I would like the Railway Minister to tell us how many persons are suffering on account of the unwillingness of the Railways to take back persons who are eligible for employment under the Supreme Court's decision and who have not been employed. Is it because the Railways feel that they are very active trade unionists and agitators that they are unwilling to take them? Mr. Patil is a man who has got a generous outlook and I would appeal to him to see that all persons who have been dismissed under rule 148 are taken back in service.

I would like to go on to one final matter, and that is the operation of the dining car service on the Grand Trunk Express. I managed to meet a large number of employees in the dining car. I do not want to mention what exactly they have said on various occasions. But their complaint is, and the complaint is very legitimate and a human one, that they are subjected to many hours of continuous work. Some-

[Shri A. D. Mani.]

times they have to put in as much as 18 to 20 hours a day. The person who starts at Kazipet some time the previous day has got to get off at Bina because the train service does not run up to Delhi. He has to catch there the morning train at 4 o'clock. He has to clean the vessels. He has to work practically 22 or 23 hours a day in the dining car. And I understand that every little bit of crockery which has been taken away by passengers also is charged from this person. There have been cases where steel utensils have been taken away by first class passengers in their hold-all. One of the hold-alls fell on the railway platform at the Agra Railway station and it was discovered that the passenger was taking away with him the steel utensils . . .

SHRI AKBAR ALI KHAN: Shame, shame.

SHRI A. D. MANI: . . . and sometimes these persons have to their debit Rs. 700 to Rs. 800 on such account. They are persons who do not get full dearness allowance. The meals are calculated by way of "proper charge", what the Railway

considers "proper charge". I want the Railway Minister to look into the grievance of the dining car employees. I feel that it is necessary that no person should be asked to work for more than 10 hours a day on the railway system. It is inhuman to ask a person to work for about 24 hours at a stretch. Many persons on the dining car—I have talked to many of them—are in a state of physical exhaustion.

With these remarks, I would like to say that the Railways have done very well. But we need not be over-enthusiastic about the performance of the Railways. There are many directions on which the Railways must show an improvement, particularly in the matter of achievements in the Research and Designs Organisation.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at four minutes past five of the clock till eleven of the clock on Wednesday, the 24th February, 1965.