

[Shri Bhupesh Gupta.]

Dissent was written by a representative of the employers. Surely that matter has been discussed in the Commission itself and the Commission has rejected it. That is why you got the recommendations of the Commission, although they are majority recommendations. But that matter has been settled and settled in the presence of the Government, the Government being a party to the Commission, participant in it. Why suddenly has it become necessary for the Government to be so solicitous in the matter? Just because they did not succeed in the Commission itself to carry with them the majority, the whole thing should be delayed now, in order to please the employers and their men. This is holding it to ransom. This is a kind of blackmail.

SHRI D. SANJIVAYYA: Government always takes into consideration the various views from whichever quarter they might come.

SHRI ARJUN ARORA: Sir, I would like to ask . . .

MR. CHAIRMAN: No. I do not think any further useful information can be elicited at this stage. We will now proceed to the discussion of the Railway Budget. I would ask Shri Shah Nawaz Khan to continue his speech.

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THE BUDGET (RAILWAYS), 1964-65
—continued

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): Sir, yesterday House rose, I was discussing the number of accidents due to overloading and large the House will discuss that there has been a decline in the total number of accidents. This has been indicated in the review of railway accidents. The numbers have come down progressively from 2272 in 1960-61 to 2084 in 1961-62 and 2030 in 1962-63. This includes all types of the more serious accidents—collisions, derailments, trainrecking; trains

running into road traffic, fires, etc. So there has been by and large a decline in the total number of accidents.

My hon. friend, Shri Kumaran, referred to two cases particularly, in which he alleged that drivers and station masters had been working overtime. Sir, in the first instance he talked about the assistant station master at Bauridand, where one Shri Roy was the station master concerned. This station was in the process of being remodelled, the signalling equipment etc. was out of order, and the staff were working under those conditions when the station was working non-interlocked. It is a station which is not very heavily worked. There are 19 runs in 24 hours. Shri Roy was on duty from 8 A.M. to 8 P.M. He was on 12 hours' duty. Just at the time when he was due to be relieved, his colleague sent word to him that he would not be able to come and relieve him just then but that he would relieve him four hours later, that is, at about midnight. Shri Roy in order to accommodate his colleague, readily agreed to continue at work, just as he was going off duty the accident took place. He was on duty for about sixteen hours at a stretch, but the House will agree with me that he himself had readily agreed to work four hours extra in order to accommodate another colleague.

Then my friend quoted another instance of a driver, Shri Narayan. In this particular case, Shri Narayan ran past the signals and collided with a stationary train. He had had eleven hours' rest before he came on duty. So it could not be said that he was fatigued. He came on duty at 18 hours, that is 4 P.M. He was at Bhilai for 3 hours and 40 minutes, where he took rest during this time. He left Bhilai at about midnight and he should have reached Bilaspur at about 3.45 in the morning. But unfortunately on the way back just before he got into Bhilai, the train was detained at Tilda for an hour and a half due to hot axle. That is a thing which could not be foreseen by anybody, and if we take

out the period of rest that he had had at Bhilal and the detention at Tilda for an hour and a half, he was on effective duty only for nine hours. So there is no question of his being overworked. I looked into the records and I find that, during the months of September and October, Shri Narayan had earned no overtime. He did earn some overtime during Diwali. Now the hon. House is aware of what happens during Diwali time. There is a good deal of absenteeism and it is not possible for the Railways to see accurately the exact amount of absenteeism of staff who would not turn up for duty, and sometimes some people have to work overtime. But there is a standing rule in the Railways that any driver can claim rest after a continuous duty of twelve hours. It is his inherent right to claim rest and then he can go off duty. Therefore, this assertion that the accidents are taking place because our drivers and running staff are overworked and that we are driving them with a whip and that sort of thing is unfounded.

SHRI AKBAR ALI KHAN (Andhra Pradesh): The Kunzru Committee has also found the same thing.

SHRI SHAH NAWAZ KHAN: I am coming to the observations of the Kunzru Committee.

SHRI P. K. KUMARAN (Andhra Pradesh): I will send the concerned papers to the hon. Minister.

SHRI SHAH NAWAZ KHAN: The Kunzru Committee has made certain observations that they found shortages in the running staff and in the operating staff, that is, people who run the trains and people who are working at the stations; the Committee found shortages in those staff. We have already taken steps to make good those shortages as early as we can. The House is aware that the age of retirement has been increased from 55 to 58. That has helped to improve the situation very considerably. We have also asked the Railway Service Commissions to hurry up with the recruit-

ment, and also we have taken adequate steps so that any deficiencies in the technical categories are made good by direct recruitment by the General Managers. The House will be glad to learn that the situation has already improved very considerably.

Sir, my hon. friend, Shri Vajpayee, wanted to know why we had not made the findings of the Commission that went into Dumraon accident public. The reason is that the case regarding the accident at Dumraon is *sub judice*, and we thought that meanwhile releasing the report might embarrass some people. That is why we have not made it public.

My hon. friend, Shri Ruthnaswamy, and a large number of others referred to the Kunzru Committee's observations that very large numbers of accidents were due to the failure of the human element. That is quite correct. They wanted to know what steps we proposed to take, to see that the incidence of accidents due to the failure of the human element was brought down. The steps that we wish to take—and we have in fact initiated some—are (1) automatic route relays, that is, introducing an element of electronics into the railway operations so that reliance on the human element is reduced or minimised. Similarly, Sir, we are introducing track-circuiting; we are introducing a better type of signalling where the points and the signals can be interlocked. By upgrading the standard of signalling, to some extent we also minimise the reliance on the human element. These are some of the steps that we have taken, but I would like to point out to the House that these steps, although very essential, are very expensive. Automatic route really is a very expensive process; so is track-circuiting, but where it is necessary, where we find that the volume of traffic has increased very much, we do introduce these duties.

[THE DEPUTY CHAIRMAN in the Chair.]

[Shri Shah Nawaz Khan.]

Madam, we have also introduced refresher training programmes for our employees. We find that these refresher courses are necessary. People are liable to forget the rules and methods of operation. We have introduced these refresher courses, and we have issued strict instructions to our Administrations to make it absolutely certain that people who are concerned with train operation and with the actual running of trains are not unduly fatigued or overworked.

Madam, a number of my friends referred to the question of a twenty-five per cent. reservation of posts in the Railways to children of Railway employees. This is a thing which is very near to our heart and we very much welcome this but, as my friend, Shri Mani, pointed out, there are certain legal complications from the point of view of the Constitution, but we do try and encourage as much as we can without violating the provisions of the Constitution.

SHRI LOKANATH MISRA (Orissa):
Efficiency as well.

SHRI SHAH NAWAZ KHAN: Well,
Madam . . .

SHRI M. RUTHNASWAMY (Madras): Would it not be possible to give a direction to the Railway Service Commissions that in considering the applications of candidates they should give extra consideration to the fact that certain applicants are children of Railway employees?

SHRI C. D. PANDE (Uttar Pradesh): That will stand against the independence of Railway Commissions. Other things being equal, you can give them a chance.

SHRI AKBAR ALI KHAN: Let this be examined by their legal advisers.

SHRI SHAH NAWAZ KHAN: Yes. As I said, this point is very near and dear to us, very near our heart, and we do try and help the Railway em-

ployees as much as we can. For instance, if in a special case there is any serious accident and a Railway employee is killed while on duty, we try and find a suitable job for the dependents of the employee, wife or children, if it is possible. So, we have that in view. A number of hon. Members wanted that the number of Railway Service Commissions should be increased. Madam, at present we have four Railway Service Commissions, and we find that they have been *working fairly satisfactorily*, but if at any stage we find that they are not able to cope up with the work, there will be no difficulty in increasing the number, but merely because such and such a State has not got a Railway Service Commission, we do not intend to increase the number on such considerations.

Madam, my hon. friend, Shri Arora, referred to the Railway Protection Force in these words: The bouquet given by the Minister of Railways to the Railway Protection Force is unjustified. Pilferages continue to be high and the loss of goods in transit is also high in spite of the Railway Protection Force. If the compensation paid on account of the loss of goods in transit increases, why keep the Railway Protection Force? The only contribution of the Railway Protection Force is the occupation of compartments. If this Force is disbanded, overcrowding will be less. The Railway Protection Force is powerless under the law to proceed further and the only thing it can do is to hand over the person to the local police which may not always be available. The local police has no responsibility for the loss of goods in transit. So, unless the same powers as are enjoyed by the regular police force are given to this Railway Protection Force, the expenditure on the Railway Protection Force is a waste. Madam, I feel that the hon. Member has not been very fair to the Railway Protection Force. I might tell him that the Railway Protection Force has been doing excellent work, and by its hard

work it has brought down the aggregate number of thefts and pilferages. I would like to give some figures in this connection. Madam, since the reorganisation of the erstwhile Watch and Ward as a statutory force in 1956-57, the crime figures have shown a decrease by forty-nine per cent. in 1962-63 in running train thefts. There has been a decrease of forty-four per cent. in the five-year period in thefts in goods sheds, platform thefts. The value of stolen property, in respect of big consignments, including goods and pilferages, has come down from Rs 38.7 crores in 1956-57, to Rs. 17.68 lakhs in 1962-63. Here again, there is a distinct improvement. There has been a decrease of fifty-five per cent. in respect of thefts of Railway property including carriage and wagon and electrical fittings. There is an appreciable decrease from Rs. 20.97 lakhs in 1956-57 to Rs. 12.61 lakhs in 1962-63. This is a decrease by thirty-nine per cent., and it would not be out of place to mention that the quantum of traffic carried has increased from 126 million tons to 178.77 million tons. Although the traffic has increased very considerably, by about forty-two per cent., thefts have been brought down considerably, very very considerably.

I would also like to inform the House that the Railway Protection Force did a magnificent job during the emergency. When the emergency was at its height, I personally visited the front line areas with the Inspector-General of the Railway Protection Force, and I saw with my own eyes the Railway Protection Force standing shoulder to shoulder with the Defence personnel in the task of defending our country. This Force has been doing very good work. Even today, in Nagaland, this Force is escorting trains and performing duties which are actually being performed by the first rate troops of our Defence forces. During the emergency, Madam, we raised six new battalions of the Railway Pro-

tection Force and we called it as the Special Emergency Force. These newly raised battalions have been posted in the front line areas of NEFA. We are training these people in order to make them competent to take the place, if necessary, in the foremost line side by side with our Defence forces. During the communal riots and other civil disturbances, Madam, this Force has been called upon to aid the local police just like the army which is called out to aid the civil power. The Railway Protection Force has been similarly liaising with State police in maintaining law and order, where necessary. So, Sir, I have no hesitation in saying that the Railway Protection Force has amply justified itself and, as I said, we hope that, before long, the standard of training of the Special Emergency Force and the Armed Wing of the Railway Protection Force would be such that they will be equipped to take their position in line with the best armed force sections of our country. The Railway Protection Force has also done excellent work in eliminating gangs of gangsters, people who used to go in lorries armed with guns, grenades and who used to hold up trains and loot the trains. They have met them squarely and eliminated a large number of such gangs, and, Madam Deputy Chairman, I might point out that some of our personnel belonging to the Railway Protection Force have even sacrificed their lives; they have been killed in performing their duties. Some of them have been awarded the President's gold medal for meritorious service. Now, all this amply shows the work done by the Railway Protection Force. All the same I do not maintain that there is no room for improvement. Of course there is plenty of room for improvement, and we shall continue our efforts to make this Force a model force, and to further bring down the number of pilferages and loss of goods in transit.

Madam, a large number of my hon. friends talked about overcrowding. Now, on the broadgauge; the over-

[Shri Shah Nawaz Khan.]

crowding has dropped from 16 per cent to 13.8 per cent, and on the metregauge from 30 per cent to 14.5 per cent. We are introducing a large number of new trains from the 1st of April.

SHRIMATI TRARA RAMCHANDRA SATHE (Maharashtra): Where are they?

SHRI AKBAR ALI KHAN: The new trains, where are they?

SHRI SHAH NAWAZ KHAN: The new trains that we wish to introduce from the 1st of April and also the number of existing trains the run of which has been extended during 1963-64 are as follows:—

New Delhi-Faridabad; New Delhi-Panipat; Etawah-Shikohabad; Delhi-Shikohabad; Baroda-Anand; Nagpur-Bhusaval; Poona-Talegaon; Jharsuguda-Durg; Bilaspur-Katni; Gorakhpur-Siwan.

SHRI AKBAR ALI KHAN: Nothing for Andhra Pradesh.

SHRI M. GOVINDA REDDY (Mysore): They are all short-distance trains.

SHRI SHAH NAWAZ KHAN: The new trains which are proposed to be introduced are—Mangalore-Cannanore; Bombay Central-Bulsar; Sadar Bazar-Garhi Harsaru; Lumding-Tinsukia; Hubli-Birur; Ahmedabad-Sabarmati; Ahmedabad-Kalol; Muzaffarpur-Narkatiaganj; Sonopore-Palezghat; Kalyanpur-Kanpur-Anwarganj. These are some of the new trains . . .

SHRI P. K. KUMARAN: What about Bombay and Cochin?

SHRI SHAH NAWAZ KHAN: . . . that we wish to introduce. We have also introduced a large number of suburban electric trains and we hope to bring down the incidence of overcrowding progressively. Madam, we are

aware that there is still overcrowding in certain sections. We are trying to augment the loads of the existing trains because, at present, it is just not possible to run additional trains there, there being no line capacity; the line capacity is fully saturated and it is not possible to introduce any additional train, but on the existing trains we are augmenting the loads. Previously, Madam, the ordinary load of a passenger train used to be seven to eight bogies.

DR. A. SUBBA RAO (Kerala): Five; even today it is run with only five coaches.

SHRI SHAH NAWAZ KHAN: Now, we are running some trains with fourteen coaches, fifteen coaches, and we are trying to augment this further by bringing in more powerful locomotives and by also certain experiments in which we are mixing oil with coal, so that there is better combustion and the locos can haul greater loads. These are some of the steps that we are taking.

Now, my hon. friend, Shri Arjun Arora—unfortunately he is not present here—and a number of other gentlemen referred to the existence of temporary officers in the Railways, and some of them, they said, had been there for the last eight years or so. Madam, this recruitment of temporary officers was necessitated by the unprecedented magnitude of developmental works during the Second and Third Plans. This is an all-India matter; the Union Public Service Commission are concerned with this, and for the further promotion of these officers or for confirming them in Class I, a regular Board is constituted by the Union Public Service Commission; as and when that Board certifies that they are fit to be promoted to, or confirmed in, Class I, they are confirmed. In fact, very large numbers of these officers have already been confirmed; of the remaining, those who are certified suitable will be confirmed in future. In fact, a deputation on their behalf

came and met me recently, and we are going into the whole question of the terms of service of the temporary officers and how we can help them further in any way.

My hon. friend, Shri A. D. Mani, doubted if the operational efficiency of the Railways had improved in any way, and then he quoted certain statistics about wagon turn-round to support his criticism. He said that broad gauge turn-round, which was 11.5 in 1961-62, dropped to 11.2 in 1962-63, and still further dropped to 11.1 in 1963. Madam, this does not show a deterioration, but shows an improvement; actually this is an improvement on the performance of the Railways. I think he has not understood the figures very well. The turn-round of a wagon means the time taken by a wagon to go to a place and come back again. Now the turn-round of a wagon has improved. If it was taking 11.5 days before, now it takes 11.1 days; it means taking lesser time, and therefore the operation is better, there is an improvement, there is more efficiency in the handling of wagons. I think he did not quite understand the position.

Quite a number of my hon. friends talked about the monopoly of book-stalls, that M/s. A. H. Wheeler had the monopoly. Madam, first of all I would like to make it quite clear that this is an Indian firm; the management passed over to an Indian in 1937. It has got book stalls at 306 stations, and it has been running a very satisfactory service. The only criterion by which we judge such concerns is whether they are serving the travelling public efficiently. There are other big book stall holders, like Messrs Higginbothams on the Southern Railway, Messrs. Ghulab Singh & Sons on the Northern Railway and if there is any other agency that is capable of rendering the same useful service, we shall always be happy to consider it.

SHRIMATI TARA RAMCHANDRA SATHE: I want to know whether they call for tenders or they give it on their own by negotiations.

SHRI SHAH NAWAZ KHAN: We invite applications; when the contracts expire, fresh applications are called for.

SHRIMATI TRARA RAMCHANDRA SATHE: Publishing through newspapers.

SHRI M. RUTHNASWAMY: Is it not a fact that Messrs. Wheeler & Sons have more than once written to customers that they are not able to take more magazines than they actually handle now? So is it not advisable to allow other bookstall-holders to open their book stalls at railway stations?

SHRI SHAH NAWAZ KHAN: Sir, if any suitable agency is prepared to come forward, we shall be glad to consider it. The proper time for application would be when their contract expires.

THE DEPUTY CHAIRMAN: What Mr. Ruthnaswamy says is, I think about having another agency on the same station if the Wheelers are not able to take all the orders for all the magazines.

SHRI SHAH NAWAZ KHAN: We have not received any such complaint.

SHRI M. RUTHNASWAMY: Not from Wheelers.

DR. A. SUBBA RAO: May I know whether you are going to allow other agencies also to open their book-stalls?

THE DEPUTY CHAIRMAN: The publishers would complain, not the Wheelers.

SHRI SHAH NAWAZ KHAN: Normally we give permission to one bookstall-holder at a station, no multiplicity.

SHRI M. RUTHNASWAMY: Regarding the contract, Madam, have Wheelers a monopoly of bookstalls at railway stations?

SHRI SHAH NAWAZ KHAN: There is no question of monopoly. They get the contract for a period of five years. On its expiry, the question whether it can be renewed or not will arise.

My hon. friend, Shri M. C. Shah, suggested that small-scale industries should be given more encouragement in matters of purchases. He complained that we have not been making sufficient purchases from them. Madam Deputy Chairman, I would like to point out that many purchases that are made by the Railways are in the nature of bulk orders for items which are not produced in our workshops or which have to be imported, like locomotives, complete rolling stocks, wagons, coaches, steel and ferrous and non-ferrous equipment, rails and sleepers. These items generally are not being produced by small-scale industries.

THE DEPUTY CHAIRMAN: Will you take very much more time?

SHRI SHAH NAWAZ KHAN: Another five or ten minutes.

The purchases from small-scale industries have been increasing progressively from Rs. 1.73 crores to Rs. 1.88 crores and Rs. 2.88 crores from the year 1959-60 to 1962-63. So there has been progressive improvement.

Madam, a number of hon. Members wanted us to give encouragement to co-operatives. Well, that is the policy which the Railways have been following. We are encouraging co-operatives. We have given them very special concessions, and I am glad to inform the House that, in some places, the co-operatives and the Bharat Sewak Samaj have done very good work and we intend to continue every possible encouragement to them.

Some hon. Members suggested that our programme for providing houses to employees should be quickened up. That, in fact, is our policy. During the Third Plan, we shall be constructing 55,000 new quarters for the railway employees. And I hope the phased programme will continue even at a greater pace. At present we have 4,26,000 employees who are housed. This is one-third of the total. We hope to construct anything between 55,000 to 60,000 quarters per Plan. That will ease the situation.

DR. A. SUBBA RAO: One-room tenement?

SHRI SHAH NAWAZ KHAN: All types.

DR. A. SUBBA RAO: But are you constructing one-room tenements?

SHRI SHAH NAWAZ KHAN: It is not one room. It has got verandah. It has got kitchen.

SHRI M. RUTHNASWAMY: Is the new programme per year or per Plan?

SHRI SHAH NAWAZ KHAN: Per Plan 55,000 quarters.

Madam, a large number of hon. Members spoke about departmental catering. We have at present departmental catering at 95 important stations and on 24 pairs of trains. Private contractors numbering 4,865 are providing catering and vending service at other stations. We have made a note of the feelings of the hon. Members, and it will be our constant endeavour to provide better catering service. In fact, we are setting up a special cell for catering in the Railway Board, so that we could give better training to the managers, the cooking staff and the bearers, to make sure that the standard of catering improves.

DR. A. SUBBA RAO: It is not due to lack of training facilities . . .

SHRI SHAH NAWAZ KHAN: We will go into all aspects.

THE DEPUTY CHAIRMAN: There are sub-contractors to contractors.

SHRI SHAH NAWAZ KHAN: I have made an open offer to the House if any gentleman or hon Member can prove that a contractor sublets his contract we shall terminate that contract forthwith, not only that contract but all the contracts held by that contractor on the Indian Railways. That is the policy that we are following. Please let us have the proof and we shall take action.

Then comes the problem of ticketless travel. It is admitted that there is ticketless travel. But we have been taking fairly effective steps to bring down the incidence of ticketless travel. I would like to give the number of persons apprehended. During 1959-60, it was 6.8 millions. In 1960-61, it was 7.6 millions and 1961-62 it was 8 millions. That is, our agency for apprehending ticketless travellers is getting more and more effective; it is apprehending more and more people. We are very much seized of the problem. It is not an easy problem, particularly in those areas where there has been a great deal of student hooliganism. In such places our checking staff have been assaulted on occasions. In certain places even the Railway Magistrates, who sometimes accompany the checking squad to help them on the spot, were assaulted. We have repeatedly taken up the matter with the State Governments and the educational institutions to enlist their support in fighting this evil.

Then, a number of my hon. friends, including Shri Arora, wanted to know about the night duty allowance. Madam, night duty allowance is paid to railway employees who work continuously, which requires continuous application during the hours 10 P.M. to 6 A.M. The criterion is "continuous application to work". And also a minimum density of traffic has been

prescribed. In case of Station Masters and Assistant Station Masters and other staff a committee was actually appointed to find out which are the categories that would be entitled to night duty allowance.

Madam Deputy Chairman, I have listened with great and respectful attention to some of the remarks made by the hon. Members regarding want of cleanliness, malpractices, and lack of amenities to the passengers. I assure the House that we shall pay very special attention to all these valuable suggestions which have been made by them.

In the end, Madam Deputy Chairman, I would once again thank the hon. Members who have taken part in this debate and given a great deal of encouragement to our railway employees.

SHRI A. D. MANI (Madhya Pradesh): I should like to ask for some clarification because we may not get such a full statement later.

THE DEPUTY CHAIRMAN: There is very little time, Mr. Mani. There is a long list of speakers yet. You can ask later on, Mr. Misra.

SHRI LOKANATH MISRA: Madam, I intend to congratulate the Railway Minister on his tactful, gradual but steady introduction of the virus of freight increase with no great or perceptible expression of resentment from the railway-users.

THE DEPUTY CHAIRMAN: May I just interupt? The House will rise for lunch at 1.30.

SHRI LOKANATH MISRA: It has been a very clever psychological approach. He did not increase the fares only because they would affect the vocal sections of the people and there would be a great amount of resentment. That is why there has been an endeavour to increase freights only. But it has been brought about at a time when the demand of the day is to arrest the rise in prices. Now,

[Shri Lokanath Misra.]
this freight increase would create a vicious circle. The argument put forward from the ruling party is that it would be a fraction of a rupee per maund; but it does not matter whether it is a fraction of a rupee at the source or not because it would highly affect the consumer when he goes to purchase certain commodities. So the prices would go up and as a consequence of the prices going up there would be again a clamour for raising the D.A. of the workers. Subsequently, the Railway Minister would again come forward for a freight increase and the same chain would move over again. I hold the Minister responsible for creating this vicious circle. The Government also has admitted that the time has come when the prices should be arrested. The Railway is a part of the Government and it is the Railway Ministry, a part of the Government as a whole, which is going to flout it. The Minister should have considered the matter earlier before he came forward to the House with a proposal for increasing the freight and considered whether it would affect the consumer or not, whether it would affect the prices or not. In my opinion this increase could have been avoided, with a little increase in the operational efficiency and a little endeavour towards higher productivity. I am going to prove how there has been so much of unused or surplus capacity.

During 1962-63, the Railways carried 18 million tons more than they carried in 1961-62 and in 1963-64 they carried 15 million tons more than what they carried in 1962-63. So on the whole they carried 33 million tons more with not much of addition, either to the railway line or to the staff. This shows there was a great deal of surplus or unused capacity even when the Minister was saying in this House that it has been saturated already and no more trains could be allowed to be introduced.

SHRI SHAH NAWAZ KHAN: On certain sections.

SHRI LOKANATH MISRA: I am speaking on the whole. I do not know about the sections. If I knew that, I would have been the Minister. We do not know yet how much unused capacity is there available. That is for the Minister to make out. Unless he gives it out to us quite frankly, if there is any unused capacity yet left, we are not in a position to know it. So in all fairness he should calculate that and place it, on the Table of the House as to how far more we could develop on the existing lines and with the existing staff.

The next point is about ticketless travel from which source we could also gain much more. The realisation during 1962-63 from ticketless travellers has amounted to Rs. 6 crores and all-out efforts have not been put in to check ticketless travel. If that had been done, it would have been much more. The Deputy Minister drew great pleasure and satisfaction in giving the figure that 7 million ticketless travellers have been caught from whom money has been realised. It may be 200 millions that have been travelling without tickets. This is not a figure for which he would take so much pleasure and satisfaction. Is it because we do not know the figures? Maybe it is much more than the figure that I quoted. So if he had been more tight in finding out the people travelling without tickets, then we could have gained much more on that account alone.

Next is the question of claims. In 1962-63 the Railways paid Rs. 4 crores in the shape of claims. These are claims on account of lost property, lost parcels or broken parcels or broken property. If things had been handled properly during transit, we would not have to pay so much for claims and if the Minister took a little more care in instructing his men to handle things a little more cautiously, then we would have saved this money. So the Minister has not done much in persuading the railwaymen to handle things more carefully.

If all these are taken into consideration, there would be much more than Rs. 11 crores received for which the Railway Minister had to tax the people.

Next I come to the suburban concessions. These concessions apply only to four cities in India—Calcutta, Bombay, Madras and Delhi. These suburban people earn ready cash every month. They are always given preference in everything because they belong to the urban areas or the suburban areas. We have huge crowds that live in the rural areas towards whom the Minister has never cast a kind glance. All concessions are now given to people who live about the cities and there are towns also—so many of them in India—where this concession is not made available. The Minister should extend this scheme to many more towns in India which deserve it as much as the people in the suburbs of these cities deserve. I would also plead with the Minister to again think of the return tickets which were available to the rural areas. They travel only when they must. All the same they have no advantage or concession at all. They used to have a concession earlier in the shape of week-end returns. That was in vogue for a pretty long time. After the Government of India took over these Railways they have discontinued it. So I would plead with the Minister to introduce that system again.

Much has been said about overcrowding in the third class. The statistics were quoted by the Minister. I do not know if those statistics include second class passengers. If they only relate to third class, then there is something wrong with the statistics. I must say, because we find always overcrowding in the third class and it is always beyond the capacity so much so that people sit on the roof of the trains and get scraped away when the train crosses the bridges.

(Interruption). What did the hon. lady Member say? I could not hear it.

1 P.M.

SHRIMATI TARA RAMCHANDRA SATHE: I say, occasionally they may be sitting on the roof, not always.

SHRI LOKANATH MISRA: I say this because I have had the occasion to look into the third class compartments. I think Shrimati Sathe has had occasion only to travel in the first class. That is why she is under that impression.

SHRIMATI TARA RAMCHANDRA SATHE: No. no.

SHRI LOKANATH MISRA: There is no doubt that some amenities have been provided for the third class passengers and on that issue I would thank the hon. Minister. But I find one particular class distinction that is still prevalent in the Railways. The third class passenger is not allowed to get into the restaurant car with his third class ticket.

SHRI SHAH NAWAZ KHAN: No, that is not so. Everybody is allowed who has a ticket.

SHRI LOKANATH MISRA: Even if he has only a third class ticket?

SHRI SHAH NAWAZ KHAN: Yes.

SHRI LOKANATH MISRA: Well, I do not know if in the meantime you have changed the rule. That is what I found.

Generally I find there is lack of planning on the Railways. During my last visit to Bangalore I found one integral coach factory at Bangalore. The other is at Madras. The only raw material that is needed in the case of an integral coach factory is steel. We have all the steel mills in North India, one at Durgapur,

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another at Bhilai and the third at Rourkela. And so this steel has to be carried from North India to the South for the construction of these coaches and thereby you are creating congestion on the Railways. I would not mind any other factory being located in the South. Let South India also be provided with other factories and there should not be any disparity so far as development is concerned. We want that South India should simultaneously develop with North India. But whether we should create this sort of congestion on the Railways is the question. You have to load the steel from the North for being used in these factories located in South India. And when these coaches are manufactured, they have to be shunted back to North India, thus creating further congestion on the Railways.

DR. A. SUBBA RAO: Same is the case with coal also.

SHRI LOKANATH MISRA: In the case of coal it is inevitable. It is something which cannot be avoided. In the case of coal you do not have coal in South India and so you have to get it from the North.

AN HON. MEMBER: Can we then shift all the rice mills and other mills also to the coal belts?

SHRI LOKANATH MISRA: The second congestion created on the Railways is due to the government quota which is given to each State Government. Each State Government has a quota of its own on the mail and express trains. There are cases where Government officers themselves do not need these berths or accommodation in the train. But a chit from the personal assistant or the private secretary of the officer who deals with this matter, can get you accommodation and he goes about distributing these chits and non-Government people get into these compartments, taking priority, while *bona fide* pas-

sengers who had earlier booked their names in advance, go without it.

SHRIMATI C. AMMANNA RAJA (Andhra Pradesh): Is there black-marketing also?

SHRI LOKANATH MISRA: Well, your people can do anything.

AN HON. MEMBER: Your people or our people, there is no difference.

SHRI LOKANATH MISRA: People who reserve their accommodation much earlier ought to get the priority. But this government quota makes a loophole for people to get in even on the last day with a chit from the personal assistant or the secretary of the man who deals with this government quota. So I propose that there should be no government quota at all. For Members of Parliament, numbering 750, there is absolutely no quota set aside for them. Why should there be a government quota? That is what I want to know. So there should be no quota for the government.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): Does not the hon. Member expect some urgent or emergent calls in which case the officers have got to go urgently?

SHRI LOKANATH MISRA: In those cases you have already got used to flying. You do not use train travel for urgent business.

SHRI S. V. RAMASWAMY: There are officers who are not entitled to air passage and they are entitled to first class or air-conditioned class. Are they to wait in the queue?

SHRI LOKANATH MISRA: In exceptional cases they can get permission from the Divisional Superintendent. Or you can allot berths for such officers and don't have it as a rule every day.

SHRI M. SATYANARAYANA (Nominated): Is it your idea that these should be exclusively for government employees?

SHRI LOKANATH MISRA: As a matter of fact, it should not be given to anybody.

Then there are corridor compartments. There have been many complaints against these corridor compartments even in the Press. That is because there is a great rush of people who stand in queue for getting into the bath-rooms. This is the case especially in the early morning and passengers have to stand in queue and that is not a position that any of the first class passengers would like to be in. A first class passenger always needs a bath-room for himself and four of them travelling together used to have one bath-room. But now for 24 passengers you have given only 4 bath rooms. So this is a great difficulty when travelling in the first class. This is so for all, and especially for ladies and when there are many ladies in the corridor first class compartment, they experience great difficulty in going to the bath-room. So I would again plead with the Minister and say that they should now revert to the old pattern of first class coaches rather than go on producing these corridor compartments.

Now, Madam, in these days we need more production and especially more production of foodgrains. The Railways have a contribution to make in this direction. There is a strip of land on either side of the railway line running on for thousands of miles all over the country, which can be calculated in lakhs of acres. They are lying fallow. Why not make use of this land?

SHRI SHAH NAWAZ KHAN: It is not so. We actually lease it out to the State Government. To any State Government prepared to take it, we lease out such land.

SHRI LOKANATH MISRA: You should not do that. Instead, you should give those to your retired railway servants to plough this land, to cultivate it, to take up this work. Why give it to the State Government? Even as it is they have already got a burden on themselves which they cannot carry. So don't give them this additional burden and thus shirk the responsibility which is really yours. It could be leased out on an annual basis, biennial basis or on a three-year basis and it could be put to very effective use in these days of foodgrain shortages. Lakhs and lakhs of acres of land lying fallow does not redound to the credit of the Railways, a department of the Government of India.

Finally, Madam, I would like to come to my own State. I have been pleading for a long time for a through coach from either Puri or Waltair to Delhi. Last time also I mentioned that there was no State capital which was not having a through coach service up to Delhi. Orissa is the only exception. Those States which still do not have any direct access are so because of other reasons; Jammu and Kashmir cannot have this facility, because there is no line linking Jammu or Srinagar. Similarly, Gauhati cannot have a through coach service because the line there is not broad gauge. The Minister should look into the other amenities that he is providing as against this fact and he should seriously consider this request of mine. He gave me a sort of promise last year that he would look into this question and see what could be done. It is a year now and I think a year is enough time for him to look into this matter and come to a final decision.

The second point that I want to touch upon refers to the running of de luxe trains. These trains run on all main line sections excepting on the South Eastern Railway, between Madras and Howrah. You have such trains running between Delhi and

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Howrah, Delhi and Madras and Delhi and Bombay and the only section which does not have a de luxe train is the Madras-Howrah section

SHRI K. S. CHAVDA (Gujarat):
There is no de luxe train between Delhi and Ahmedabad.

SHRI LOKANATH MISRA: This may not be a main line. What else can be the reason?

I would request the Minister to again look into this and not take another year to come to a final decision but come to a decision early.

DR. A. SUBBA RAO. They are increasing the number of de luxe trains but the point is whether they would introduce this on that section

SHRI LOKANATH MISRA. Now, coming to the question of accidents on the Railways, there has already been an opinion expressed that we should have a separate discussion on the Report I fully endorse it because it is such a comprehensive affair that we cannot deal with it in this discussion on the Railway Budget. A special day should be allotted for that purpose. One thing that struck me while going through that Report is the dissatisfaction of the staff which has also contributed towards the railway accidents. An award was given by Shri Jagjivan Ram in 1957 that wherever a station was upgraded, the Station Masters or Assistant Station Masters serving there, if they were in the pay scale of less than Rs 200—Rs 300, would be taken on those stations as Station Masters or Assistant Station Masters. This was a matter of great joy to those people when they were told that their stations were going to be upgraded. The implementation of the award, however, was not done in the proper spirit and the people there were shocked to see people to relieve them from those stations; they were demoted. They became yardsmen and had such other inferior grades, the names

of which I do not remember. I would like to point out that the Minister should not have gone back upon the word given by a former Minister and secondly, this should not be the cause of creating further dissatisfaction among the Railway employees. This matter should be looked into seriously.

SHRI P. N. SAPRU (Uttar Pradesh). Madam Deputy Chairman, I would like to join in the tributes which have been paid to my esteemed friend, Mr. Dasappa, on his Budget Speech. Speaking generally, the Budget is a satisfactory one and I do not wish to go into the figures relating to the Budget or the points relating to the Budget as in the intervention speech which Mr. Shah Nawaz made he has chosen to cover almost every point that was made in this House. I would not call it an intervention speech but it was a sort of reply to the debate that took place, that had taken place so far.

SHRI SHAH NAWAZ KHAN: There are several points which I did not deliverately touch.

THE DEPUTY CHAIRMAN: Mr. Sapru will make new points.

SHRI P. N. SAPRU: I would now like to say a few words on the Report of the Kunzru Committee. We know that Mr. Kunzru is a man who believes in thoroughness and he has produced a monumental report which all of us can read with profit. He has interpreted his terms of reference very widely and very comprehensively and there is no aspect of Railway Administration which does not come up for review in that Report. There is no doubt that on the operational efficiency of the Railways depends to a great extent the success of our Five Year Plans and one of the factors which make for operational efficiency is a good Railway Inspectorate. Now, Mr. Kunzru has said that the Railway Inspectorate should be properly manned. He would like to give it a different name and he would like the head of this inspectorate to

have the status of a General Manager. With him should be associated some other colleagues and all of them should be subordinate to the Railway Minister; they should not be subordinate to the Railway Board. Mr. Mani the other day suggested that they should have the status of the Auditor-General. There may be a constitutional difficulty in carrying out that suggestion. That suggestion cannot be carried out unless there is a major amendment in the Constitution but I think it is possible to make them responsible directly to the Railway Minister; the Railway Board should have nothing to do with the Railway Inspectorate.

SHRI AKBAR ALI KHAN: At present they are under the Transport Minister.

SHRI P. N. SAPRU: They are under the Transport Minister but I would make them responsible to the Railway Minister. I see no point in their being made responsible to the Transport Minister. The Railway Inspectorate should in fact be a Commission of Railway Safety. That, I think, is the idea underlying Mr. Kunzru's recommendations.

Madam Deputy Chairman, we know that we are now living in an age of science and technology. Nations which attach importance to science and technology are making rapid progress in this world. It is important for our Railways also to attach importance to science and technology. For that purpose research is necessary and the research department of the Railways should be strengthened. That is one of the major recommendations of the Kunzru Committee. That is a recommendation with which I find myself in sympathy. There should be research. Regarding designs, the Committee has given us an indication of the lines on which the Research, Designs and Standards Organisation should be organised. Very able men should man this Organisation. It should have mathematicians, it should have physicists, it should

have chemists. And we should not hesitate, as we do occasionally hesitate in this country, to obtain the services of men from outside the country to make it go, to ensure that our research organisation works efficiently and economically. We should have research personnel who would keep in touch with the latest developments in railway designs and things of that character in the world. I think, therefore, the utmost importance should be paid to the question of strengthening our railway research department.

Another major recommendation of Mr. Kunzru is that the number of Class I Officers should be increased to 3½ times the number at present. I find myself in agreement with this recommendation. It is necessary for us to have not only good staff working at the lower level, but it is also necessary to have adequate supervisory staff. I think, therefore, this recommendation too deserves consideration.

Mr. Kunzru has suggested that one per cent. of the gross revenues of the Railways should be spent on the research organisation. That, I think, is not a very big figure, having regard to the importance that research must play in the life of the country.

Then, one recommendation is that there should be an Additional Member in charge of the Transportation Branch of the Railway Board, with a Joint Director, to deal with problems of safety. There should be Divisional Safety Officers and there should be a periodical analysis of accidents. Technical men should have the free assistance of the mechanical, electrical, signalling, tele-communications and operating departments.

A very important suggestion which Mr. Kunzru has made is that the accident enquiries conducted by the Government Inspectors should be public enquiries. The public should be

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allowed to be present at these enquiries. So, I would lay the greatest possible stress on improving our research organisation and also on improving the calibre and character of our superior cadre.

The Kunzru Committee Report has gone into the question of MG railways, NG railways and BG railways. It has pointed out that the number of accidents on BG railways, generally speaking, is less than on MG railways and NG railways. It suggests that we should have a phased programme for converting MG and NG lines into BG lines. I think we should have one uniform pattern in this matter and I agree with that recommendation. I should like a phased programme of converting MG railways into BG railways.

A suggestion with which I find myself in violent disagreement and which the Committee has made is that 25 per cent of the posts should be reserved for the children of railwaymen.

SHRI AKBAR ALI KHAN: Provided their record is good.

SHRI P. N. SAPRU: All those railwaymen whose record is good. Now, we in this country are a community-ridden country. We in this country are a caste-ridden country. We knew of a caste which was called the Civil Service caste before the transfer of power to Indian hands in 1947. Are we going to have another caste of railwaymen? Are we going to make our railwaymen feel different from the other sections of the community? This suggestion is contrary to the Constitution and I say so with a certain amount of knowledge. Apart from the fact that the suggestion is contrary to the spirit and letter of the Constitution it is likely to perpetuate the class and caste divisions which are a curse so far as this country is concerned. I should like our railwaymen's children to be given every opportunity to equip themsel-

ves properly for the battle of life. Give them scholarships, give them treeships, afford them opportunities to join technical institutions. But do not for heaven's sake have this reservation. And I am surprised that a statesman, for whom I have the greatest respect, of the stature of Dr Kunzru should have suggested that there should be a reservation for a special class of Government servants. After all, the Railways are a Government concern. If you are to have 25 per cent of reservation for railway servants, why not 25 per cent reservation for the sons of Posts and Telegraphs Department employees? Why no reservation for the petty revenue officials. There can be no limit to this system of reservation. I am opposed to this thing.

THE DEPUTY CHAIRMAN. It is now 1 30

SHRI P. N. SAPRU: I will take only two or three minutes more. Madam Deputy Chairman, I would like to say that we have not been able properly to tackle the problem of overcrowding in our trains. It is a nauseating sight to go to a railway station. The railway stations are so overcrowded as to make them look ugly, as to make one feel nauseating. I should like, therefore, greater effort to be made to tackle this problem of overcrowding, and you cannot tackle it without increasing the number of trains on your railways. You need to run more local trains, you need to run more shuttle trains, and I would also suggest that in order to help the lower middle classes it is desirable to increase the number of de luxe trains. We have de luxe trains running between Delhi and Howrah twice a week. I see no reason why that train should not run three or four times a week.

Madam Deputy Chairman, there are many things that I should have liked to say on this Budget, but Mr Shah Nawaz Khan has anticipated me in his intervention, and if I were to make any remarks on the Budget,

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I would be criticising many parts of his speech, and it is not just possible to do so in the short time that one has here. I hope that we shall continue to look upon these railways not only as a great commercial concern but as a great national undertaking. The administration of the railways is an answer to those who denounce the public sector, who tell us that the State is not capable of managing big industrial or big commercial undertakings. As my sympathies are generally speaking with the public sector, I have always had a soft corner for the railways. I would like to convey to our railwaymen my deep sympathy for them in the hard task they have to perform. It is not easy for a man to work twelve hours and then to be asked to work another four hours, that is sixteen hours, and it is not easy for a man to be as vigilant as the railwayman is expected to be. Our railwaymen are doing a magnificent job, both the superior and the inferior staff and I have the inferior staff particularly in mind, and they are doing a magnificent job and we wish them well.

Thank you very much for the time that you have given me.

THE DEPUTY CHAIRMAN Dr Subba Rao will speak after lunch. The House stands adjourned till 2.30 p.m.

The House then adjourned for lunch at thirty-five minutes past one of the clock.

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

DR A. SUBBA RAO: Mr Vice-Chairman, Sir, many Members have taken part in this debate and they have dealt with practically all the aspects of the Budget, and the Deputy Minister replied to some of the

points raised by them. But I am afraid that I am not convinced with some of the replies that he has given. Now, the first point that I would like to raise is with regard to the discrepancy or the difference in the figures supplied by the Railway Ministry and the figures supplied by the Planning Commission in the Third Five Year Plan Mid-term Appraisal. The Minister's Budget Speech as well as the observations of many of the Members here are based on the figures supplied by the Ministry in their Review of the performance of the Indian Government Railways' and if there is any doubt, if any doubt creeps in about the authenticity of the figures supplied by the Ministry because of the difference between the two as I said earlier, then naturally the formulations that are based on these figures are liable to be questioned, especially because these figures pertain to the important aspect of the physical targets achieved in the past two years as well as the physical targets aimed for the Third Five Year Plan. Now, if you take the figures that are given by the Railway Ministry on page 6, the total tonnes (actuals) originating in 1960-61 are 156.42 millions and in 1961-62, the figure is 160.5 millions. In 1962-63, it is 178.8 million tonnes. Now, if you take the Mid-term Appraisal which this House had the opportunity to discuss very recently, and with reference to the Railways, it is stated on page 140 that in 1960-61, the originating traffic on the railways (actuals) is 153.8 million tons while here, according to the figure given by the Ministry, it is 156.2 million tonnes, a difference of 2.4 million tonnes. According to the Mid-term Appraisal, the figure (actuals) for 1961-62 is 158 million tons, while here the Ministry's figure is 160.5 million tonnes, a difference of 2.5 million tonnes. So also, in the case of 1962-63, while the figure (actuals) in the Mid-term Appraisal is 174.7 million tons, the figure supplied by the Ministry is 178.8 million tonnes (actuals), a difference of 4.1 million tonnes. With this difference, the formulations

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naturally would be different. About the target fixed for the Third Five Year Plan, it is said in the Review that—

“The originating traffic target of 248.9 million tonnes originally envisaged in the Railways’ Third Five Year development programme was revised to 254 million tonnes.”

And they say . . .

SHRI SHAH NAWAZ KHAN. I think it will help to cut short the discussion if I inform my hon. friend that one figure pertains to long tons and the other to metric tonnes. That explains the difference.

DR. A. SUBBA RAO. I am sorry. Anyway, it is rather confusing. In the Mid-term Appraisal of the Third Five Year Plan it has not been stated whether it is in long tons or in short tonnes. Now that it is there, it is all right.

Now with regard to the increase in the freight rates for the present year, I am of the opinion that there is no justification for the increase proposed by the Railways. The actual surplus when compared to the revised Budget estimate or even the Budget estimate every year for the past three years has been more than the actual estimates. In 1960-61, the surplus (actuals) was Rs. 32.01 crores, the Budget estimate being Rs. 18.43 crores and the revised estimate being Rs. 14.03 crores. In 1961-62, the actuals were Rs. 24.40 crores, the Budget estimate being Rs. 8.64 crores and the revised estimate being Rs. 16.48 crores. In 1962-63, the actuals went up as high as Rs. 42.06 crores—while the Budget estimate was Rs. 23.22 crores, the revised estimate stood at Rs. 23.20 crores. And the Budget estimate for 1963-64 is Rs. 31.00 crores while the revised estimate is Rs. 37.75 crores. I am sure that the actuals also will be much more than the revised estimate. That being so every year, in spite of the actual

realisation of the net surplus being more than the Budget estimate or the revised estimate, there is no case for the increase of the freight or the passenger rates. But, unfortunately, every year, the Railway Minister impose certain increased freight rates as well as increased passenger fares, to augment or to increase the surplus. Of course, the arguments advanced by the Minister during the Budget Speech every time is that after all these increases in the freight rates are negligible; even though they might bring in a good amount of revenue to the Railways, they will not result in the increase in prices, in the retail prices at least. This is what the ex-Minister of Railways, Sardar Swaran Singh, told in his 1963-64 Budget Speech:

“The levy will amount to about five naye paise per maund on salt, which is hardly one-eighth naya paisa per kilogramme, about nine naye paise per maund on sugar, which is less than one-fourth naya paisa per kilogramme, and about four naye paise per maund on food-grains, which is one-tenth naya paisa per kilogramme.”

The same argument is advanced by the present Minister when he proposes to increase the goods freight rate only by 2 per cent and he says:

“The levy will amount to about one-twentieth of a naya paisa per kilogramme of salt, about one-twelfth of a naya paisa per kilogramme of sugar, and about one-twenty-fifth of a naya paisa per kilogramme of foodgrains.”

We know that these measures of imposing a greater levy in the freight rates in these goods have resulted not in the amount that has been boldly stated by the Minister but in an increase of considerable amount putting hardship upon the common man. When you do not have the machinery or when you do not have the will to curb the prices but you impose certain additional freight rates

and leave them to the sweet discretion of the respective merchants, naturally they will say, "After all,—the freight rates of goods have been increased by your Ministry and naturally, we are justified in increasing the prices also" So much so the common man has to suffer, and all these years, he has been paying very heavily.

Now this is going to result in an increase of revenue of Rs 75 crores, and more than double this amount is going to be thrust on the common man. I cannot understand a nationalised industry, a wing of the Government, which is responsible or which has to take the responsibility for checking the prices or at least maintaining the price levels, imposing this additional levy and thereby being mainly responsible for the increase in prices.

Now, take the so-called readjustment of the freight rate on coal. It is said that this is after all rationalisation. The net result of your rationalisation is not any relief for the common man or for the industries, but the net result is an increase of revenue per year of Rs 35 crores, and that from those places where this coal is taken, to long distances, especially to places in the South as well as to places in the western region. I am talking mainly about the South, where industrial advancement or industrial progress has been slow and tardy. It is there you are imposing more burden on the industries and on the people. I am really surprised that the Minister who is coming from that area, after assuming office, not realising that this burden will adversely affect the industries in the South, has taken the step of imposing greater burdens on the industries there. Now by increasing the freight rates on coal and by increasing the price of iron which is seen in the General Budget proposals, the cost of production of all the industries is going to go up and naturally it will be thrown on the common man. I do

not see any justification for this increase in freight rates as well as this readjustment or the so-called rationalisation of the freight on coal. On the other hand you should have given more concessions to those areas where the coal has to be taken and where the coal is meant for industrialisation. You have reduced the freight rates on a few items—on nitric acid, on confectionery, safety matches, etc. But have you reduced the freight rates on the essential commodities? If you had at least reduced, by even a small fraction of a naya paise the freight rates on essential commodities like food and other things I could have understood it. But on small items like nitric acid or confectionery or safety matches, on such things you are giving a certain reduction—I am not saying anything against it, do so by all means—but your main concern should have been to give more concessions in the freights on essential commodities.

Now the line of thinking of the Minister is really very dangerous, as revealed on page 31 of his Budget speech where he says that the increase in the fares paid by passengers coming from the suburbs, especially the season ticket holders, has been practically very nominal and that there is every necessity to increase the fares charged to season ticket holders. He disputed it yesterday when my friend, Mr. Mani, raised that point, but he says in his Budget speech:

"The increase in 1962 was limited to about five per cent, against a higher increase averaging about 10 per cent in other passenger fares. The question of what adjustments are necessary in the basis of charge for season tickets is a matter which requires examination."

Now there are millions of workers, office employees and many other people who want to earn their living coming from suburban areas to cities like Bombay, Calcutta and Madras,

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and to these people the Government have not so far been successful in providing accommodation. They are forced to go and live in the suburban areas, and with great difficulty, to eke out their livelihood, they are using these trains to come to the cities and do their jobs. And now the Minister gives a warning that in future he is going to increase the fares of these people. You won't dare . . .

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Please wind up.

DR. A. SUBBA RAO: I am taking another ten minutes.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Ten minutes? There are a number of speakers. Take just five minutes.

DR. A. SUBBA RAO: This is my last chance and I may be allowed .

So I hope, Sir, that the Minister will revise his opinion and will not think of increasing the fares in the case of these poor people coming from the suburbs.

Now, Sir, the next thing is about efficiency. Of course everybody is agreed that due to the strenuous burden carried by the workers, the common workers who are employed in the Railways, the efficiency has improved to a considerable extent, as revealed in this book. But what is the efficiency or the improvement in efficiency of the officers higher up? And that has been very beautifully revealed in the Audit Report of 1964, on page 10, paragraph 14 entitled, 'North-east Frontier Railway—Extra expenditure caused by changing the Zonal Contract System into Area Contract System.' Now this is not done by the workers; it is done by some higher officers there; it is due to their brain wave and it is this:

"The actual extra expenditure incurred by the Railways during the period the area contract system was in force*** is roughly estimated at Rs. 13 lakhs."

Then comes a second item "Extra payment to a handling contractor"; he is being paid more, by nearly Rs. 4,26,000—so generous of some officers.

Then comes, "Loss due to non-determination of a contract in default", and what is the result?

"In spite of the various breaches of the contract by the firm and the fall in prices, the Board agreed on 1st August, 1961, to accept supply from Italy at the original rate, thus incurring an avoidable extra expenditure to the extent of about Rs. 83,800".

This way it goes on. This is mismanagement and delay in dealing with these things, and ultimately they are in loss.

Then on page 26, with regard to "Cash discount on cost of steel supplied to the Railways by the steel producers", when they themselves are ready to give a rebate for prompt payment, our big officers, who are sitting and warming up the chairs, they do not think that it is their duty to pay the money in time and thereby save a certain sum of money to the Railways. And we talk about efficiency.

Now coming to over-crowding, yes, the Minister has said that they have done great things, that they have tried their level best to overcome overcrowding. He says that the passenger-carrying vehicles have increased, that the increase in the number of passenger carrying vehicles during the first two years of the current Plan is 7.54 per cent, while the increase in the non-suburban passengers is only less than 4 per cent. And then what is the result of this great achievement? It is only 0.8 per cent less in the over-crowding. And how is the overcrowding done away with, I common really understand. Even this much decrease in overcrowding I do not accept, because I question the very method of taking

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the census, because he says how the census is taken of over-crowding; excess occupation over and above 80 per cent of seating capacity is considered as over-crowding and on this basis they say that the over-crowding has been considerably less. Do you mean to say that it is 80 per cent of the seating capacity in any place where there is overcrowding? It is not 80 per cent of the seating capacity; it is 100 per cent increase in the standing capacity, the increase in standing capacity; it is not the seating capacity. And we come with a brochure and say, "Oh, we have been successful in reducing over-crowding."

Mr. Vice-Chairman, we had asked for the introduction of a few more passenger coaches in these passenger trains. And what is the reply that we are getting? They say that the pulling capacity of the engine is not sufficient and that the rails are not strong enough to carry the heavier engines. Therefore more carriages cannot be attached to the passenger trains. And so we go on writing. Now suppose they attach a heavy engine. Then the time taken in running the train might be greater, they plead, as if trains are coming punctually now-a-days. Every train is coming two hours or three hours late. Still, to save this over-crowding, when you ask for more coaches to be attached, if not a whole train, the administration is so thick-headed that it refuses to listen under one pretext or the other. And then we come here and say, "Wonderful. We have overcome over-crowding within no time. Or we are going to overcome this over-crowding and all the passengers will have a gala time and make merry in the trains."

Sir, the Deputy Minister said that they were going to introduce certain trains. By all means increase these trains in the Cannanore-Mangalore section. There is one train which leaves at 3 o'clock in the morning and reaches Mangalore at 9-30. Many of the people who come to Mangalore

travel by this train. It is so over-crowded. I have repeatedly requested them to attach some more coaches but they have done nothing so far. The Minister says that there are seven or eight coaches attached to the train. There are hardly five coaches and they do not agree to increase the number by another two. If you do that, at least, people will have a breathing space inside the train. That is as far as over-crowding is concerned.

Now let me come to the conditions of compartments and coaches specially in our area which is known as the West Coast which gets the heaviest rainfall. And what is the type of coaches that we have there? Coaches which are over-aged. Coaches which are not liked in other place are shunted on to the poor West Coast. Everybody knows what heavy rainfall we have in that area. Anybody who has the experience of travelling in those trains in the rainy season knows the condition. Third class apart, actually in the first class there is no space; you cannot sit on the berths. Even in the middle you cannot stand because the roof is leaking all over and through the windows water gushes in. Even if you manage to stand somehow, where will you keep your luggage? The whole compartment is flooded with water. And worse is the case with third class compartments.

SHRI M. N. GOVINDAN NAIR (Kerala): What about the age of the coaches?

DR. A. SUBBA RAO: It goes back to the year when the train service started. And when we ask for some more coaches, we are told, "Yes, everything is being done". Every time we hear the same reply. Sir, let me tell you that the people have been meek so far. But it seems the Railway Administration will not wake up unless the people think of a programme. They are now thinking of a

[Dr. A. Subba Rao.]

programme either to push all these wagons into the Arabian Sea or make a bonfire of them for which purpose alone these compartments are fit and for nothing else. Therefore, it is high time that you look into this matter and change these coaches (*Time bell rings*) Just five minutes.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Your mercy time is also over.

DR A. SUBBA RAO: Just two minutes. The condition of the stations is rotten. These are places where there is heavy rainfall and there are no roofs at the stations. And how do you expect the people to board the trains? Please do have some consideration for them.

Then what about sanitary arrangements at these stations? We are still living in the old, old, old times. Yes, commodes are there. Sir, we talk about community projects, about flush latrines. But in my place even in the first class waiting rooms we have commodes which the sweeper carries over his head. It is awfully stinking. And this beautiful lavatory is next to the first class waiting room giving beautiful stink. You cannot stay there. So this is the condition, this is the efficiency that you are having there.

Lastly, Sir, I will say something about the relations with the workers. I have got two instances in my mind. One is with regard to commercial clerks, their promotion. In the Howrah Division I was told that nowhere except this place you have a test or examination for promotion. In this Division alone this test is being imposed on these commercial clerks if they want to get higher promotion. I cannot understand this discrimination against these poor chaps who have been in service for twenty years. Naturally, they would like to have some promotion, not as first class officers, but to a senior grade clerk or something of that sort.

Why deny them this small thing? You are allowing this thing in other Railways.

Coming to the working hours, in the workshops at Lillooah, Kharagpur and Kancharapara, I was told, that they used to work only for 42½ hours in Lillooah and 45 hours in Kharagpur and Kancharapara. Then the emergency came. Naturally, everybody was enthused and they offered to put in their maximum for the defence of the country. They offered to work 48 hours. The offer was accepted. They still put in 48 hours. Where is the emergency? In every other aspect the emergency is gone except here. Even the Rajadhyaksha Award, which the hon Minister was quoting, does not touch upon the working conditions of these people. They never recommended an increase in working hours. But now in the name of emergency you have increased the working hours. Firstly, you reduce it. If you do not do it at least give them more emoluments for the extra work that they are doing. These people have been working for a particular time since the very inception of the workshop. Now, is it reasonable for you to deny them certain benefits which they have been enjoying?

SHRI SHAH NAWAZ KHAN: How about the employees who have been working 48 hours in other workshops, Western Railway, Golden Rock and so on?

DR A SUBBA RAO: It does not mean that a set of workers who were enjoying certain benefits before the emergency should be denied that benefit and asked to work more. They were already enjoying certain benefits. And even the Award did not go into that question.

SHRI SHAH NAWAZ KHAN: We are asking them only to work as much as the other staff elsewhere of the same category.

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DR. A. SUBBA RAO: But on principle it is wrong. These people have been enjoying certain benefits for so many years. Now if you give them more work, give them more emoluments also. That you are not doing and you are saying that these people are trouble-makers and have got to be ruthlessly put down. Ruthlessness alone is your method of dealing with your workers. And then you plead for cordial relations between the management and the workers. How can you expect cordial relations under these circumstances? I hope you will go into this question again and see that something is done for these workers. Though it may sound a sort of criticism, I do hope that you will improve the situation. I do hope that next year at least you would not give this sort of opportunity to criticise you and you will take necessary steps to remove all these defects. Thank you.

3 P.M.

SHRI S. CHANNA REDDY (Andhra Pradesh): Mr. Vice-Chairman, I rise to welcome the Railway Budget which has been presented by a very able and experienced Minister. I am congratulating him for not increasing the passenger fares. He is satisfied with a small increase in goods freight. Unlike his predecessor he does not seem very much keen to introduce any increase either in the passenger fares or in any other thing. It is a matter of gratification to note that our Railways are making overall progress. There is constant and steady increase in the revenues; in passenger receipts as well as in goods earnings. It is also a matter of satisfaction that efficiency has increased. Undoubtedly many amenities are being provided to the third class passengers also. I must here mention that in spite of all our attempts to lessen overcrowding, we are not very much successful. The provisions in the Third Plan also, it is stated, will be fully utilised during this Plan period. Judging from all these points, the performance of our Railways is excellent.

One thing more I want to mention. During last year when the emergency was there, the Railways had done their duty pretty nicely, rather excellently. All the railwaymen, with a patriotic zeal, rose to the occasion and without disturbing the normal traffic or without dislocating the normal activities of the Railways, they met the situation successfully. On this score I must congratulate the Railway Board and the railway workers who achieved this. All these aspects are very good, but these things do not give any reason for complacency. As I have already mentioned, the problem of overcrowding is still pursuing us. As the Minister himself stated, in spite of many efforts there was no appreciable reduction in overcrowding. To do away with this overcrowding the hon. Minister intends to introduce new train services preferably Janata trains which is a laudable idea. In this connection let me mention, it is good that a bi-weekly service is proposed to be introduced between Delhi and Madras. Between Delhi and Hyderabad also there is a supreme necessity to introduce a new railway service. We have requested so many times for this but unfortunately our request has not been complied with. The General Manager of the Central Railways, when he recently visited Secunderabad said that there was enough justification for the introduction of a direct train between Hyderabad and Delhi and we also requested that if there is no full justification for introducing a full-fledged train service between Hyderabad and Delhi, at least he should introduce one bi-weekly service on an experimental basis. It will be useful not only for the passengers travelling to Hyderabad but also for those who travel between Hyderabad and Bangalore also. If this sort of train is immediately connected with an express train from Secunderabad and Bangalore, then the period of travel between Bangalore and Delhi will be reduced to 50 hours. As it is, the passengers have to travel for more

[Shri S. Channa Reddy.]
than 60 hours. All these aspects, taken into account, provide enough justification for introducing a direct train between Hyderabad and Delhi. I think the hon. Minister, if not now, will consider it next time without fail.

The hon. Minister was pleased to state that they would organise new zones only on the basis of operational efficiency. We demanded one new zone out of the present Central and Southern Railway zones, only on this basis, that is, on operational efficiency or administrative efficiency and with headquarters at Secunderabad. Secunderabad is entirely suitable for the headquarters of a zone. It had served as headquarters of the previous N. S. Railway and there is enough accommodation for the Zonal Offices. But now it seems that on some pretext or the other that question is being postponed. The previous Minister was about to accede to our request and we requested the present Minister also so many times and represented this matter and we are still expecting that he will give his immediate attention to this problem and he will create a new zone out of the Central Railway and the Southern Railway. As you know, Sir, the Central Zone as well as the Southern Zone are fairly big and unwieldy too.

Lastly, I will request the Deputy Minister, who is present here, to give his immediate attention to the famous Himayatnagar junction. This junction is situated between Begumpet and Hyderabad or you may say, between Secunderabad and Hyderabad. Every train coming from Wadi section is invariably detained and detained for a very long time and just at the fag end of the journey this sort of detention is more severe than political detention. Hence, to avoid this doubling of the track between Secunderabad and Hyderabad is immensely needed.

It is good that our Railways are providing all sorts of amenities to the third class passengers and it has been mentioned also that some 3,000 or more electric fans have been fitted newly in the third class compartments but let me say out of my experience that in the third class compartments and that too in the passenger trains, no fan works properly. This is to be very seriously considered. We are of course striving to provide all sorts of amenities to the third class passengers but in practice the results are not good. I regret to say that no remarkable achievement could be made in this direction.

It is also good that the Railways are considering the interests of the growers and they are providing special coaches for transporting bananas and other fruits. I may request the Deputy Minister that he may think of providing some extra coaches for Hyderabad also because now Hyderabad is becoming a great grape-growing centre. We are growing grapes on a large scale and if there is no proper arrangement for transporting the grapes to the other parts of the country, there will be a slump. Already there is a slump now and the grape-growers are not getting remunerative prices. I hope the hon. Deputy Minister will certainly give his serious thought to this and provide similar transport facilities for the transport of grapes also as he is providing for the transport of bananas

I have not more to say and I again congratulate the Minister for presenting an excellent and fine Budget and also the railway workers who have been putting their heart and soul to increase the efficiency of our Railway services. Thank you.

شعبہ ہوائی لال اکبریا، دہلی

(اندر پردہ ہوش) : وائس چیر مین

صاحب - بیوقوفی بیوقوفی سر درد ہونے

لکھا ہے -

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شری بیارے لال کوبل (طالب) :
 ہیں کہ گاڑی تو پندرہ بوس منٹ
 لہٹ اٹے گی ہیں جلدی جانے کی
 کوئی ضرورت نہیں ہے - میں اس
 سہن کا ۱۹۶۰ سے سبب ہوں اور میں
 نے سینکڑوں بار ریلوں میں سفر کیا
 ہے - ایک دو دفعہ کو چھوڑ کر
 کہی بھی گاڑی تھیک سے پر نہیں
 پہنچتی - ہر گاڑی یا تو کچھ منٹ
 لہٹ پہنچنے کی یا کہی کہی گئی
 چھوٹی لہٹ ہو جائے گی - یہ چھوٹی
 چھوٹی باتیں ہیں جن کی طرف
 میں آپکا دھیان دلانا چاہتا ہوں
 کہوں کہ بڑی بڑی باتوں کی بابت
 اور بہت سے سندھیہ کہہ چکے ہیں -
 کہا گاڑوں کا لہٹ پہنچنا ہمارے
 افسیہنسی کو ظاہر کرتا ہے کوئی
 گاڑی ایسی نہیں جو لہٹ نہ پہنچتی
 ہو اور اس کی وجہ سے کتنے روٹھے
 پیسے کا ہم لوگوں کا نقصان ہوتا ہے
 اور کتنے کاموں کا نقصان ہوتا ہے -
 یہ سب آپ خود اچھی طرح سے
 جانتے ہیں کہ اس کی وجہ سے نہیں
 اور دوسرے نیشنل کاموں میں ان
 افسیہنسی بڑھ جاتی ہے - اگر
 ریلوں سے یہ نہیں پہنچتی تو
 اس سے ہر ایک کو نقصان ہوگا مگر
 آج کل گاڑوں کا لہٹ چلنا عام بات
 ہو گئی ہے - میں امید کرتا ہوں
 کہ ریلوے منسٹر صاحب اس بات
 کی اور وجہ دہیں گے تاکہ

گاڑوں کا وقت پر پہنچنا ممکن
 ہو سکے -

اب آپ ریلوے ملازموں کو لے لیجئے
 کہا ان کے رویہ میں تبدیلی ہوئی ہے -
 انگریزی راج کے زمانہ میں میں
 سمجھتا تھا کہ انکا مسافروں کے
 ساتھ رویہ تھیک نہیں ہے لیکن
 آزادی کے بعد ان کے رویہ میں کسی
 طرح کا کوئی فرق نہیں آیا - آپ
 دوسرے لوگوں کی تو بات جانے
 لیجئے یہ لوگ پارلیمینٹ کے مسبروں
 کے ساتھ بھی سیدھے طریقہ سے بات
 نہیں کرتے - میں آپ کے سامنے
 ایک مثال رکھنا چاہتا ہوں اور اس
 سے آپ اندازہ لگا سکتے ہیں کہ ان کا
 رویہ کیا ہے - اب میں کان پور کے
 اسٹیشن کی ایک بات بتاتا ہوں -
 میں کان پور اسٹیشن پر ۱۲ بجکر
 کچھ منٹ پر پہنچتا تھا ۲۲ جنوری کو
 صبحے کالک مہل سے دلی آنا تھا
 تو میں نے پلہٹ فارم نمبر ۱ پر
 ایک لاش پڑی دیکھی - ایک سیاہی
 سویپر سے کہہ رہا تھا کہ لاش کو
 لے جاؤ اور اس کو پھینک دو -
 کیونکہ میں ٹریپ سے گزر رہا تھا
 اس لئے میں نے یہ سن لیا - اس
 وقت پولیس کا آدمی اور سویپر وہاں
 پر تھے اور وہ مسافر وہاں پر سوا
 پڑا تھا کوئی کپڑا اس کے اوپر
 نہیں تھا رضائی اس کے اوپر پڑی
 تھی - میں نے دریافت کیا کہ یہ

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کھسے مرگھا - اور بغیر اس کا فوٹو لئے اس کو کھسے تم پھکوا رہ ہو۔ اگر تم اس کا فوٹو نہیں لو گے تو کھسے معلوم ہوگا کہ یہ کہاں سے آیا ہے اور کدھر جا رہا ہے - کس طرح سے اس کی شناخت ہو سکے گی - اس نے کوئی پروا نہ نہیں کی لیکن مہرے ساتھ ایک شخص تھے انہوں نے کہدیا کہ یہ پارلیمنٹ کے ممبر ہیں - تب وہ پولیس کا آدمی سہا اور جب میں نے اس سے پوچھا کہ کہا کسی ڈاکٹر کو بلانے کی کوشش کی گئی - تب اس نے مہری بات سنی اور کہا کہ میں اسٹیشن ماسٹر کے پاس گیا تھا اور ان سے کہا تھا کہ اس آدمی کی حالت خراب ہے اور اس کو سردی لگ گئی ہے - یہ کوئی ایسا مرض نہیں تھا جو تھیک نہیں ہو سکتا اور ایسا لگتا ہے کہ اس کو رات کے وقت سردی لگ گئی تھی اگر وقت پر مہڈیکل ایڈ پہنچ جاتی تو اس آدمی کی جان بچائی جا سکتی تھی - میں نے جب اس سہا سے پوچھا کہ تم اسٹیشن ماسٹر کے پاس گئے تھے تو اس نے کہا کہ ہاں - میں نے ان سے کہا کہ اس آدمی کی حالت خراب ہے تو اسٹیشن ماسٹر نے کہا کہ ڈاکٹر کا بل کون دے گا - اور ڈاکٹر کی فیس کون دے گا - وہ بھارا اس طرح

سے واپس آیا - کچھ عرصہ نے بعد اس آدمی کی موت واقع ہو گئی اس کے بعد وہاں پر ہی اس ہی کے قریبی بلوان سنگھ اہم - ایل - اے اور رہی لیکن پارتی کے جنرل سیکریٹری بھی آئے اور میں نے انہیں یہ بات بتائی اور کہا کہ یہ حال ہے - آپ سب لوگوں نے سنا ہے کہ ہر ڈیلوے اسٹیشن پر ڈاکٹر کا انتظام ہوتا ہے اور ڈیلوے کا ہسپتال ہوتا ہے - اگر وہ ڈیلوے ہسپتال کو ٹھہرون ہی کرتے تو وہاں سے ایمبولنس آ جاتی اور اس آدمی کا ٹریٹمنٹ ہو سکتا تھا وہ آدمی ہسپتال میں آسانی کے ساتھ بھرتی کیا جا سکتا تھا مگر اس کی طرف کسی نے دھیان نہیں دیا - اس دن ۲ بجکر ۲۶ منٹ پر کالکا سہل وہاں سے روانہ ہوئی اور اس سے تک وہاں پر نہ کوئی ڈاکٹر ہی آیا تھا اور نہ کوئی ڈیلوے کا ملازم ہی پہنچتا تھا - اس سے تک کسی نے اس بات کی بھی کوشش نہیں کی کہ واقعی اس آدمی کی موت ہو گئی ہے یا نہیں چونکہ یہ معاملہ پارلیمنٹ کے ممبر کے سامنے آ گیا تھا اس لئے پولیس والوں نے کچھ ادھر ادھر دوز دھوپ کی - اگر مہری نظروں میں یہ معاملہ نہیں آتا تو اس لہی کو یا تو مہڈیکل کالج میں بھیج دیا جاتا یا باہر پھینک دیا جاتا - یہ رویہ ہے ہمارے

شری پیارے لال کرپل دہطالبہ
مسافروں کے ساتھ ریلوے والوں کا -
اس کی طرف دھیان دینے کی
ضرورت ہے اور میں امید کرتا ہوں
کہ ریلوے منسٹر صاحب اس بات
کی کوشش کریں گے کہ مسافروں کے
ساتھ ریلوے ملازمین کا رویہ بہتر ہو -

اب میں انفیہینسی کی ایک
اور مثال آپ کے سامنے رکھنا چاہتا
ہوں - ابھی ۱۴ فروری کو میں لکھنؤ
میں تھا بہت سے پارلیمنٹ کے ممبروں
کو جانا تھا جس کی وجہ سے ایک
ایڈیشنل بوگی لگائی گئی - شری
کاسلیوال بھی موجود تھے اور ہم چھ
سائے ممبر اس پلٹ فارم پر موجود
تھے جو اسٹیشنل بوگی لگائی گئی
تھی اس کے دونوں دروازے بند تھے
اور ہماری دوڑ دھوپ کے بعد جب
گازی چھوٹے میں تین چار منٹ
رہ گئے تھے تو اس کے دروازے کھولے
گئے - یہ حقیقت ہے آپ اس کو
اپنے آدمیوں سے پوچھ سکتے ہیں اور
پارلیمنٹ کے ممبر جو اس گازی سے
سفر کر رہے تھے ان سے معلوم کر
سکتے ہیں - اس طرح سے ہمارے
ریلوے میں انفیہینسی بڑھ رہی ہے
جب انہیں معلوم تھا کہ اس بوگی
سے پارلیمنٹ کے ممبر ٹریول کر رہے
ہیں اور خاص طور پر انہوں نے لکھے
یہ بوگی لگائی گئی تھی تو اس کو
پہلے سے ہی کہیں نہیں کھولا گیا

تھا - جب ہم اس بوگی کے اندر
گئے تو اس میں صفائی نہیں تھی
اور گرد سے بھری ہوئی تھی - اس
میں ہیڈ لائٹ کا کوئی انتظام نہیں
تھا - اس کے دروازے اور کھڑکیاں
کھولنا مشکل ہو گیا تھا - یہ
ہے حال صاحب انفیہینسی کا جس کو
میں آپ کے سامنے رکھنا چاہتا ہوں
اور مرض کرنا چاہتا ہوں کہ آپ
اس کی طرف توجہ دیں گے یہ
چھوٹی چھوٹی باتیں ہیں جن
کی طرف دھیان دینا بہت ہی
ضروری ہے -

میں زیادہ نہ کہہ کر اب کرپشن
کی طرف آتا ہوں - ریلوے میں
کرپشن بڑھ رہا ہے آپ کہیں گے کہ
نہیں بالکل غلط ہے تو میں ایک
معدولی بات کی طرف آپ کا دھیان
دلاتا ہوں آپ کسی اسٹیشن پر
چائے چائے، آپ کو ریلوے کا ٹائم ٹیبل
نہیں ملے گا میں آپ کو ناردرن ریلوے
کی مثال دیتا ہوں میں کانپور سے
لکھنؤ گئی مرتبہ آنا جانا رہتا
ہوں اور میں نے کئی دفعہ ۲۵
نئے پھسے والے ٹائم ٹیبل کو لکھے
کی کوشش کی مگر وہ صحیح نہیں
ملے - اور اسٹیشنوں پر بھی میں نے
دوسری ریلوں کے متعلق ٹائم ٹیبل
لکھے کی کوشش کی مگر وہ صحیح

نہیں ملا - اس طرح سے ٹائم ٹیبلوں کے بارے میں ایک ریکارڈ چل رہا ہے۔

श्री शाहनवाज खाँ: इसमें रिकेट क्या हुआ।

سری پھارے لال کریل دوطالبہ:

میں آپ کو ایکسپلین کروں گا کہ کہا ریکارڈ ہے - ابھی چھوٹے چھوٹے ٹائم ٹیبل پرائیویٹ پرنٹنگ پریسوں میں چھاپتے جاتے ہیں جنٹلی کاپیاں ان کی چھپنی چاہئیں اتنی چھپتی ہیں یا نہیں یہ کسی کو معلوم نہیں ہے - جن اسٹیشنوں کو جنٹلی کاپیاں جانی چاہئیں وہ وہاں نہیں جاتی ہیں - اگر ایک اسٹیشن میں پانچ ہزار کاپیاں جانی چاہئیں تو وہاں پر صرف سو کاپیاں ہی پہنچتی ہیں باقی کاپیاں نہیں پہنچتی - اور اسٹیشن ماسٹر کے ذریعہ کس کس کو دی جاتی ہیں یہ ابھی تک معلوم نہیں ہو سکا - اس کے پھیلنے سے راز ہے کہ کس اسٹیشن پر اسٹیشن ماسٹر کو اگر پانچ ہزار کاپیاں بھجانی ہیں تو وہاں پانچ سو کاپیاں ہی پہنچتی ہیں اور لکھا لیا جاتا ہے کہ پانچ ہزار پہنچ چکی ہیں - جب اسٹیشن ماسٹر کے پاس ٹائم ٹیبل کو لہانے کے لئے کوئی شخص جاتا ہے تو کہہ دیا جاتا ہے کہ بک اسٹال سے لے لو -

اگر بک اسٹال پر ٹائم ٹیبل لہانے کے لئے کوئی جاتا ہے تو اس سے کہا جاتا ہے کہ اسٹیشن ماسٹر کے پاس سے لے لو - ہمارے بہت سے مسزوں کو اس بات کا تجربہ ہوا ہوا ہے - یہ جو ٹائم ٹیبل پرائیویٹ پرنٹنگ پریسوں میں چھاپا جاتا ہے وہ نفیس گافڈ پر چھاپا جاتا ہے اور جنٹلی اس کی کاپیاں چھاپی جاتی ہیں وہ تعداد کے مطابق بہت کم ہوتی ہیں اور بالی جو گافڈ ہوتا ہے وہ ہلکے مارکیٹ میں چلا جاتا ہے - آپ کو اس چیز کے بارے میں معلوم کرنے کی کوشش کوئی چاہئے کہ اس طرح کا ریکارڈ یہ کیوں ہوتا ہے - اگر میں یہ بات فلفا کہتا ہوں تو مجھے سدن سے نکال دیجئے - میں اس سدن سے استعفیٰ دینے کے لئے تیار ہوں اگر میری بات فلفا ہے - آپ اس کریشن کا پتہ لگائیے کہ آیا ایسا ہوتا ہے کہ نہیں آپ کہیں مال بھجوانے کے لئے جائیے، بغیر رشوت کے آپ مال نہیں بھج سکتے ہیں - یہ عام چیز ہے اور ہر حدسہ جانتا ہے کہ ایسا ہوتا ہے -

چھوٹے چھوٹے کنٹریکٹس کے پھینکے کا جب سوال آتا ہے تب آپ دیکھئے کہ کہا ہوتا ہے - میرے پاس فوٹو اسٹیم کاپیاں موجود ہیں جن سے ظاہر ہوتا ہے کہ کہا لیا

شری پیارے لال کرپل ددطالب :

کارروائیاں کی جانی ہیں - جس کنٹریکٹر کو پیمنت دینا ہوتا ہے اسکی کمپنی کا نام اچھی طرح سے وہ لوگ جانتے ہیں لیکن ہوتا ہے کہ اس کے نام میں کہیں تھوڑی سی تبدیلی کر دی جاتی ہے - پھر جب وہ اس کو تھک کر دیتا ہے اور دیکھ کر کے پیمنت کے لئے اس کاغذ کو بھیجتا ہے تو پھر وہ لوگ کہا کرتے ہیں کہ تاریخ میں ذرا کہیں قلم کو تھوڑا سا کھما دیتے ہیں - اس طرح پھر وہ پیمنت رک جاتا ہے - بلکہ کے لوگ یہ کہتے ہیں کہ صاحب چک پر تاریخ تھک نہیں ہے اور اس طرح سہلکروں بار پیٹی کنٹریکٹس کو آفس کے چکر کاٹتے پڑتے ہیں اور جب تک وہ کلرک کو پیسہ نہ دیں تب تک ان کا پیمنت نہیں ہو سکتا ہے یہ ایک حقیقت ہے جس کی طرف میں آپکی توجہ دلانا چاہتا ہوں - اس سلسلہ میں آپ دیکھئے کہ شکر گڑھ کوارٹرز میں تغذی کی تاریخ ۲۴ فروری رکھی گئی تھی - پھر آل آف اے سڈن وہ تاریخ ۱۰ فروری کو دی گئی - یہ ایک حقیقت ہے اور اس کے بارے میں میرے پاس تار آیا ہے اور منسٹر صاحب کے پاس بھی تار بھیجا گیا ہے - اس سے دباوے کو لاکھوں روپے کا لاس ہوگا - اب یہ دیکھنے کی چیز

ہے کہ یہ جو ۲۴ فروری سے ۱۰ فروری کو دی گئی اس کے پیچھے کونسی چیز کام کرتی ہے - یہ چھوٹی چھوٹی چیزیں ہیں لیکن ان پر فور کرنے کی ضرورت ہے -

اب آپ ریڑرویشن کو لے لیجئے ابھی میں اتوار کی رات میں لکھاؤ سے آیا ہوں - یہاں سے میں نے ریڑرویشن کے لئے تار کروایا تھا لیکن وہ تار وہاں پہنچا نہیں - وہاں پہنچنے پر انہوں نے یہ کہا کہ ہمارے پاس آپ کا تار نہیں آیا ہے اور آپ ریڑرویشن چارٹ دیکھ لیجئے - اب یہ آپ خود معلوم کر سکتے ہیں کہ جب میں نے یہ ریڑرویشن کرایا تھا تو وہاں کے لئے بھی تار بھیجا دیا تھا لیکن پتہ نہیں کہوں ان کو مہرا تار نہیں ملے - جب ریڑرویشن چارٹ میں میں نے اپنا نام نہیں دیکھا تو میں نے ان سے کہا کہ کہا کرنی گنجائش ہو سکتی ہے - اس پر انہوں نے یہ کہا کہ جو واپا مرآد آباد ہو کر گازی جاتی ہے نہ اس میں کوئی گنجائش ہے اور نہ جو کانپور ہو کر گازی جاتی ہے اس میں کوئی گنجائش ہے - پھر میں نے کہا تھک ہے - مہرا اپنا طریقہ یہ ہے پتہ لگانے کا کہ کونسی سہت کا ریڑرویشن فیکٹشس ہے - پتہ لگا کر کے ایک لوٹر برتن پر

مہن ے اپنا بسترو کھول دیا۔ آپ
یقین جانئے کہ اس لوڑ برتو کے لئے
بعد مہن کوئی اُسی نہیں آیا۔
اسی طرح سے اور بھی بہت سی
لہر برتو اس گڑی مہن خالی آئیں
آپ اس چھڑ کا پتہ لکائیے کہ یہ
کہوں ہوتا ہے۔

(Time bell rings.)

ابھی تو مہن نے شروع کیا ہے۔

उपसभाध्यक्ष (श्री महावीर प्रसाद
भारगव) : आपके १४ मिनट हो गये।

شری پھارے لال کرپل دطالب:

مہن بہت جلد ختم کر دوں گا اور
صرف پانچ منٹ آپ سے طلب کروں
گا۔

اب آپ کوئلہ لے لہجئے۔ لاکھوں
روپیہہ کا کوئلہ ریلوے مہن چوری
ہوتا ہے اور باقاعدہ طریقہ سے وہ
استعمال نہیں ہوتا ہے۔ اسی طرح
سے آپ کے ورک شاپ سے بہت سا
پہتل چوری ہوتا ہے اور کوپڑ چوری
ہوتا ہے۔ سکرپٹ آئرن جو کہ پی۔
ڈبلو۔ آئی۔ کے ذریعہ سے ایک چگہ
پر اکھٹا ہوتا ہے بعد مہن وہ تھہکے
داروں کو نھام کر دیا جاتا ہے۔
لہکن اگر چالہس تن وہ اکھٹا ہوتا
ہے تو صرف ۲۰ تن دکھلا کر کے
اس کا نھام کر دیا جاتا ہے اور باقی
۲۰ تن کچھ روپیہہ پھسے لے کر
وہسے ہی تھہکے داروں کو دے دیا
جانا ہے۔ یہ ایک حقیقت ہے اور

اس کو آپ معلوم کرنے کی کوشش
کریں۔

اسی طرح سے کئی اور باتیں
مہن جن کی طرف مہن آپکی توجہ
دلانا چاہتا ہوں۔ آپ دور کہوں
چاہئے یہیں دہلی کے اسٹیشن پر
دیکھ لہجئے کہ یہاں سے کتنا مال
چوری ہوتا ہے۔ مہرے پاس پوری
لسٹ موجود ہے۔ جتنے کلہم آپ
نے دینے ہیں ان کی لسٹ مہرے
پاس ہے لیکن مہرے افسوس ہے کہ
مہرے پاس اتنا ٹائم نہیں ہے کہ
مہن اس کو آپ کے سامنے رکھ سکوں۔
مہن اتنا ضرور کہوں گا کہ آپ اس
کا پتہ لکائیے کہ یہ چوری کیسے
ہوتی ہے کچھ ملازمین کے ذریعہ
ہوتی ہے یا کوئی ایسا گھنگ ہے
جو ان چوریوں کے پیچھے آپریت کر
رہا ہے۔ یہاں کے اسٹیشن سپرنٹنڈنٹ
کے ریٹائر ہونے کا آرڈر ہو گیا ہے
لیکن ان کی سروس کو ایکسٹنڈ کر
دیا گیا ہے یہ پتہ کیجئے کہ ایسا
کہوں کیا کیا ہے اور کیا ان سب
باتوں کے پیچھے کوئی گھنگ کام کر
رہا ہے۔

مہن اور زیادہ نہ کہتے ہوئے
ریلوے میں جو ملازم ہیں ان کے
متعلق کچھ کہنا چاہوں گا۔ مہلتائی
پہتہ آپ نے بڑھایا ۲ روپیہہ پانچ
روپیہہ اور ۱۰ روپیہہ چھوٹے ملازمین

شری پیارے لال کرپل (مطالبہ) :
جو ہیں ان کا مہنگائی بہتہ ۱ روپہہ
بڑھایا گیا ہے اور جو بڑے بڑے
ملازمین ہیں ان کا مہنگائی بہتہ
پانچ روپہہ اور ۱۰ روپہہ بڑھایا گیا
ہے۔ مہنگائی کا زیادہ اثر چھوٹے ملازمین
پر ہے۔ اس لئے چھوٹے ملازمین کو
آپ زیادہ دلیف دیں۔ بڑے ملازمین
کو اتنا دلیف دینے کی اوشیکنا
نہیں ہے۔ مگر بڑے ملازمین جو
کہ ضروریات زندگی کا سامان خرید
سکتے ہیں ان کو آپ زیادہ دلیف
دیتے ہیں اور چھوٹے ملازمین جو
مہنگائی کی وجہ سے بہت دے ہوئے
ہیں ان کو آپ کم دلیف دیتے
ہیں۔ یہ کہاں کا انصاف ہے آپ ان
کی تلتخواہیں بڑھائیے ان کا مہنگائی
بہتہ بڑھائیے ریلوں کی افیشنیسی
انہیں لوگوں پر منحصر ہے اور ریلوں
میں ایکسپڈنٹ بھی ان ہی لوگوں
کی پریشانی کی وجہ سے ہوتے ہیں
موجودہ حالات میں یہ لوگ بہت
ورینڈ دھتے ہیں اور ان کا دھیان
گھر کے جہتجتوں میں لگا رہتا ہے
اس وجہ سے یہ اپنے کام کی طرف
پوری توجہ نہیں دے پاتے ہوں۔

آخر میں ریلوے میں شہدولڈ
کاسٹ کے ریپریزینٹیشن کے متعلق
کچھ عرض کروں گا۔ ۱۹۴۳ سے ان
کو ریپریزینٹیشن ملا ہوا ہے ان کا
ریپریزینٹیشن ۱۶ پرتیشٹ سے زیادہ ہوتے

ہوئے بھی آج ریلوے کے اندر تین یا
چار پرتیشٹ سے زیادہ ان کا ریپریزینٹیشن
نہیں ہے ہمارے کانستی ٹیوشن نے
ان کو کچھ سہولتوں دی ہیں۔
ہمارا کانستی ٹیوشن اس بات کو
ریپریزینٹیشن کرنا ہے کہ شہدولڈ کاسٹ
کے لوگوں کو سپیشل ریپریزینٹیشن دیا
جائے۔ اس لئے ریلوے میں جو ان
کے ریپریزینٹیشن کی جگہوں میں وہ ان
کو دی جائیں اور ان کے پروموشن کے
بارے میں بھی ان کا خیال رکھا جائے۔
اس سہولتہ میں میں ایک کوس
آپ کے نوڈس میں لانا چاہتا ہوں
کہ ایس۔ ایم۔ ایس اور ہلومان
پرسنل ایک ہی گروپ میں کڈتے
تھے۔ ایس جو کہ سلیڈ تھا اس کو
ترقی دے کر ۲۵۰ سے ۲۸۰ کے گریڈ
میں لے لیا گیا اور پھر اس کو
ٹی۔ ٹی۔ آئی اسپیشل بلدا کر
موض آباد اس کا ٹرانسفر کر دیا گیا۔
اس کی جگہ ابھی تک خالی پڑی
ہوئی ہے اور ہلومان پرسنل جو اس
سے چونیر ہے اس کو اس کی جگہ
پر پروموشن نہیں دیا گیا ہے۔ اس
کو پروموشن اس لئے نہیں دیا گیا ہے
کیوں کہ وہ شہدولڈ کاسٹ کا آدمی
ہے۔

श्री शाहनवाज खां: यह मूलतः है

श्री पीरے लाल करपल (मطالبہ) :
آپ اس کوس کے بارے میں یہ بہتہ

1964-65

لگانوں کے چسپ ہونوں ایک ہی جگہ پر تھے اور دونوں کا گریڈ ایک ہی تھا تو پھر ہلوسان پرساد کو ابھی تک الیاس کی جگہ کیوں نہیں دی گئی ہے۔ آپ مہربانی کر کے اس کہس کے بارے میں لکھئے۔

उपसभाध्यक्ष (श्री महाबीर प्रसाद शर्मा): कुरील साहब, अब काफी हो गया।

شری پیارے لال کوریل وہ طالب ۲۲ :

تیسرے درجہ کے مسافروں کے بارے میں میں ضرور کچھ عرض کرونگا۔ تیسرے درجہ کے مسافروں سے ۱۶۱ کروڑ روپیٹے کی آمدنی ہوتی ہے اور ایپرکلاس کے مسافروں سے صرف ۲۲ کروڑ روپیٹے کی آمدنی ہوتی ہے لیکن آپ تہرتہ کلاس کے پیسنیجرس کو کوئی خاص سہولتیں نہیں دیتے ہیں۔ آپ تہرتہ کلاس کے قہوں میں دیکھئے کہ ان میں کتنی گندگی رہتی ہے۔ ان میں کوئی صفائی نہیں رہتی۔ تہرتہ کلاس کی لیٹریلز میں بھی کسی قسم کی صفائی نہیں رہتی۔ ان کے کھالے پیلے کی چیزوں کا بھی کوئی ٹھہک انتظام نہیں ہوتا ہے۔

उपसभाध्यक्ष (श्री महाबीर प्रसाद शर्मा): ये सब बातें आप दोहरा रहे हैं।

شری پیارے لال کوریل وہ طالب ۲۲ :

ایک چیز کی طرف میں خاص توجہ دلانا چاہتا ہوں کہ تہرتہ کلاس کے

پیسنیجرس کو جو کھالے پیلے کی چیزیں ملتی ہیں وہ بہت ہی خراب ہوتی ہیں اور ان کے متعلق کوئی رپورٹ بھی نہیں کی جا سکتی ہے کیوں کہ تریلیں بہت زیادہ کراؤنڈ رہتی ہیں۔ اس طرح جو بھی چیزیں ان کو ملتی ہیں انہیں پر ان کو قدامت کرنی پڑتی ہے۔ چائے کے متعلق تو جوسا کہ میں پہلے ہی ایک موقع پر عرض کر چکا ہوں کہ اسٹیشنوں پر پیر کی ہتھیوں کو اہال کر چائے تیار کی جاتی ہے اور وہی چائے لوگوں کو مجبوراً لینی پڑتی ہے۔ میں خود چائے بہت عادی ہوں لیکن بعض وقت چائے کی ترے میں ملتا سکتا اس لئے وہی چائے مجھے بھی پینی پڑتی ہے۔ اس چائے میں کیا ہوتا ہے۔ صرف پانی ہی پانی ہوتا ہے۔ تو میرا کہنا یہ ہے کہ جن مسافروں سے آپ کو زیادہ سے زیادہ آمدنی ہوتی ہے ان کی طرف آپ زیادہ دھیان دیں۔

اور بھی بہت سی باتوں کی طرف میں آپکی توجہ دلانا چاہتا تھا لیکن میرے پاس اتنا وقت نہیں ہے۔ ایک کہس میں ضرور آپ کے نوٹس میں لانا چاہتا ہوں۔ ایک مسٹر مکند پارکھ ہوں جو بہاؤ نگر میں رہتے ہیں انوائٹس کلرک تھے انہوں نے مہونہلتی کے چٹاؤ کے لئے

گلی بار پرمیشن مانگی تھی لیکن وہ
پرمیشن ان کو نہیں دی گئی تھی -
لور سے پر انہیں نہیں روکا گیا وہ
الوکشن لوے اور اس کی وجہ سے ان
کو نوکری سے برخاست کر دیا گیا -
ان کی برخاستگی کو سات سال گذر
چکے ہیں اور انہوں نے ایپل بھی کی
تھی مگر ابھی تک کوئی نتیجہ
نہیں نکلا - اس سببندہ میں بمبئی
ہائی کورٹ کا ایک فیصلہ ہوا تھا
جس میں کہا گیا ہے کہ میونسپل
اکٹوریٹیز سہاسی اکتوریٹیز نہیں
ہے -

उपसभाध्यक्ष (श्री महाबीर प्रसाद
भारंग) : कुरील साहब, अब खत्म कीजिये।

شری پیارے لال کرپل د طالب :

بسے رپورٹ ۱۹۵۹ کے پیج ۱۲۹ پر
یہ رپورٹ کیا گیا ہے :

"Municipal activities are not
political activities."

یہ چھڑ ہونے پر بھی ابھی تک یہ
معاملہ ٹیک نہیں ہوا ہے - اور زیادہ
نہ کہتے ہوئے میں آپ کا دھیان اس
کھس کی طرف دلاؤنگا اور یہ چاہوونگا
کہ آپ اس پر فور کریں - اور اس کا
فیصلہ کریں -

میں آپ کا شکریہ ادا کرتا ہوں کہ
آپ نے مجھے اتنا وقت دیا -

†[श्री प्यारे लाल कुरील "तालिब" (उत्तर
प्रदेश) : वाइस चेयरमैन साहब, बैठे बैठे
सिर में वद होने लगा है।

उपसभाध्यक्ष (श्री महाबीर प्रसाद
भारंग) : तो आप कम बोलिये।

श्री प्यारेलाल कुरील "तालिब" : कुछ
कहे बिना भी नहीं रहा जा सकता है। मैं
आपका शुक्रिया अदा करता हूँ कि आपने
मुझे बोलने के लिए टाइम दिया। रेलवे
की एफिशियेन्सी के बारे में डोल पीटे जाते
हैं कि एफिशियेन्सी बढ़ गयी है, मगर हकीकत
क्या है वो देखने के बाद मालूम होती है।
हमारी जिन्दगी में रेलवे की एहमियत दिनों-
दिन बढ़ती ही चली जा रही है और जिन्दगी
का और जीवन का कोई शोबा ऐसा नहीं
है जिसमें रेलवे का दखल न हो। अब ज्यादा
से ज्यादा तादाद में मुसाफिर रेलों के जरिए
सफर करने लगे हैं। जहां हमारे मुसाफिर
ज्यादा सफर करने लगे हैं वहां हम देखते
हैं कि इनएफिशियेन्सी जो है वो बढ़ती जा
रही है। एफिशियेन्सी किस को कहते हैं,
जिस चीज को कहते हैं, इसके बारे में मैं
आपको बतलाना चाहता हूँ।

सबसे पहले में रेलवे की रफ्तार के
बारे में आपके सामने कुछ कहना चाहता हूँ।
रेलों को हिन्दुस्तान में आए हुए सौ साल से
ज्यादा होते हैं और इस सौ साल के अर्से-
के बाद भी रेलों की रफ्तार क्या है? सबसे
ज्यादा जरूरी चीज रेलों के लिए यह है कि
उनकी रफ्तार बढ़नी चाहिए, उनकी रफ्तार
तेज करनी चाहिए, ताकि सफर में कम से
कम वक्त लगे। मगर हम देखते हैं कि रेलें
उसी रफ्तार से चल रही हैं जिस रफ्तार
से वे पहले चलती थीं और उनमें किसी तरह
की कोई तब्दीली वाक्या नहीं हुई है।

श्री शाहनवाज खां : दिल्ली से कलकत्ते
जो गाड़ी चलती है वह ५५ और ६०
मील की रफ्तार से जाती है।

श्री प्यारे लाल कुरील "तलिब": एक दो गाड़ी में थोड़ा सा फर्क हो जाने को तेजी नहीं कहते। सभी गाड़ियों में काफी तेजी आनी चाहिए और हमें वक्त की कीमत का एहसास होना चाहिए। सौ साल के बाद भी रफ्तार में किसी प्रकार की तेजी नहीं आयी है। इस तरफ ध्यान देने की जरूरत है। हमारी रेलों की आजकल की जो रफ्तार है वो ज्यादा तेज होनी चाहिए और मैं उम्मीद करता हूँ कि रेलवे मिनिस्टर साहब इस बात की तरफ जरूर तवज्जो देंगे।

अब मैं गाड़ियों के लेट चलने के बारे में कुछ अर्ज करना चाहता हूँ, और यह दूसरी एफिशियन्सी है। कोई गाड़ी ऐसी नहीं जो लेट न चलती हो। सब गाड़ियां लेट चलती हैं। अब मुसाफिर घर से यह सोच कर चलते हैं कि गाड़ी तो पन्द्रह-बीस मिनट लेट आएगी, हमें जल्दी जाने की कोई जरूरत नहीं है। मैं इस सदन का १९६० से मेम्बर हूँ और मैंने सैकड़ों बार रेलों में सफर किया है। एक दो दफा को छोड़कर कभी भी गाड़ी ठीक समय पर नहीं पहुंची। हर गाड़ी या तो कुछ मिनट लेट पहुंचेगी या कभी-कभी कई घंटे लेट हो जायेगी। ये छोटी-छोटी बातें हैं जिनकी तरफ मैं आपका ध्यान दिलाना चाहता हूँ क्योंकि बड़ी-बड़ी बातों की धाबत और बहुत से मदस्य कह चुके हैं। क्या गाड़ियों का लेट पहुंचना हमारी एफिशियन्सी को जाहिर करता है? कोई गाड़ी ऐसी नहीं जो लेट न पहुंचती हो और उसकी वजह से कितने स्पए-पैसे का हम लोगों का नुकसान होता है और कितने कामों का नुकसान होता है—यह सब आप खुद अच्छी तरह से जानते हैं कि इसकी वजह से निजी और दूसरे नेशनल कामों में इन-एफिशियन्सी बढ़ जाती है। अगर रेलें

समय पर नहीं पहुंचेंगी तो उससे हर एक को नुकसान होगा। मगर आजकल गाड़ियों का लेट चलना आम बात हो गयी है। मैं उम्मीद करता हूँ कि रेलवे मिनिस्टर साहब इस बात की तरफ तवज्जो देंगे कि गाड़ियों का वक्त पर पहुंचना मुमकिन हो सके।

अब आप रेलवे मुलाजमीत को ले लीजिए क्या उनके रवैये में तब्दीली हुई है? अंग्रेजी राज के जमाने में मैं समझ सकता था कि उनका मुसाफिरों के साथ रवैया ठीक नहीं है, लेकिन आजादी के बाद उनके रवैये में किसी तरह का कोई फर्क नहीं आया। आप दूसरे लोगों की बात जाने दीजिये, ये लोग पालियामेंट के मेम्बरों के साथ भी सीधे तरीके से बात नहीं करते। मैं आपके सामने एक मिसाल रखना चाहता हूँ और इससे आप अन्दाजा लगा सकते हैं कि उनका रवैया क्या है। अब मैं कानपुर के स्टेशन की एक बात बताता हूँ। मैं कानपुर स्टेशन पर १२ बजकर कुछ मिनट पर पहुंचा था २३ जनवरी को। मुझे कालका मेल से दिल्ली आना था, तो मैंने प्लेटफार्म नम्बर १ पर एक लाश पड़ी देखी। एक सिपाही स्वीपर से कह रहा था कि लाश को ले जाओ और इसको फेंक दो। क्योंकि मैं करीब से गुजर रहा था इसलिए मैंने यह सुन लिया। उस वक्त पुलिस का आदमी और स्वीपर वहां पर थे और वह मुसाफिर वहां पर मरा पड़ा था, कोई कपड़ा उसके ऊपर नहीं था, रजाई उसके ऊपर पड़ी थी। मैंने दरयाफ्त किया कि ये कैसे मर गया; और बगैर इसके फोटो लिये इसको कैसे तुम फिक्रवा रहे हो? अगर तुम इसका फोटो नहीं लोगे तो कैसे मालूम होगा कि ये कहा से आया है और किधर जा रहा है? किस तरह से इसकी शनाख्त हो सकेगी? उसने कोई परवाह नहीं की। लेकिन मेरे साथ एक शख्स थे, उन्होंने कह दिया कि ये

[श्री प्यारे लाल कुरील "तालिब"]

पालियामेंट के मेम्बर है तब वह पुलिस का आदमी सहमा। तब मैंने उससे पूछा कि क्या किसी डाक्टर को बुलाने की कोशिश की गयी। तब उसने मेरी बात सुनी और कहा कि मैं असिस्टेंट स्टेशन मास्टर के पास गया था और उनसे कहा था कि इस आदमी की हालत खराब है और इसको सर्दी लग गयी है। यह कोई ऐसा मर्ज नहीं था जो ठीक नहीं हो सकता और ऐसा लगता है कि इसको रात के वक्त सर्दी लग गयी थी। अगर वक्त पर मेडिकल एड पहुंच जाती तो उस आदमी की जान बचायी जा सकती थी। मैंने जब उस सिपाही से पूछा कि तुम स्टेशन मास्टर के पास गए थे; तो उसने कहा कि हां, मैंने उनसे कहा कि इस आदमी की हालत खराब है तो स्टेशन मास्टर ने कहा कि डाक्टर का बिल कौन देगा और डाक्टर की फीस कौन देगा? वो बेचारा इस तरह से वापस आ गया। कुछ अर्से के बाद उस आदमी की मौत वाक्या हो गई। उसके बाद वहां पर पी० एस० पी० के श्री बलवान सिंह एम० एल० ए० और रिपब्लिकन पार्टी के जनरल सेक्रेटरी भी आए और मैंने उन्हें यह बात बतायी और कहा कि यह हाल है आप सब लोगों ने सुना है कि हर रेलवे स्टेशन पर डाक्टर का इन्तजाम होता है और रेलवे का अस्पताल होता है। अगर वो रेलवे अस्पताल को टेलीफोन ही करते तो वहां से एम्बुलेन्स आ जाती और उस आदमी का ट्रीटमेंट हो सकता था। वह आदमी अस्पताल में आसानी के साथ भरती किया जा सकता था मगर उस तरफ किसी ने ध्यान नहीं दिया। उस दिन दो बजकर सत्ताईस मिनट पर कालका मेल वहां से रवाना हुई और उस समय तक वहां पर न कोई डाक्टर ही आया था और न ही कोई रेलवे का मुलाजिम ही पहुंचा था। उस समय तक किसी ने इस बात की भी

कोशिश नहीं की कि वाकई उस आदमी की भीत हो गयी है या नहीं। चूंकि यह सामला पालियामेंट के मेम्बर के सामने आ गया था इसलिए पुलिस वालों ने कुछ इधर-उधर दौड़-धूप की। अगर मेरी नजरों में यह मामला नहीं आता तो इस लाश को या तो मेडिकल कालिज में बेच दिया जाता या बाहर फेंक दिया जाता। यह रवैया है हमारे मुसाफिरों के साथ रेलवे वालों का। इसकी तरफ ध्यान देने की जरूरत है और मैं उम्मीद करता हूं कि रेलवे मिनिस्टर साहब इस बात की कोशिश करेंगे कि मुसाफिरों के साथ मुलाजमीन का रवैया बेहतर हो।

अब मैं एफिशियेंसी की एक और मिसाल आपके सामने रखना चाहता हूँ। अभी १४ फरवरी को मैं लखनऊ में था। बहुत से पालियामेंट के मेम्बरों को जाना था, जिसकी वजह से एक एडोशनल बोगी लगायी गयी। श्री कासलीवाल भी मौजूद थे और हम छः सात मेम्बर उस प्लेटफार्म पर मौजूद थे। जो स्पेशल बोगी लगायी गयी थी उसके दोनों दरवाजे बाद थे और हमारी दौड़-धूप के बाद जब गाड़ी के छूटने में ३-४ मिनट रह गए थे तो उसके दरवाजे खोले गए। यह हकीकत है, आप इसको अपने आदमियों से पूछ सकते हैं और पालियामेंट के मेम्बर जो इस गाड़ी में सफर कर रहे थे उनसे मालूम कर सकते हैं। इस तरह से हमारे रेलवे में एफिशियेंसी बढ़ रही है। जब उन्हें मालूम था कि इस बोगी से पालियामेंट के मेम्बर ड्रैवल कर रहे हैं और खास तौर पर उन्हीं के लिए यह बोगी लगायी गयी थी तो इसको पहने से ही क्यों न खोला गया? जब हम इस बोगी के अन्दर गए तो उसमें सफाई नहीं थी और गर्द से भरी हुई थी। उसमें बंडलाइट का कोई इन्तजाम नहीं था। उसके दरवाजे और खिड़कियां खोलना मुश्किल हो गया था।

1964-65

यह है हाल साहब एफीशियेन्सी का जिसको मैं आपके सामने रखना चाहता हूँ और अर्ज करना चाहता हूँ कि आप इसकी तरफ तबज्जो दें। यह छोटी-छोटी बातें हैं लेकिन जिनकी तरफ ध्यान देना बहुत ही जरूरी है।

मैं ज्यादा न कहकर अब कम्पशन की तरफ आता हूँ। रेलवे में कम्पशन बढ़ रहा है। आप कहेंगे कि नहीं बिल्कुल गलत है, तो मैं एक मामूली बात की तरफ आपका ध्यान दिलाता हूँ। आप किसी स्टेशन पर चले जाएँ, आपको रेलवे का टाइम टेबिल नहीं मिलेगा। मैं आपको तादंत रेलवे की भिन्नता देता हूँ। मैं कानपुर से लखनऊ कई मंत्रवा आता जाता हूँ और मैंने कई दफा २५ न० पै० वाले टाइम टेबिल को लेने की कोशिश की मगर वह मुझे नहीं मिला और स्टेशनों पर भी मैंने दूसरी रेलों के मुनल्लिक टाइम टेबिल लेने की कोशिश की मगर वह मुझे नहीं मिला। इस तरह से टाइम टेबिलों के बारे में एक रिकेट चल रहा है।

श्री साहनवाज खाँ . इसमें रिकेट क्या हुआ ?

श्री प्यारे लाल कुरील "तालिब" मैं आपको एक्सप्लेन करूँगा कि क्या रिकेट है। अभी छोटे-छोटे टाइम टेबिल प्राइवेट प्रिंटिंग प्रेसों में छापे जाते हैं। जितनी कापिया उसकी छपनी चाहिये उतनी छपती हैं या नहीं यह किसी को मालूम नहीं है। जिन स्टेशनों को जितनी कापिया जानी चाहिये वो वहाँ नहीं जाती हैं। अगर एक स्टेशन पर ५,००० कापिया जानी चाहिये तो वहाँ पर सिर्फ १०० कापिया ही पहुँचती हैं, बाकी कापिया नहीं पहुँचती और स्टेशन मास्टर के जरिये किस किस को दी जाती हैं यह अभी तक मालूम नहीं हो सका। इसके पीछे यह राज है कि किसी स्टेशन पर अगर स्टेशन मास्टर को ५,००० कापिया भेजनी हैं तो वहाँ ५०० कापिया ही पहुँचती हैं और लिखा लिया जाता है कि ५,००० पहुँच चुकी

हैं। जब स्टेशन मास्टर के पास टाइम टेबिल को लेने के लिये कोई शख्स जाता है तो कह दिया जाता है कि बुक स्टाल से ले लो। अगर बुक स्टाल पर टाइम टेबिल लेने के लिये कोई जाता है तो उससे कहा जाता है कि स्टेशन मास्टर के पास से ले लो। हमारे बहुत से मेम्बरों को इस बात का तजुर्बा हुआ होगा। यह जो टाइम टेबिल प्राइवेट प्रिंटिंग प्रेसों में छपा जाता है वो नफीज कागज पर छपा जाता है और जितनी उसकी कापियाँ छपी जाती हैं वो तादाद की मुनाबिक बहुत कम होती हैं, और बाकी जो कागज होता है वो ब्लैक मार्केट में चला जाता है। आपको इस चीज के बारे में मालूम करने की कोशिश करनी चाहिये कि इस तरह का यह रिकेट क्यों होता है। अगर मैं यह बात गलत कहता हूँ तो मुझे सदन से निकाल दीजिए। मैं सदन से इस्तीफा देने के लिये तैयार हूँ अगर मेरी बात गलत है। आप इस कम्पशन का पता लगाइए कि आया ऐसा होता है कि नहीं। आप कहीं माल भेजने के लिए जाइए बगैर रिश्वत के आप माल नहीं भेज सकते हैं। यह आम चीज है और हर सदस्य जानता है कि ऐसा होता है।

छोटे-छोटे कन्ट्रैक्टर्स के पेमेंट का जब सवाल आता है तब आप देखिए कि क्या होता है। मेरे पास फोटो स्टेट कापिया मौजूद है जिनसे जाहिर होता है कि क्या-क्या कारंवाइया की जाती हैं। जिस कन्ट्रैक्टर्स को पेमेंट देना होता है उसकी कम्पनी का नाम अच्छी तरह से वो लोग जानते हैं। लेकिन होता यह है कि उसके नाम में कहीं थोड़ी सी तब्दीली कर दी जाती है फिर जब वो उसको ठीक कर देता है और दस्तखत करके पेमेंट के लिये उस कागज को भेजता है तो फिर वो लोग क्या करते हैं कि तारीख में तारा कहीं कलम को थोड़ा सा घुमा देते हैं। इस तरह फिर वो पेमेंट रुक जाता है। बैंक के लोग यह कहते हैं कि साहब बैंक पर तारीख ठीक नहीं है और इस तरह सेकड़ों

[श्री प्यारे लाल कुरी "तालिब"]

बार पेटी कन्ट्रैक्ट्स को आफिस के चक्कर काटने पड़ते हैं और जब तक वो क्लर्क को पैसा न दें तब तक उनका पेमेंट नहीं हो सकता है। यह एक हकीकत है जिसकी तरफ मैं आपकी तवज्जो दिलाना चाहता हूँ। इस सिलसिले में आप देखिए शंकरगढ़ क्वारीज में टेंडर की तारीख २४ फरवरी रखी गयी थी। फिर आल आफ ए सडन वो तारीख १० फरवरी कर दी गयी। यह एक हकीकत है। इसके बारे में मेरे पास तार आया है और मिनिस्टर साहब के पास भी तार भेजा गया है। इसमें रेलवे को लाखों रुपए का लास होगा। अब यह देखने की चीज है कि यह जो २४ फरवरी से १० फरवरी कर दी गयी उसके पीछे कौनसी चीज काम करती है। यह छोटी-छोटी चीजें हैं लेकिन उन पर गौर करने की जरूरत है।

अब आप रिजर्वेशन को ले लीजिए। अभी मैं इतवार की रात में लखनऊ से आया हूँ। यहां से मैंने रिजर्वेशन के लिए तार करवाया था, लेकिन वो तार वहां पहुंचा नहीं। वहां पूछने पर उन्होंने यह कहा कि हमारे पास आपका तार नहीं आया है और आप रिजर्वेशन चार्ट देख लीजिए। अब यह आप खुद मालूम कर सकते हैं कि जब मैंने रिजर्वेशन करवाया था तो वहां के लिए भी तार भिजवा दिया था, लेकिन पता नहीं क्यों उनको मेरा तार नहीं मिला। जब रिजर्वेशन चार्ट में मैंने अपना नाम नहीं देखा तो मैंने उनसे कहा कि क्या कोई गुंजाइश हो सकती है। इस पर उन्होंने यह कहा कि जो वाया मुरादाबाद होकर गाड़ी जाती है ना उसमें कोई गुंजाइश है और ना जो कानपुर गाड़ी होकर जाती है उसमें कोई गुंजाइश है। फिर मैंने कहा, ठीक है। मेरा अपना तरीका यह है पता लगाने का कि कौनसी सीट का रिजर्वेशन फिक्टीशियम है पता लगा कर के एक लोवर बर्थ पर मैंने अपना बिस्तर खोब दिया। आप यकीन जानिये कि उस

लोवर बर्थ के लिए बाद में कोई आदमी नहीं आया। इसी तरह से और भी बहुत सी अपर बर्थ इस गाड़ी में खाली आईं। आप इस चीज का पता लगाइए कि यह क्यों होता है।

(Time bell rings.)

अभी तो मैंने शुरू किया है।

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) : आपके १४ मिनट हो गये।

श्री प्यारे लाल कुरी "तालिब" : मैं बहुत जल्द खत्म कर दूंगा और सिर्फ ५ मिनट आपसे तलब करूंगा।

अब आप कोयले को ले लीजिये कि लाखों रुपए का कोयला रेलवे में चोरी होता है और बाकायदा तरीके से वो इस्तेमाल नहीं होता है। इसी तरह आपके वर्कशाप से बहुत सा पीतल चोरी होता है और कापर चोरी होता है। स्ट्रैप आयरन जोकि पी० डब्ल्यू० आई० के जरिए से एक जगह पर इकट्ठा होता है बाद में वो ठेकेदारों को नीलाम कर दिया जाता है। लेकिन अगर चालीस टन वो इकट्ठा होता है तो सिर्फ २० टन दिखलाकर के उसका नीलाम कर दिया जाता है और बाकी २० टन कुछ रुपया पैसा लेकर के वैसे ही ठेकेदारों को दे दिया जाता है। यह एक हकीकत है और आप इसको मालूम करने की कोशिश करें।

इसी तरह से कई और बातें हैं जिनकी तरफ मैं आपकी तवज्जो दिलाना चाहता हूँ। आप दूर क्यों जाइए, यही दिल्ली के स्टेशन पर देख लीजिए कि यहां से कितना माल चोरी होता है। मेरे पास पूरी लिस्ट मौजूद है, जितने क्लेम आपने दिए हैं उनकी लिस्ट मेरे पास है। लेकिन मुझे अफसंस है कि मेरे पास इतना टाइम नहीं है कि मैं इसको आपके सामने रख सकूँ। मैं इतना जरूर कहूंगा कि आप इसका पता लगाइए कि यह चोरी कैसे होती है। कुछ मुलाजमीन

के जरिए होती है या कोई ऐसा गैंग है जो इन चोरियों के पीछे आपरेट कर रहा है। यहां के स्टेशन सुपरिन्टेंडेंट के रिटायर होने का आर्डर हो गया है लेकिन उनकी सविम को एकपट्टे कर दिया गया है। यह पता कीजिए कि ऐसा क्यों किया गया है और क्या उन सब बातों के पीछे कोई गैंग काम कर रहा है।

मैं और ज्यादा न कहते हुए रेलवे में जो मुलाजिम हैं उनके मुतल्लिक कुछ कहना चाहूंगा। महंगाई भत्ता आपने बढ़ाया दो रुपया, पांच रुपया और दस रुपया। छोटे मुलाजमीन जो हैं उनका महंगाई भत्ता दो रुपया बढ़ाया गया है और जो बड़े बड़े मुलाजमीन हैं उनका महंगाई भत्ता पांच रुपया और दस रुपया बढ़ाया गया है। महंगाई का ज्यादा असर छोटे मुलाजमीन पर है। इसलिए छोटे मुलाजमीन को आप ज्यादा से ज्यादा रिलीफ दें। बड़े मुलाजमीन को इतना रिलीफ देने की आवश्यकता नहीं है। मगर बड़े मुलाजमीन जोकि जरूरियाते जिन्दगी का सामान खरीद सकते हैं उनको आप ज्यादा रिलीफ देते हैं और छोटे मुलाजमीन जो महंगाई की वजह से बहुत दबे हुए हैं उनको आप कम रिलीफ देते हैं। यह कहां का इन्साफ है? आप उनकी तनखाएं बढ़ाइए, उनका महंगाई भत्ता बढ़ाइये। रेलों की एफीशियेन्सी उन्हीं लोगों पर मुनस्सर है और रेलों में एक्सिडेंट भी उन्हीं लोगों की परेशानी की वजह से होते हैं। मौजूदा हालत में ये लोग बहुत वरीड रहते हैं और उनका ध्यान घर के झंझटों में लगा रहता है। इस वजह से वे अपने काम की तरफ पूरी तवज्जो नहीं दे पाते हैं।

आखिर में रेलवे में शिड्यूल्ड कास्ट के रिप्रेजेन्टेशन के मुतल्लिक कुछ अर्ज करूंगा। १९४३ ई० से इनको रिजर्वेशन मिला हुआ है। उनका रिजर्वेशन १६

प्रतिशत से ज्यादा होते हुए भी आज रेलवे के अन्दर तीन या चार प्रतिशत से ज्यादा उनका रिप्रेजेन्टेशन नहीं है। हमारे कांस्टीट्यूशन ने उनको कुछ सहूलियतें दी हैं। हमारा कांस्टीट्यूशन इस बात को रिकगनाइज करता है कि शिड्यूल्ड कास्ट के लोगों को स्पेशल रिप्रेजेन्टेशन दिया जाए। इसलिए रेलवे में जो उनके रिजर्वेशन की जगह हैं उनको वो दी जाएं और प्रमोशन के बारे में भी उनका खयाल रखा जाए। इस सम्बन्ध में मैं एक केस आपके नोटिस में लाना चाहता हूँ। एस० एम० इलियास और हनुमान प्रसाद एक ही ग्रेड में कन्डक्टर थे। इलियास जोकि सीनियर था उसको तरक्की देकर २५० से २८० के ग्रेड में ले लिया गया और फिर उसको टी० टी० ई० स्पेशल बनाकर फैजाबाद ट्रांसफर कर दिया गया। उसकी जगह अभी तक खाली पड़ी हुई है और हनुमान प्रसाद जो कि उससे जूनियर है उसको उसकी जगह पर प्रमोशन नहीं दिया गया है। उसको प्रमोशन इसलिए नहीं दिया गया है क्योंकि वो शिड्यूल्ड कास्ट का आदमी है।

श्री शाहनवाज खां : यह गलत है।

श्री प्यारे लाल कुरील "तालिब" : आप इस केस के बारे में यह पता लगाएं कि जब दोनों एक ही जगह पर थे और दोनों का ग्रेड एक ही था तो फिर हनुमान प्रसाद को अभी तक इलियास की जगह क्यों नहीं दी गयी है। आप मेहरबानी करके इस केस के बारे में लिखिए।

उपसभाध्यक्ष (श्री महाबीर प्रसाद भार्या) : कुरील साहब, अब काफी हो गया।

श्री प्यारे लाल कुरील "तालिब" : तीसरे दर्जे के मुसाफिरों के बारे में मैं जरूर कुछ अर्ज करूंगा। तीसरे दर्जे के

[श्री प्यारे लाल कुरील "तालिब"]

मुसाफिरोँ से १६१ करोड़ रुपए की आमदनी होती है और अपर क्लास के मुसाफिरोँ से सिर्फ २२ करोड़ रुपए की आमदनी होती है। लेकिन आप थर्ड क्लास के पैसेजर्स को कोई खास सहूलियतें नहीं देते हैं। आप थर्ड क्लास के डिब्बों में देखिए कि उनमें कितनी गंदगी रहती है। उनमें कोई सफाई नहीं रहती है। थर्ड क्लास की लेवाट्रीज में भी किसी किस्म की सफाई नहीं रहती। उनकी खाने-पीने की चीजों का भी कोई ठीक इन्तजाम नहीं होता है।

उपसभाध्यक्ष (श्री महाबीर प्रसाद भार्गव) : ये सब बातें आप दोहरा रहे हैं।

श्री प्यारे लाल कुरील "तालिब" : एक चीज की तरफ मैं खास तौर से तवज्जो दिलाना चाहता हूँ कि थर्ड क्लास के पैसेजर्स को जो खाने-पीने की चीजें मिलती हैं वो बहुत ही खराब होती हैं और उनके मुताल्लिक कोई रिपोर्ट भी नहीं की जा सकती है क्योंकि ट्रेनों बहुत ज्यादा क्राउडेड रहती हैं। इस तरह जो भी चीजें उनको मिलती हैं उन्हीं पर उनको कनाअत करनी पड़ती है। चाय के मुताल्लिक तो जैसा मैं पहले भी एक मौके पर अर्ज कर चुका हूँ कि स्टेशनों पर बेर की पत्तियों को उबाल कर चाय तैयार की जाती है और वही चाय लोगों को मजबूरन लेनी पड़ती है। मैं खुद चाय का बहुत आदी हूँ लेकिन बाज वक्त चाय की ट्रे नहीं मंगा सकता इसलिए वही चाय मुझे भी पीनी पड़ती है। उस चाय में क्या होता है, सिर्फ पानी ही पानी होता है। तो मेरा कहना यह है कि जिन मुसाफिरोँ से आपको ज्यादा से ज्यादा आमदनी होती है उनकी तरफ आप ज्यादा ध्यान दें।

और भी बहुत सी बातों की तरफ मैं आपकी तवज्जो दिलाना चाहता था लेकिन मेरे पास इतना वक्त नहीं है। एक केस मैं आपके नोटिस में जरूर खाना चाहता हूँ। एक मिस्टर मुकन्द पारिख है जो भावनगर में रेलवे में एकाउन्ट्स क्लर्क थे उन्होंने म्युनिसिपैलिटी के चुनाव के लिए कई बार परमिशन मांगी थी लेकिन वो परमिशन उनको नहीं दी गयी थी और समय पर उन्हें नहीं रोका गया। वो इलैक्शन लड़े और उसकी वजह से उनको नौकरी से बर्खास्त कर दिया गया। उनकी बर्खास्तगी को सात साल गुजर चुके हैं और उन्होंने अपील भी की थी मगर अभी तक कोई नतीजा नहीं निकला। इस सम्बन्ध में बम्बई हाई कोर्ट का एक फैसला हुआ था जिसमें कहा गया है कि म्युनिसिपल एक्टीविटीज सियासी एक्टीविटीज नहीं हैं।

उपसभाध्यक्ष (श्री महाबीर प्रसाद भार्गव) : कुरील साहब, अब खत्म कीजिये।

श्री प्यारे लाल कुरील "तालिब" : बाम्बे ला रिपोर्ट १९५९ के पेज १२९ पर यह रिपोर्ट किया गया है :—

"Municipal activities are not political activities."

यह चीज होने पर भी अभी तक यह मामला ठीक नहीं हुआ है और ज्यादा न कहते हुए मैं आपका ध्यान इस केस की तरफ दिलाऊंगा और यह चाहूंगा कि आप इस पर गौर करें और इसका फैसला करें।

मैं आपका शुक्रिया अदा करता हूँ कि आपने मुझे इतना वक्त दिया।]

SHRI SITARAM JAIPURIA (Uttar Pradesh): Mr. Vice-Chairman, I would like to associate myself in congratulating the hon. Minister and his colleagues on putting up a very good performance while presenting the Railway Budget. There is no doubt that the good performance has

been mainly due to the slackening of the progress of the country and the less amount of goods that the railways had to carry. For that they should be grateful to the Almighty. The Railway Budget indeed has the softness and simplicity of the Railway Minister. It has the stoutness and strength of one of the Deputy Ministers and the statistical show of another. Nevertheless, the fact remains that the gap that has been already created due to the slackening of our progress will have to be met in the coming year. Not only that, but also additional requirements will have to be met. While the Railway Minister in his speech mentioned with much satisfaction the very good performance of the Railways, I would like here to utter a word of caution that they will not only have to meet that gap but they must also be prepared to meet the future requirements that are bound to arise. Transport and power are such things that the demand for each increases very rapidly. Unless and until the Ministry takes necessary care to always have surplus capacity, I am afraid a situation may arise when they may find themselves in a very difficult position.

On the one hand, the Railway Minister while presenting his Budget in his Budget speech, has said that the competitive capacity of the Railways has been kept under consideration. On the other hand, we know that road transport is already suffering a lot from the different difficulties that they have to face. It bears the highest taxation in the world. In spite of that we know it for a fact that road transport has been doing extremely well. It is, therefore very necessary, while realising the need for quickening the rate of growth of the economy, as the Railway Minister has done, they should increase not only their carrying capacity but also increase their competitive capacity. In fact, the major portion of their proceeds is from freight. The increase in freight which has been done, to

my mind, is not a very justifiable one. After all, any increase in freight, even to a very nominal extent, is bound to affect the entire country's population. On the one hand, this increase in freight is mostly going to meet the pension and dearness allowance of the employees and that is certainly a relieving feature from one point of view. On the other hand, if the cost of production of entire commodities is to go up, how far are we justified in doing that? What has been done in the interests of the workers of the railways to increase their pension and dearness allowance has been taken by another. It is, therefore, very necessary that this vicious circle of giving money by one hand and taking it away by another, that is, reducing the value of money, should be stopped. The earlier it is stopped, the better it is.

The Railway Ministry, of course, is a very privileged Ministry. I remember once an incident mentioned to me by a passenger in a train. Once while he was travelling by train by chance a cinder fell into his eyes. He was prevented from working as a professional lawyer for a number of days. He filed a case against the Railways. The Railway Ministry after a very long interval, after giving the matter every consideration, due consideration and active consideration, ultimately said: "Look here, gentleman, you have suffered from the professional work that you were supposed to do. But we have taken legal opinion. Strictly speaking, you have taken away a cinder of the Railways which you had no right to do and which is railway property. But because you are a valued client of the Railways we do not propose to proceed against you." So far so good. In spite of all that, the operational efficiency will have to be kept in view, not only because of the increasing passenger traffic, not only because of the goods traffic they have to carry, but because also of the immediate requirements of Defence that might arise at any particular moment.

[Shri Sitaram Jaipuria.]

There is not much time left at my disposal as you have been good enough to tell me that I should not take more than five minutes or seven minutes. But I would like to draw the attention of the hon. Minister to one very important fact. Our country has already adopted a socialistic pattern of society. 'Democratic socialism' is another name which has been coined. A number of socialist words are being coined day by day. But a definition of socialism is also equally necessary. Why I am saying it is this. In a socialist country it has always been said that the maximum good of the maximum people should be the motto. I would like to draw the attention of the hon. Minister of Railways that in Kanpur there are a number of level crossings which are a source of great nuisance not only to the public of Kanpur but also to the entire country. The G.T. crossing on the GT road has got nearly four double lines. At that crossing, on a number of times the public have to wait for an hour to get through because there is no overhead bridge. Not only the public, even the Railway Minister himself had occasion to undergo that situation. Whenever a VIP visits Kanpur generally care is taken to send another car on the other side, so that the VIP is not detained.

SHRI LOKANATH MISRA: Trans-shipment.

SHRI SITARAM JAIPURIA: Whatever it is, the fact is there. I would strongly urge upon the Railway Minister

SHRI A. M. TARIQ (Jammu and Kashmir): What monster?

SHRI SITARAM JAIPURIA: You always hear something quite different. They should take immediate action. Is it true that representations were made? Since 1935 this matter has been hanging fire. Many Ministers of Railways have come and gone. Even during the British regime, the late lamented stalwarts like Pantji,

Rafi Saheb and others had said with one voice that this sort of situation on the GT Road was a very bad one and that the Railways must take care to see that this was immediately put in order. It so happens that our State and Central Governments, if I may use the words, have specialised, in shunting and the Railways particularly keep on shunting it from one end to another. The Railway Ministry is always shunting it on to the Transport Ministry. The Transport Ministry is always flying in the air and they are going into deep seas or deep waters. In spite of all this, it has not yet been possible for them to take any positive step to make an overhead bridge on the GT road, which is passing through Kanpur. They have been victims of political influences and making crossings at places which are not so important, and such an important place, which affects the very economic and social life of the entire town, having a population of more than 1.2 million, has no over-bridge. The entire people have to cross over on either side of the GT road. It is our national highway. The Railway Ministry should take immediate and positive steps. I would very strongly urge upon the hon. Minister to do something. A number of representations have been made. I have with me a bunch of representations that have been sent from time to time. Only the Minister will be able to throw some light as to what happened to those representations. Whether it is the Ministry of Transport, whether it is the Railway Ministry, whether it is the local State Government or whatever it is, after all the Government has got to work with joint responsibility. It is for the Government to find out which particular person is at fault and why a particular thing has not been done. I realise that it may be difficult for the hon. Minister to meet the wishes of all Members of Parliament because almost everyone of them has been raising a particular demand which affects his particular town or particular area which has come to his no-

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tie. But this is a matter which does not concern Kanpur alone or Uttar Pradesh alone. It affects the entire country. If such impediments are there in the national highways, it affects the whole country. It does not speak very well of the Railways. I am glad that the hon. Minister, Cabinet Minister, Mr. Dasappa, is also here. I am sure he will also use his good influence and see that this matter of rail crossing, which is an eyesore and a graveyard of many hopes is taken care of and before long a good gesture is shown by the Railway Ministry either by talking to the Transport Ministry or any other step necessary. The fact is that the thing must be done. I have every hope that with the dynamic approach that the Railway Ministry has, with the claims that they have made and rightly in many cases, they will see that this difficulty which is being faced by everyone is also taken care of without any further delay.

I wish the Railways a very bright future. On them depends the economy and the very destiny of the country. In the circumstances I hope that will not only prove worthy of this great confidence and the trust reposed in them, but they will also rise to the occasion and ensure that the trust and confidence reposed in them is to the full extent utilised and everything is done in the best interests of the country.

Thank you.

SHRI S. MISHRA: Mr. Vice-Chairman, I am grateful to you that you have given me a chance to say something about the Railway Budget. The Budget for the year 1964-65, which is placed before the House is a nice one. So, I whole-heartedly support it. But I am requesting the hon. Railway Minister to take effective steps to utilise the same for the benefit of the people.

Sir, I have come from Orissa. In Orissa, Cuttack is a big town, where a lakh of people are residing—and thousands of vehicles are running

The South Eastern Railway line is passing through the town. There is a level crossing road which closes many times a day. For that vehicles are detained for an unlimited time. The traffic buses, trucks, cars, carts, etc., are stopped there and the people are suffering for that. So, I request the hon. Railway Minister to take necessary steps for constructing an underground bridge as early as possible.

[THE DEPUTY CHAIRMAN in the Chair]

The second thing is that there are no sufficient passenger trains in that line, for which the third class passengers are getting such inconvenience for their journey. In many stations passengers are not getting any compartment to sit. They are standing in the compartment as well as on the footboards of the trains, for which many passengers lose their lives. Madam, the largest part of the railway income is coming from the third class passengers' fares, but they are neglected. So I request the hon. Railway Minister to arrange sufficient trains for the convenience of the passengers.

Thirdly, it is known to all that corruption is prevailing in each and every train, that is, mail, express, passenger as well as goods trains. It cannot be stopped by any law or any action. It will only be stopped when sufficient trains will be available to serve the purpose of the people. So I request the hon. Railway Minister to arrange sufficient trains in the near future for stopping the corruption.

Fourthly, Orissa is a State of India and its capital is Bhubaneswar. Though Delhi is the capital of India, there is no direct railway connection to Bhubaneswar from Delhi. So I request the hon. Railway Minister to take necessary steps for providing a direct train to Bhubaneswar from Delhi.

[Shri S. Mishra.]

Madam, Dandakaranya—Balangir—Kiriburu railway line has been constructed in the State of Orissa, and it was opened for goods traffic last year. It is regrettable that the local men who had applied for fourth grade railway services have not been taken sufficiently by the authorities. Most of the employees are appointed from outside the State. So I am bringing this to the notice of the hon. Railway Minister to see to this and instruct the Railway authorities to appoint sufficient local men at any rate in the fourth grade services.

Though goods trains are running on D.B.K. Railway line for nearly a year, passenger trains are not running yet. I request the hon. Minister to provide passenger trains as soon as possible for the benefit of the local people.

I am not going to discuss about the income and expenditure of the Railway Budget, as many of the hon. Members have taken part in this respect. Thank you, Madam.

SHRI M. P. BHARGAVA (Uttar Pradesh): Madam Deputy Chairman, I join my other colleagues in the Rajya Sabha in offering my congratulations to my esteemed friend and Minister, Shri Dasappa. At the same time these congratulations must be shared by our ex-Railway Minister, Sardar Swaran Singh, because it was in his period that whatever the improvement in the budget was effected. It is always very difficult to speak at the fag end of a debate especially when it has been carried on for four days. I had a mind to speak on the first day of the Budget discussion, but there were certain reasons why I had to postpone my comments till today, and the reason was that on the 5th of December 1963 I had spoken about some matter and I was following the same. Yesterday I had a question in this House. It was an Unstarred Question No. 253. It was:

“Whether the representation from the Claims Tracers in Northern-Railway against revision of the seniority list has been disposed of;

If so, what action has been taken on the representation; and

the reasons for frequent changes in the seniority lists of the Claims Tracers.”

The answer I got was:

“Yes.

The seniority of persons has been fixed giving protection of seniority to those regularly promoted.”

As I told the House last time, it is a case of 109 Claims Tracers whose seniority is being played with by the Railway Board, more exactly the Personnel Branch of the Railway Board for the last three years. As many as six seniority lists have been published on various dates. The first seniority list was published on the 10th January 1960 where some persons were at the bottom of the list. The second list was published on 3rd January 1961. The third list came on 1st March 1963. The fourth list came on 27th August 1963. The fifth list came on 10th January 1964, and the last list, that means the sixth list, was published yesterday, and that was the reason why I had postponed my remarks because I got hold of it only yesterday. Our senior officers in the Railway Board as elsewhere are very jealous about their own seniority, about their own rights and privileges, and I am sorry to say that they have not the same feelings for the seniority of their junior colleagues. I wish the senior railway officials in the Railway Board especially in the Personnel Branch were as jealous about the rights of their juniors as they are about their own rights. In fact it is expected from the senior officers that they would protect the rights and privileges of the junior people and will give them a fair deal. I have very closely tried to follow why these various lists were coming out from time to time. But I have failed to understand what is the reason behind it, and as I hinted at last time, it may be under pressure. I would request the hon. Minister to throw some light on the facts which I will presently narrate. On previous occasions in reply to my

questions both the hon. Deputy Ministers had given assurances in this House. Mr. Shah Nawaz Khan said that seniority once decided was final and it would not be played with. But year after year it is being played with. Mr. Ramaswamy very recently, on the 5th December, gave an assurance to me that he would himself send for the file, see the facts for himself and, if he was satisfied, he would issue necessary orders. And he said that if he was somehow not satisfied, he would send for me. But that call has not come and the sixth list has come.

Now, I will invite the attention of this House to some facts from the list, and I say that my stand has been fully vindicated by the sixth order of the Railway Board itself when they say:

“The following staff whose promotions . . .”—

Mark the words—

“ . . . were erroneously overlooked while issuing the promotion lists in September, 1956 and December, 1956 for Office and Commercial Clerks respectively are given seniority with the promotees of 1956.”

And these were some of the very people for whom I had raised the question of seniority on the 5th of December.

Now, let us examine what is being done to these people. The four names are:

1. Shri Lachman Das.
2. Shri M. R. Khan.
3. Shri R. L. Srivastava.
4. Shri Niranjan Singh.

I will first take the case of Shri Lachman Das. Shri Lachman Das in the seniority list No. 6 finds a place at serial No. 20. In the fifth list he was No. 39, in the fourth list he was No. 35 and in the third list, he was No. 25. Twentyfive, 35, 39 and it comes to 20. Then, Shri M. R. Khan was No. 29 in the third list, No. 73 in the fourth list—a drop from No. 29 to No. 73. Then in the fifth list, he is

promoted to No. 63, and in the sixth list, he is No. 29. (*interruptions*) No, he comes to No. 29, after all this round, third, fourth and fifth, he comes from No. 29 to No. 29.

Then, Shri R. L. Srivastava was No. 32 in the third list. He comes down to No. 74 in the fourth list; he comes up to No. 64 in the fifth list, and he comes to No. 30 in the present sixth list.

Similarly, Shri Niranjan Singh was No. 41 in the third list. He drops to No. 76 in the fourth list and to No. 66 in the fifth list, and he is No. 32 in the sixth list published yesterday. I am grateful to the Railway Board for fixing the seniority of these people, and I do hope that this will be the final, the ultimate, the last—or any other adjective that I can use of this list. But I am sorry to say that in rectifying one mistake they have committed another mistake, and they have played with another six people.

Now, what is the reason given? Let us examine it from their own document. It is not my document. They say:

“The following six Claims Tracers of Ferozepore Division who were originally working as Goods Enquiry Clerks and who were also promoted in 1956 . . .”—

Now, mark the words—

“ . . . are not eligible to retain their seniority position with the other staff promoted in 1956 . . . ”

And what is the fault of these poor people? The reason is given in the following lines:

“ . . . due to the fact that their names were not recommended on the basis of their Divisional seniority.”

These poor people have to suffer for the mistakes of somebody else, and what is the fate of these people? Let us examine that also. There is one Shri Ramji Das. Now, I will come to

[Shri M. P. Bhargava.]

the very revealing facts about his case. In the third, fourth and fifth lists, he has one position at No. 16, a constant position. The poor fellow has been officiating for the last three or four years in the senior grade as Claims Inspector. By this order, he not only reverts to the Claims Tracer's post but financially he stands to lose about Rs. 100. This is what is happening.

Now, take another case, that of Shri Basant Lal. He is No. 23, in the third list. He is No. 22 in the fourth list, he is No. 35 in the fifth list, and as his ill-luck would have it, he is No. 53 in the list published yesterday.

There is another case of Shri Sham Sunder. I am sorry that I have to name all these people because the facts will not be appreciated by the House unless I give these facts and figures. Now, what happens to Shri Sham Sunder? He was No. 24 in the third list, he was No. 32 in fourth list, he was No. 37 in the fifth list, and he goes down to No. 55 in the next list.

In another case, the employee Shri Om Prakash, is No. 30 in the third list, No. 62 in the fourth list, No. 59 in the fifth list and No. 65 in the list of yesterday.

This is what is happening. I have tried my utmost to find out the reason why this is being done but I have not been able to understand, and I do hope that my hon. friend, Shri Dasappa, will make me realise whether I am on the wrong or whether the Railway Board and the Railway Ministry are playing with the junior staff serving under them and giving them cause for frustration and neglect of their duty.

Now, I will draw the attention of the Railway Minister to another aspect which I mentioned before that in the first list, some six people were at the bottom. They were taken to the top and they say that that was done because in some other Railway they were selected and all that. In this connection, I draw the attention of the hon.

Minister to Order No. 268 in the Northern Railway Gazette No. 8, dated April 16, 1959. It reads as follows:—

SUB:—*Procedure for promotion to Selection and Non-Selection posts-Non-Gazetted.*

"It has now been decided that the staff who were properly selected against the posts which were previously treated as Selection posts and later were declared as 'NON SELECTION' posts and had officiated in non-fortuitous vacancies for more than 3 months prior to 14th April, 1952 should be allowed the benefit of the seniority which they got by virtue of their selection. Others who had not officiated in non-fortuitous vacancies for more than 3 months on 14th April, 1952 should be brought on to the joint seniority list, on the basis of their 'intense seniority'."

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I am not sure whether this applies to those six people who have been taken from the bottom to the top, and I would request the hon. Minister to get this point also examined.

Now, I would like to draw the attention of the House to another injustice which is prevalent in the Railway Board and the Zonal Railways. Stenographers are stenographers and they are supposed to do the same kind of work, whether they are in the Railway Board or in the Zones of the Railways, they are supposed to take dictation and transcribe the notes. If they are fortunate enough to serve in the Railway Board, their pay scale would be Rs. 210—530. If they are unfortunate enough not to be selected for working in the Railway Board office, they go to the Zonal Railways and do the same work. But their emoluments will be Rs. 130—300. And even if they are promoted in their jobs, they get the senior grade, they will get Rs. 210—425. Even after their

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efficiency is approved, they will not be at par with those fortunate stenographers who are able to be selected to work in the Railway Board. In this connection I would like to add that by the Second Pay Commission this question had been fairly and squarely dealt with and they had pointed out at various places—paragraph 37 on page 119, paragraph 40 on page 137, paragraph 41 on page 137—about their scales, and it is high time the Railway Ministry and the Railway Board took a decision on this matter, which affects hundreds and hundreds of workers of the railways. Why should there be any ground for frustration or ill feeling between the same set of people doing the same kind of work? At one place you get Rs 210—530, at another place you get Rs. 130—300 or Rs 210—425

Before I sit down I would like to touch one other point with the permission of the Deputy Chairman, and that is about the increased freight rate on coal. Coal is one of the most essential commodities required for the development of industries, and soft coke to some extent for household work also. And this increase is going to adversely affect the industries and is going to raise to some extent the price of soft coke, especially in the South, because the freight is more—it has to be carried to a long distance. When the railway economy is very sound, is on a very good financial footing, I would plead with the Railway Minister to see if he can reconsider this 2 per cent increase in the freight for moving coal.

Thank you

THE MINISTER OF RAILWAYS (SHRI H C DASAPPA): Deputy Chairman, Madam, I am indeed very much beholden to the hon Members of all sections of the House for the very cordial reception accorded to the Budget of the coming year. I may say that, while congratulating the Ministry for the performance and the estimates, they have introduced a

personal element and referred to me in very happy and complimentary terms. Madam, I am personally very grateful to all the Members who have treated me so generously. In this connection I cannot but recall that I am not a stranger to this House, I have spent fairly long time in this House as a Member of Parliament, and taken active part in the discussions, so possibly there is an element of partiality also in the way these friends referred to me in such happy terms. I must also mention that Dr. Kunzru, to whose work such felicitous tributes were paid, is also known to me very well and, what is more, I had learnt to appreciate his very fine contribution to the debates in this House, particularly in regard to the Railway debates and the Defence debates. So I yield to none in my appreciation of the great work that he has done in the Accidents Committee as its Chairman. I have gone through the report, and I consider it one of the finest pieces of work in regard to the evaluation of the working of the Railways. In fact, I might say he has traversed a much wider ground than what we thought originally was his province of work, and it is all for the better. I might also join my friends in paying my own share of tribute to the late Shri Shastri, Shri Satyacharan Shastri. I knew him very well, and it is a great pity that the Committee lost his very valuable services towards the end of its sittings; it is but right that we should remember his good and valued work on the Committee.

There have been, I believe, 35 hon Members who have taken part in this debate apart from my own colleague, Shri Shah Nawaz Khan, it will be humanly impossible for me to cover the numerous points of detail which they referred to or raised. We have a practice, I think, which is also followed here, but anyway in Lok Sabha I mentioned it, that is to say, points which I cannot cover here, which are all noted by the Ministry, we will examine each one of them very care-

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fully, and I hope to be able to send to every Member the reactions of the Ministry and the Railway Board. I cannot certainly promise that I will be able to give everyone entire satisfaction, but I may assure the House, that, if I am not able to do so, it is not because I am unwilling but because it is inherent in the nature of things that some of the suggestions are not possible for us to accept either for want of feasibility, or for want of resources. Therefore, such of those as may not get what they want, will bear with me, and let us hope that a more auspicious time will come, or a more feasible scheme or proposition will be placed before us for us to accept and implement it.

Sir, my hon friend, the Deputy Minister, Shri Shah Nawaz Khan, must have—I have listened to a portion of his speech but unfortunately I could not listen to the rest—covered a very wide ground. So I do not propose to traverse the same ground. I would much rather confine myself to general financial matters and other matters of policy. My friends, Shri A D Mani and Shri Mitra, and some other friends while saying that the estimates are generally good at the same time, stated that the freight enhancement by way of 2 per cent. surcharge was not called for. And to illustrate that point, they said that there had been a series of surpluses which could well have looked after the additional commitments of the Railways. Whatever the reasons, I shall refer to some of them later on. In further buttressing their argument, they chose the year 1962-63 in which, I do admit, there was a fairly decent surplus. What kind of surplus it was I will come to later. It was round about Rs 42 crores. But, Sir, those hon Members, who referred to 1962-63, must have realised that it was an extraordinary year, the year when we had the emergency, in addition to

the normal increase in traffic which was fairly good when we were catching up with the developing economy. The last three months shot up much beyond our expectation even at the time of our appraisal for the revised estimates. I will just give you a few figures to show how exactly they shot up.

You will see, Madam, that in January, February and March, 1963, the actual tonnages lifted were higher by as much as 19.3 per cent, 15.7 per cent and 11.2 per cent, respectively than what had been lifted in the same months of the previous year. In the first nine months of 1962-63, however, the increase over the corresponding period of the earlier year was only 10.7 per cent. And, therefore, traffic in 1962-63 exceeded all our expectations. The result was that there was a surplus of Rs. 42 crores. Therefore, it would be a wrong thing for us to take up any isolated year and make comparisons. The far better course would be to take a certain long period of, say, seven years. Well, I do not want to burden the House with the yearwise figures of seven years. But if you take the seven years, say, from 1956-57 to 1962-63—whether it is a question of comparing Budget Estimates or Revised Estimates or Actuals—it will be seen that they approximate very much to one another. Round about—taking the total figure of the seven years, I have not got the precise total figure here—it is about Rs. 3,050 crores. The Budget Estimates approximated to that, the Revised Estimates came up to that and the Actuals also came up to that. And if at all there was a difference, it was just about 1 per cent. Except for 1962-63, in other years the variation by way of Actuals exceeding Estimates was not more than 1 per cent. And what is more, during these three very happy months, that is January, February and March 1963, we were able to lift a larger proportion of high-rated commodities, as evidenced by the earnings per ton during these three months, namely, Rs. 24.28 which was

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substantially in excess of the figure of Rs. 22.02 for the corresponding months of 1961-62. The only other exceptional year you will see during these seven years was 1958-59. That was one of particularly slow growth of economy and in that year the Revised Estimates and the Actuals of both receipts and expenditure were less than what had been anticipated in the original Budget Estimates. So, it would be wrong to say that we have always been over-budgeting in the matter of expenditure and under-budgeting in the matter of receipts.

In any case, I would like to know why the minds of my hon. friends should at all be exercised over the question of larger surpluses, granting that there is more surplus than what was anticipated. In such a case, it is not a question as of the private sector spending the surplus or making large profits for reserves. The House knows that all these surpluses are credited to the Development Fund and that Fund is used for the provision of various rail-user amenities, staff quarters and welfare works, operating improvements and so on. The Convention Committee have definitely laid down that this is the only Fund from which we can draw monies for these purposes. Our friends know that we have this time provided for Rs. 1 crore more in 1964-65 for user amenities; the normal provision of Rs. 3 crores has been increased to Rs. 4 crores. Therefore, even granting that there is a little more surplus than anticipated, am I to think that we should not give these amenities, etc. to a much greater degree than what we have been able to do these years? On the other hand, I find almost every Member asking more and more for these amenities or staff welfare works etc. So it would be an unwise policy for us to harp on the idea that there is a surplus which is going somewhere else, and therefore we should not raise increased sums of money for getting these larger surpluses and putting the same in to the Develop-

ment Fund. What happens otherwise? We cannot in the least cut down the provision for these amenities and other works; and if enough surplus is not there, we have to borrow from elsewhere by paying heavy rate of interest. I do not think that it will help us in any manner whatsoever. What we have to borrow has to be done by way of drawings from the General Exchequer which will have to raise the money from somewhere and the general economy suffers to that extent. So I think we should even welcome larger surplus than estimated which is a very good feature.

Another way of looking at this matter of surplus is not to compare it with the various years and say 'You have so much more'. Every year we are incurring a great deal on additional capital outlay. Are we not expected to get some return for the further outlay that we incur? It will be seen that there has been a steady increase in the capital outlay. In 1964-65, you will see that the Railway Development Programme will cost as much as Rs. 370 crores. That must give us some kind of net return; otherwise, it would not be wise economy on our part. As I have often said, after all, we are not merely a utility concern. We are also a commercial concern. We have got to continuously have our eye on the financial return as well.

I may just bring home this point by referring to certain percentages. We find the percentage of return of net revenue to Capital-at-Charge in 1962-63 was 6.5 per cent. which, according to the Revised Estimates of 1963-64 is expected to come down to 6.2 per cent. while the percentage anticipated in 1964-65 will be even less, namely, 5.6 per cent. Therefore, I think the hon. friends will find that what we are hoping for by way of effective surplus is dwindling in comparison.

The other aspect I must refer to is to reply to the statement that the

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increase in traffic is supposed to be sufficient for all further expenses that would naturally arise the circumstances arising from year to year. I think it was Mr. Santhanam who suggested that the natural growth of revenue would be able to meet all the additional burden that fall on the Railways for their services. In fact, he used the word 'buoyancy' and said that the buoyancy of the revenues would take care of the additional commitments of the Railways. About this question, I am not sure if there is general agreement because there were other friends who were not equally hopeful of the buoyancy of our revenues. In fact, I think Mr. Gurupada Swamy has said that we need not be very complacent and we have to be rather careful because there is indication of a slump which may carry us over a much longer period than we think.

Shri Narasimham has had his own apprehensions or misapprehensions. He stated that there was no need to increase the depreciation provision beyond what the Railway Convention Committee had recommended, namely, a total of Rs. 350 crores for the Third Plan period—or that voiced by Shri Vajpayee who referred to the successive increases in the rate of dividend payable to the General Revenue from 4½ per cent. in 1961-62 and 1962-63, to 4½ per cent. in 1963-64, to be modified to 5½ per cent. in respect of fresh capital to be provided to the Railways by the General Exchequer in 1964-65. We cannot ignore the fact that there has been an increase in the wages of staff and there has also been an increase in the prices of coal and steel and all other materials. We have to provide a net contribution of about Rs. 15 crores to the Pension Fund. So all these obligations add up to a fairly sizable figure, and they have to be provided for, not by the normal traffic increase which is not sufficient; we have to meet them by some amount of additional freight tariff. It

was stated by an hon. Member—I think Mr. Vajpayee—that we should have had a Railway Convention Committee to have the increase in the rate of dividend. I had said in the Budget speech itself that it was but natural that when the loans were raised by the Government at a higher rate of interest, we would not say that we were not prepared to pay that rate of interest. So when the Finance Ministry referred to us that, with regard to the additional capital that they have to find for us, we have to pay 5.75 per cent, we had to agree. I do not think it required another Railway Convention Committee to be set up just for this or to go into the whole question.

I may draw the attention of the House to a previous occasion when a predecessor, Shri Lal Bahadur Shastri, presenting the Railway Budget in 1956-57, sought Parliament's approval to increasing the annual contribution to the Depreciation Reserve Fund, from Rs. 35 crores as recommended by the Railway Convention Committee 1954, to Rs. 45 crores from 1955-56. Instead of a small number of people, may be a dozen, constituting the Parliamentary Committee, I come to the Parliament itself for the slightly revised arrangement and I do not think there is anything to be found fault with in that procedure. Moreover, it will be seen that, in this very matter, even providing Rs. 45 crores annually for the Depreciation Reserve Fund, in the second plan was found to be insufficient and we had to take resort to drawing more money from previous balances in the fund than this Rs. 45 crores of current contribution. And just last year, on the same consideration, Parliament approved of an additional annual Depreciation provision of Rs. 10 crores, without having any special Convention Committee. The necessity this time of having to provide so much for the Depreciation Fund was due to the fact that even as much as Rs. 74 or Rs. 75 crores annually is not likely to be sufficient

for the coming years. Even in the year 1962-63, the amount of expenditure from the Depreciation Reserve Fund exceeded Rs. 75 crores and the expenditure anticipated in the following years will also be more than Rs. 70 crores. So, when we have to have various replacements and renewals and so on, we cannot manage with the smaller sum, the old provision of Rs. 35 crores or Rs. 45 crores.

It is suggested by some persons that the percentage of depreciation provision should not be more than about 2.5 or 2.6. It will be seen from the Explanatory Memorandum that the value of Railway assets today are of the order of Rs. 3,000 crores, which includes the capital at charge plus what has been ploughed back from Railway revenues in creating assets from Development Fund, etc. These total up to Rs. 3,000 crores, which means that the Depreciation Reserve Fund provision should be with reference to the sum of Rs. 3,000 crores and not merely the capital at charge. If that is taken into consideration it will be seen that depreciation provision will not be more than about 2.7 per cent.

DR. A. SUBBA RAO: The total value of the capital assets comes, as the hon. Minister said, to about Rs. 3,000 crores; but that is inclusive of inflationary and improvement element of assets. Why does he take that as the criterion, instead of taking the value of assets including improvement elements in assets created out of DRF or DF, which comes to only about Rs. 2,200 crores?

SHRI H. C. DASAPPA: The explanation is very simple. This is because, if you want replacements or if you want renewals, you cannot get them at the price for which you obtained them some 20 or 30 or 40 years back. You have got to provide for it having regard to the current prices not the old costs. So it will be seen that what we have provided for is just enough for the purpose of meet-

ing the full cost of replacement and it does not go beyond 2.7 per cent.

SHRI KHANDUBHAI K. DESAI (Gujarat): Say about 2.5 per cent.

SHRI H. C. DASAPPA: Yes, and that is perfectly correct. We are going to have, in any case, a Railway Convention Committee next year and I have no doubt that they will go into all factors when making their recommendations.

Another matter that was referred to I believe, by Shri Santhanam, was that the net provision of Rs. 15 crores for the Pension Fund was not necessary, as the amount in the State Railway/Provident Fund amounts to Rs. 210 crores and the portion of it which is the Government's contribution, can be transferred to the Pension Fund in respect of persons changing over from the Provident Fund Scheme to the Pension Scheme. This is purely an actuarial affair, and we do not have to import our own ideas or notions. The computation is left to the persons who are competent to advise us on this point. The fund, in fact, was set up after reference to the Comptroller and Auditor General. Therefore, the provision of Rs. 15 crores to the Pension Fund is on a basis about which we were advised actuarially and it is a very salutary principle that we have followed. This sum of Rs. 210 crores in the Provident Fund may appear very large, but Government's contribution to it is only 50 per cent. So, this sum of Rs. 210 crores cannot all be transferred to the Pension Fund. To those who opt in favour of the Pension Scheme, we have got to return the other balance representing their own subscription. We are still not sure as to how many will opt in favour of Pension. So we have tentatively provided a sum of Rs. 15 crores this time as years go on, we shall find exactly what would be the actual number of persons who will join this Pension Scheme. I do not say that this is something which we can predict exactly and correctly

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It is possible that, if not many opt in favour of it, then the contribution also will to that extent, be less. In any case, it is a fact that a pension fund is of advantage to the railway employees, and I thought everyone who sympathises with the railway employees would have welcomed this idea, because the advantage that would accrue to the employee under the Pension Scheme would be very much more than what it would be under the Provident Fund Scheme. As I have said, the transfer of the Government contribution from the Provident Fund account will be made in due course to the extent staff opt for pension. There is no doubt about that. Shri Santhanam need have no apprehension, therefore, that this Pension Fund will continue to remain a sterile fund which will not be drawn upon. He also said that what had been put into the Pension Fund could have been diverted to works like conversions or doubling of tracks. This is strange. This is just a book keeping account, and I believe what we have done is quite correct. As I have said in the Budget speech also, the proposal is only for an initial contribution after reducing proportionately the Government contribution to the Provident Fund which would otherwise have been made in 1964-65, depending on the number of persons who come over to the Pension Scheme, the transfer of the Government contribution from the Provident Fund account will be made in due course.

Then there was a suggestion for an enquiry into the cost structure and the freight structure. I think it was Shri Gurupada Swamy who suggested a committee of experts to enquire into the whole question of the cost structure of the Railways as well as their freight structure, on the ground that things have changed radically since the last Rate Structure Enquiry Committee was set up. While recommending that an overall increase in freight rates of nearly thirteen per cent. was inescapable, the previous

Freight Rates Enquiry Committee, which went into the whole question of costs and efficiency of Railways, came to the conclusion that the results indicated that there had been an improvement in the standard of efficiency of the Railways. In fact, the operating efficiency has improved further since 1957. That Committee, while making its recommendations in 1957, went largely by the working costs of 1955-56 and allowed for the increase in coal prices in 1956-57, but did not allow for any prospective increase in wages or costs of material. This is a thing which we have got to bear in mind. That Committee did not allow for any future increase in wages and cost of material. Even this average increase of thirteen per cent. which that Committee had recommended in 1957, was worked up to only by stages, reaching the full increase recommended by the Committee on the 1st July 1962. It was quite open to us to have resorted to this increase of thirteen per cent. in freight . . .

DR. A. SUBBA RAO: The recommendation was not for a sudden increase. You did it in gradual stages.

SHRI H. C. DASAPPA: What I was saying was that they had justified an increase of thirteen per cent. in the freight rates, but what we did do was not done all in one stage. It was done in stages. By various stages we brought the total increase to thirteen per cent. on the 1st of July, 1962; but even since the 1st of July 1962, there has been an increase in costs. We raised freights by five per cent. last year and shall raise by two per cent. more this year, making a total of seven per cent. as against an increase of thirtythree per cent. in our commitments by way of wages, cost of material and so on since 1957.

DR. A. SUBBA RAO: What happens is that in the General Budget there is an increase in the price of steel and you increase the freight and this thing goes on.

SHRI H. C. DASAPPA: Does my hon. friend mean to say that I should not pay the steel prices and stop all work? Is that his idea?

DR. A. SUBBA RAO: They increase the prices and then you increase the freight rates; they will again increase the prices and so on it goes.

SHRI H. C. DASAPPA: I am rather astonished and I cannot understand my friend when he says this. Am I, or am I not, to pay the steel prices? Is there anybody here who will guarantee me steel at subsidised prices? It is not possible. As I said, this is a commercial organisation, and we have to pay all the duties and taxes. We pay sales tax, we pay customs duties, and there is nothing that we do not pay as any other private party. I believe my hon. friend is a great friend of labour. If at least they could keep quiet or could have kept quiet all these years, possibly we might not have had to . . .

DR. A. SUBBA RAO: Why pick out labour? You have been increasing the freight rates because of rise in the price of commodities. You are responsible for all these things, the present price structure.

SHRI H. C. DASAPPA: Whoever is responsible, the cost of maintaining the staff has gone up by thirtythree per cent.

DR. A. SUBBA RAO: Because the cost of living has gone up.

SHRI H. C. DASAPPA: If I have to pay them, wherefrom can I get the money? You must appreciate one fact that when the rise is so much—of the order of thirtythree per cent—I have increased the tariff only by a total of seven per cent. and have tried to absorb the rest of the rise by the buoyancy to which my hon. friend, Shri Santhanam, referred. I think this is a matter which my hon. colleagues should appreciate; we have

been very considerate in raising our tariff. Between coal and the staff, the cost is as much as seventyfive per cent. of the total working expenses, sixty per cent. on the wages of the staff and fifteen per cent. on coal. With the rise in these two heads, we are obliged to find some resources through revision of rates to balance the Budget.

Another suggestion was that this was an arbitrary charge and as an *ad hoc* rise. In other words, the two per cent. was termed as a very arbitrary increase. I am rather surprised that there should be such thinking. When the original Freight Structure Committee went into the whole question and made recommendations with reference to the costs on the one side and with reference to the *inter se* tariff rates as between commodity and commodity, there was a certain amount of rationalisation as regards long-distance traffic, short-distance traffic, commodity and commodity and so on. That sort of rationalisation was done by the Freight Structure Committee. Now, if we raised rates by two per cent. there cannot be any question of arbitrariness about the rise; on the other hand, this is the most scientific way of increasing the tariff because whether you have the ratio between the rates for one commodity and another commodity or the ratio with regard to the costs and outlay, it comes to the same thing. This will work out to be the most scientific basis and there is no such thing as arbitrariness about the levy of two per cent. In fact, we cannot forget that there have been increases in respect of various charges which I mentioned, night duty allowance, increase in the dearness allowance payable, improved family pensions, the increase in respect of allowances payable as a result of the reclassification of cities all of which have entailed an additional financial load on us. In addition to all this, as I said, we have had the increase in coal prices and diesel oil prices and then this latest 5.75 per cent. dividend on

[Shri H. C. Dasappa.]

fresh capital. These are the new commitments and we could not find resources to meet them by any miraculous way. We have had to meet these commitments; and if I have tried to mop up a fraction of what we are committed to by levy of this increase of two per cent. in freight surcharge, surely people cannot grudge. I am glad the whole House did not grudge this. Quite a large number of friends felt that this was a reasonable proposal. In fact, many people not only in the two Houses of Parliament but the public and the press—the generality of them—have welcomed the reasonableness of our tariffs.

SHRI DEOKINANDAN NARAYAN (Maharashtra): From a negative point of view.

SHRI H. C. DASAPPA: I have already said that this surcharge has only a very small bearing on prices.

I referred in my Budget speech to the additional revenue of eleven crores of rupees proposed to be raised through small adjustments in freight rates as being only about half of the amount of twentytwo crores of rupees which represents the additional commitments on account only of three factors, namely, difference due to full year's effect on the increase in dearness allowance, increase in the compensatory and house rent allowances payable and net provision for the Pension Fund. These three items alone account for this increase. The increase in cost of coal, increase in sales tax, etc. even since 1-3-1963, after the Railway Budget was presented last year, do not come into the picture of twentytwo crores or rupees at all. I may say that even very recently there has been an increase in the price of selected grade coal and the recent announcement about the price of steel does not come in our Budget forecast for 1964-65. The fact that the Railways have been able to keep down the increase in freight rates to a very much lower percentage than would be justified by the increase

in working costs is clearly due to the Railways' efforts in the matter of progressively better utilisation of assets and of manpower and various other operational improvement and economy measures.

Coming to operating efficiency . . .

SHRI A. M. TARIQ: Indefensible.

SHRI H. C. DASAPPA: Yes, I will come to that now.

Mr. Gurupada Swamy objected to our taking the year 1938-39 as the base year. If we had taken any other year, it would have been very much more to our advantage. In the year 1944-45, the overall efficiency index was 97.7; it came down to 97.4 in 1945-46, 93.8 in 1946-47 and 92.8 in 1947-48. So, if I had chosen to take 1947-48 as the base year, when it was 92.8, then the improvement in efficiency would have been very much more than what I have shown as 118.4 at present. This is a thing which on the other hand my friends would appreciate. It is all given here, I think, in pages 30-31 of the Review. We have got a certain way of calculating the overall efficiency of the performance of our railways. About sixteen items and various calculations go into the picture. On page 34 of this blue book "A Review of the Performance of the Indian Government Railways" you will find these. If, as Mr. Gurupada Swamy said, instead of 1938-39, we had taken any other year, the difference would have been infinitely greater and I would have had an even better picture to show. If we are to compare with other railway systems, we come off in fairly good colours. You will find given on page 35 of the same Review, the total traffic units per route km. (Net tonne kms. plus passenger kms.) per annum.

(In thousands)

US Class I Railways	(1961)	2,465
German Federal Railways	(1961)	3,247
British Railways	(1962)	2,067
Indian Government Railways	(BG) (1962-63)	5,246

We have nothing to be ashamed of. On the other hand, we have got everything to feel happy and proud about.

Then, my friend, Shri Gurupada Swamy, was referring to the slump. I think Mr. Santhanam has answered Mr. Gurupada Swamy or Mr. Gurupada Swamy has answered Mr. Santhanam on the question of buoyancy. While laying down the principle that there should be no vagueness, Shri Gurupada Swamy had taken care to avoid specifying what claims, if any, in the Budget speech were "far fetched" according to him. I was trying to understand Mr. Gurupada Swamy. He said it is clear, but what is it that is far fetched in the Budget? Everything is a question of facts and figures, and I have presented them in the best manner that it is possible for me to do. In seeking to make such points as he has selected, it is very interesting to see the contradictions inherent in his presentation. For instance, he says—I am quoting from the uncorrected record of his speech:

"The Railway Minister is trying to create an impression that operational efficiency of the Railways is improving . . ."

In the same breath he says:

"It is true there is an attempt made—I concede that point—to utilise the assets available in the Railways and there is a trend towards increasing operational efficiency."

I am thankful to him for having paid that tribute, but I do not know what makes him say that there is some kind of illusion in the whole affair or that I was trying to create an impression. There is no such thing as creating an impression here. Nor is it correct to say that the Railways' good position is entirely due to a slump in the demand

for rail transport. I do not know how he could say that. The increase in the freight lifted in 1963 was 18 per cent more than in 1961. An average annual rate of increase of 9 per cent maintained for two years in rail transport is ahead of the rate of growth of economy in the industrial and agricultural field taken, together. It will be seen that, in the First Plan period, the average increase every year was only 4.6 million tonnes. I am referring to the originating traffic. In the Second Plan period, the average increase of originating traffic was 8.1 million tonnes per annum; it was about 40 million tonnes in five years. In these first two years of the Third Plan, we have an additional quantity lifted to the tune of 30 million tonnes, averaging 15 million tonnes every year. Now, if that is not a good performance, if this is characterised by saying that we were able to lift 30 million tonnes in two years because of slump, it is rather difficult for me to appreciate the point.

DR. A. SUBBA RAO: You yourself just now said that there was buoyancy. You need not persist.

SHRI H. C. DASAPPA: I am talking of performance

DR. A. SUBBA RAO: The very fact that you are able to carry more tonnes and that in future also you are going to increase it, proves that the buoyancy, as far as the Railways are concerned, will be maintained.

SHRI H. C. DASAPPA: Mr. Gurupada Swamy said that there was slump. You are perfectly right. You have answered Mr. Gurupada Swamy wonderfully well, much better than I could have done it.

SHRI A. M. TARIQ: Who is right—you or he?

SHRI H. C. DASAPPA: He has answered Mr. Gurupada Swamy. My friend seems to agree with me.

[Shri H C Dasappa]

Then, the word 'complacency' was used more than once by friends. I do not know whether Mr Gurupada Swamy also said it.

SHRI RAJENDRA PRATAP SINHA (Bihar) Mr Santhanam also agrees with it.

SHRI H C DASAPPA: I do not deserve the compliment that I am complacent. I have said that we are here in a happy position to lift all the traffic. Not only that, I am going on with my improvements and the fact is that I have sought the support of Parliament for an additional Rs 370 crores outlay for Railway Development Programme in the year to come. Does that show complacency? I am at a loss to understand what exactly is the import of that term 'complacency'. There is no such thing. I thought Mr Gurupada Swamy knew me a bit. There is no question of complacency. Not having developed the virtue of complacency all these years, I do not know whether I shall be able to develop it now.

Another important subject I have to take up. May I know how long I can speak?

THE DEPUTY CHAIRMAN We usually sit till 5 P.M. How long will you take?

SHRI H C DASAPPA Madam, you allow me some more time? I think I will take about twenty minutes.

THE DEPUTY CHAIRMAN Yes, please continue.

SHRI H C DASAPPA I will try to rush through.

SHRI A M TARIQ You have got a Party meeting.

SHRI RAJENDRA PRATAP SINHA Party meeting cannot be taken into account. That should not come in the way of our sitting.

THE DEPUTY CHAIRMAN: You can finish it today.

SHRI H C DASAPPA There is a Party meeting, I am told.

THE DEPUTY CHAIRMAN: You may continue.

SHRI H C DASAPPA Now, one of the important subjects is about the question of co-ordination. More than one hon Member referred to road-rail co-ordination. It almost looked as if we were ranged against each other, as if the roads are against the railways and the railways are against the roads. This is certainly not the position. I might say that the Neogy Committee is one which we sponsored in the first instance. We were represented on that Committee. I am not going into the question as to why he resigned. All that is not material to the point. He had done very valuable work in collecting material. The work is not going to be left where it is. It is going to be taken up. Shri Tarlok Singh is now the Chairman, and on that Committee there is one of the Railway Board Members serving. In fact, we have sent some more officers also to assist this Committee. Therefore, there is no such thing as want of co-ordination between road and rail. That is continuously kept in mind. In fact, the Third Five Year Plan, I think in pages 537 to 540, deals with all transport. So I may assure the hon House that this Committee which is now sitting will be able to present its report very soon. I do not think there will be any further delay in concluding their labours, and there will be time enough for us to address ourselves to this question of relationship between road and rail and what we should do about it when the report comes out. In fact in the United Kingdom the roads as well as the railways are under the same Ministry. Though the Departments are different they are under the same Ministry. I may tell Mr Tariq that, though we may be different Ministries we are co-ordinating wonderfully well,

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and there is no lack of liaison between us.

Madam, I would like to answer another point about perspective planning to which Mr. Santhanam referred. I am inclined to agree with this idea of his, namely, that we should not think just of a Five Year Plan but we should think further ahead because we must try to ascertain how the traffic will develop over a certain reasonably long period, and to that extent I agree with Mr. Santhanam that we must resort to perspective planning, at any rate so far as railway development is concerned. But whether it should be a case of looking into the distant future and so on is a matter where I am afraid I cannot agree with him. Ours is a fast-developing economy, and therefore what happens is that we do not know where and how traffic would develop. For instance, the Rourkela, Bhilai and Durgapur plants came up, and we had to provide all the rail facilities in those areas quickly. Likewise we really do not know where the traffic would develop. For instance, a steel plant may come up in another area. But we cannot think of such things fifteen or twenty years ahead. *We must strike a happy mean between these two views.* While we must have a perspective planning, we must also have a detailed plan for the immediate next period. What we propose to do, I believe, is that we will have a longer picture over two Plans, I may say it just now. The next Fourth Plan while taking into consideration what the developments may be in the Fifth Plan, will have a more detailed picture of the Fourth Plan. That is what we propose to do.

Another very important subject, Madam, was the need for a uniform gauge. Whoever can dispute the fact that to have one gauge all over the country, has distinct advantages? We have absolutely no difference on that point. But the question is, unfortunately there are two aspects to it. First of all there is the question of resources. It is estimated that we require, on a modest computation, at

least Rs. 1500 crores to convert the metre gauge into broad gauge. Then the question of materials, foreign exchange, all these things come into the picture, also rolling stock.

SHRI DEOKINANDAN NARAYAN: Why should we not have a long-term programme for that?

SHRI H. C. DASAPPA: That is exactly what you will find in my Budget speech. What you say is what exactly I said in my Budget speech. We cannot take them up all at once. It is a thing necessarily to be phased, having regard to our resources. I may disabuse one aspect of what some Members may have in their mind, that metre gauge as a rule is a failure and that broad gauge is always a success financially.

AN HON. MEMBER: What about narrow gauge?

5 P.M.

SHRI H. C. DASAPPA: We are not talking of narrow gauge primarily. But I agree that there are losses in the case of certain hill sections like Simla or Nilgiris; for instance, Darjeeling section is causing us a loss of about Rs. 40 lakhs every year. So, leave the narrow gauge alone for the moment. The idea is to convert metre gauge into broad gauge and, as I said, I agree in principle. But we have got to phase it and it is dependent upon certain circumstances. If the density of traffic is good enough for a broad gauge, there is nothing like going in for a broad gauge. It would be wrong for us to go in for metre gauge there. But if, on the other hand, the density of traffic is not enough for a broad gauge, to go in for a broad gauge would cause us much more loss than a metre gauge would do. So, it is obvious that very much depends upon the traffic that is offering in particular areas.

SHRI P N. SAPRU: Is it your suggestion that you will continue to build metre gauge lines?

SHRI AKBAR ALI KHAN: In special cases.

SHRI H. C. DASAPPA: I think it is a very important question. I may say that as a general rule my hon. friend is right in saying that it would be better to build broad gauge. But there is a very important proviso, and that is, provided the traffic justifies it. If the traffic is meagre and is only enough for metre gauge, of what avail is it to have a broad gauge? It is not profitable.

DR. A. SUBBA RAO: Don't you think that actually the traffic will increase and that a stage will come when broad gauge will be absolutely necessary?

SHRI H. C. DASAPPA: Exactly. Another thing is, where the two rail-heads are metre gauge, it is not possible to have a broad gauge. It is only when at least one of the ends has a broad gauge that we can think of a broad gauge. While I am in entire sympathy with the House in the matter of conversion of the narrow gauge and the metre gauge into broad gauge, it has got to be done wisely, cautiously and having due regard to the traffic and our resources. I may say that I fully agree with the idea of having more and more of broad gauge . . .

SHRI DEOKINANDAN NARAYAN: Looking at the profit, why should the Barsi Light Railway be not made into broad gauge? It is more profitable than any other narrow gauge line.

SHRI H. C. DASAPPA: I may assure my hon. friend that I will certainly go into the question, and if a survey justifies it and if the resources are there, we shall certainly do it.

SHRI N. VENKATESWARA RAO: (Andhra Pradesh): Where traffic does not justify laying a new broad gauge line you say you cannot do it. But while making provision for low density traffic would it not be helpful to lay the track and also build the

bridges for eventual conversion into the broad gauge?

SHRI H. C. DASAPPA: I think my hon. friend is perfectly right. That is exactly what is being done, for instance, for the Mangalore-Hassan line which is now thought of to be metre gauge, the bridges and culverts are all according to broad gauge standards, I believe it is the same largely in regard to Salem-Bangalore line. The idea is that it would not be difficult to switch over from metre gauge to broad gauge later.

DR. A. SUBBA RAO: As regards the existing lines, have we got a phased plan for the conversion of metre gauge into broad gauge?

SHRI H. C. DASAPPA: Depending upon our resources, we do certainly propose to go in gradually for converting metre gauge into broad gauge. I cannot now give an exact picture as to how many crores of rupees we can set apart, but at the back of my mind I have got this idea. I have not examined it in full and come to any conclusion. I have got, at the back of my mind, that we may set apart some portion of our monies for the purpose of conversion in each Plan. How it takes an ultimate shape is a thing which you had better wait for, in the years to come.

Then, as regards new zones, I want to correct one impression. Shri Santhanam, who is, of course, very well conversant with railway matters and who was also in the Ministry of Railways, seemed to say that it was a wrong thing for us to have bifurcated the former N.E. Railway into North Eastern Railway and Northeast Frontier Railway. But I need not enter into any pleading in support of the bifurcation. Here is the Estimates Committee of Parliament which submitted its Report only the other day. Having gone into a detailed examination of the N.F. Railway, what they say is that it was the right thing that

we had done and that the purpose has been very well served, especially now that there has been the emergency. So, they have themselves complimented the performance of the N.F. Railway and justified also the bifurcation of the former N.E. Railway into the present N.E. and N.F. Railways on the basis of financial and operational results.

SHRI N. VENKATESWARA RAO: If you also bifurcate the Southern Railway, you will get equal compliments.

SHRI H. C. DASAPPA: If I were to fish for only compliments, I think the more zones that I create, the greater the compliments I shall get. But I must add (*Interruptions*) that I am not constitutionally against any additional zones being created. If, as I have said and as my predecessors have said, the operational needs require the creation of an additional zone, it shall be done, and we shall not hesitate to do so. The only thing is the additional cost involved; it is stated that the creation of an additional zone means an additional amount of Rs. 2 or 2½ crores. Now, is it better to have the satisfaction of having a zone and spend this amount of Rs. 2 or 2½ crores or shall we utilise the money for some other purpose as my friend says, namely, the conversion of a line . . .

SHRI AKBAR ALI KHAN: But so far as the Andhra Zone is concerned, I am not disclosing any secret, your predecessor had practically agreed to it.

AN. HON. MEMBER: Every State has asked for a zone.

SHRI GOPIKRISHNA VIJAIVAR-GIYA (Madhya Pradesh): My State, Madhya Pradesh, is big enough for one.

SHRI H. C. DASAPPA: I do not want to raise a hornet's nest. The less I talk about the zones, the better it is for me.

The other subject which I would like to deal with briefly is about the

Railway Accidents Committee. My hon friend, Shri Mani, is there. He very copiously referred to the Report. I have already said, in the very few introductory remarks I made that this is a very valuable Report, and the Railway Board has addressed itself to a careful examination of all the points which the committee have raised. In fact, you will find that out of the 298 recommendations, 190 have been fully accepted and we could not accept only five recommendations because they refer to matters like Rule 149 which the Supreme Court has struck down, so that we cannot accept any suggestion with regard to liberal use of the provision No. 149 of the Code. Some such matters, only about five of them, are there as not having been accepted. As regards the other matters, they require examination, because we have got to consult other Ministries and give further consideration than a mere casual one possible in this short time. I would add that we have not been able yet to say anything with regard to the 22 recommendations pertaining to the Railway Inspectorate which belongs to a separate Ministry the Transport Ministry.

SHRI AKBAR ALI KHAN: But will the decision be taken within a short time or will it be till the next Budget?

SHRI H. C. DASAPPA: But I may say one thing in regard to accidents. There are in fact, two things that I want to refer to. One is about the failure of the human element. A great deal has been said with regard to that. I may just in answer to that, refer to what it is in the case of Great Britain. Out of 652 collisions and train derailments in 1961—these are the two categories of accidents which are more important—381 were due to the failure of human element; this is the United Kingdom where there is supposed to be so much of

[Shri H. C. Dasappa.]
efficiency and so much of mechanisation. Therefore, our railway system is not to be condemned so much. I quite see that accidents should not be there. But we need not throw up our hands in horror, as if our performance is something very unusual in the matter of accidents.

I have said that I have great regard for Dr. Kunzru's ability and he has produced a very good Report. When Shri Mani was referring to certain recommendations or certain statements in Dr. Kunzru Committee's Report, he could just as well have referred to this portion also—this is what the committee say about the Indian Railways:

“Our comments and criticism in this respect will, therefore, have to be balanced with the good work that has been done on the railways since the beginning of the First Five Year Plan. For instance, the Railways have handled almost a hundred per cent more tonnage on its broad gauge and metre gauge systems, during the period of 12 years since 1950-51. The increase in ton miles, which is the universally accepted index for judging the performance of the Railways, has been 122 per cent for the broad gauge and 171 per cent for the metre gauge. The density of traffic, as measured by net ton miles per running route mile, increased by 104 per cent on the broad gauge and 136 per cent on the metre gauge. These increases are impressive; we understand that an increase of this magnitude in a period of 12 years on any railway system in the world is unprecedented. Such a staggering increase in the traffic handled would not have been possible, without wise management and capable execution at all levels. We have no doubt that both the officers and the staff have given their devoted service to the Railways. It is against this background that the defects we have highlighted in our Report should be taken into consideration.”

I have already referred in the Budget speech to what the World Bank has had to say.

THE DEPUTY CHAIRMAN: Will you take more time? You have taken about twenty minutes.

SHRI H. C. DASAPPA: Just a few words. I will take a few more minutes or so.

THE DEPUTY CHAIRMAN: You must finish it today.

SHRI H. C. DASAPPA: As regards over-staffing and under-staffing, while Shri Santhanam said that the Railways were over-staffed, Shri Narasimham said that the Railways were under-staffed. I may just give a few facts here. The capital invested per route kilometre on Indian Government Railways is roughly Rs. 3.35 lakhs, as against the equivalent of Rs. 4.89 lakhs on U.S. Railroads, the equivalent of Rs. 8.75 lakhs on British Railways and the equivalent of Rs. 18.08 lakhs on Japanese National Railways. So, after all, we are trying to invest the moneys wisely, not allowing them to run away. I may also refer to the proportion of staff cost to total working expenses.

U. S. Class I Railroads—62 per cent.

British Railways—60 per cent.

Japanese National Railways—60 per cent.

Indian Government Railways —57 per cent.

Then, let me just say a word about electrification. My friend, Shri Gurupada Swamy, said that the tempo of the electrification of the track had slowed down. I may say that it is rather unjust and unjustified because we cannot take up just one year and then come to any conclusion. It will be seen that, during the year 1961-62, we had 528 route KM., in 1962-63 we had 339 route KM., in 1964-65 it will

be raised to 527 route KM and in 1965-66 it will be 600 route KM. I can assure Shri Gurupada Swamy that we are going to reach the target. But he must also truly understand that we cannot do it by ourselves and that we are dependent also upon some extraneous factors. Power supply is one of the most important things. The Posts and Telegraphs Department is another agency which comes into the picture very directly; their co-operation is also required.

A number of Members referred to the Research, Designs and Standards Organisation. I may say only this in answer to what my friends say, that we are not oblivious to the importance, paramount importance, of research.

For instance, in the year 1955-56 our total expenditure on this organisation was Rs. 27.73 lakhs; for 1964-65 it will be Rs. 112.73 lakhs. So you will see that we are not keeping quite. The staff of the Organisation, I may say, increased from 314 in 1955 to 1085 in 1961, and to 1902 in 1963. So we are looking to all these matters.

SHRI P. N. SAPRU: Did you get any foreign expert?

SHRI H. C. DASAPPA: I entirely agree with my hon. friend; it has no doubt been difficult for us to find a suitable person as the head of this Organisation. I would even say that I would like to have some more people, foreign experts also coming in there; I am just looking out for these foreign experts, and I am thankful to my friend for having strengthened my hands with regard to this idea.

Then I do not think I need answer the question of Plan outlay having increased from Rs. 1325 crores to Rs. 1581 crores, which has become very necessary because of the emergency and the various defence lines and improving of track, and so on.

With regard to the construction of new lines, I may briefly explain the

position. If you talk of railways in Russia and in China, we are much better off; but if you were to think of the U.K. Japan and the U.S.A., we may not be just as well off there, because of the density of the mileage there. The idea is this. We must now think of the competition of roads. In those days, the U.K. as well as the U.S.A., had not developed road traffic and so they built a great deal of railway mileage. Today you must have seen from the Beeching report that quite a number of branch lines are being immobilised, because they do not pay. I may also say, according to the Beeching report, in the U.K., the loss was 89 million pounds, 89 million pounds of loss. I do not know, if I were to show even Rs. 89 loss, there will be such a cry here. Now all that I can say is that, having regard to the traffic, and having regard to all developments, we have got to proceed rather cautiously in regard to new lines. I think I had better wind up now. I am not oblivious of the fact that there is overcrowding, that there is need for greater sanitation.

SHRI A. M. TARIQ: What about the point raised by Mr. Bhargava? What about taking the railway to Kashmir?

SHRI H. C. DASAPPA: Now all these questions I will certainly look into, and I may assure the hon. Members that every one of their suggestions will be closely examined and sympathetically considered. I am very thankful to the House for having given such a reception to the Budget. Thank you.

MESSAGE FROM THE LOK SABHA

THE APPROPRIATION (RAILWAYS) BILL, 1964

SECRETARY: Madam, I have to report to the House the following message received from the Lok Sabha,