

SHRI BHUPESH GUPTA: One or two words more, and I have finished. I do not want to take too much of your time. I see that hon. Members are anxious for their lunch.

I would again appeal to the hon. Minister to make proper arrangements at the other end, through our diplomatic mission, and at this end too. He should make good arrangements for the reception apart from modifying the law. The minorities who have suffered, who have become victims of riots, etc., should be rehabilitated with the utmost speed. The workers who have lost their jobs should be provided under the initiative of the Government alternative employment in factories and so on; they should be provided with some alternative means of livelihood.

I thank the House again for the manner in which the whole question was discussed. Madam, I think we have done it in the right spirit of our Constitution and I think this debate will help mobilise public opinion along the lines which we all share. I only wish that Pakistan had this, a similar forum to discuss such matters, in the same way as we are doing, on an all-party level in order to find a solution. We look forward to the day when the people of Pakistan will find their way to establishing democracy and making it possible to give the fullest measure of protection through democracy and popular initiative to the minority community and thus save not only the minority but also ensure a better future for the people of Pakistan as a whole.

Thank you.

THE DEPUTY CHAIRMAN: The House stands adjourned till 2.30 P.M.

The House then adjourned for lunch at ten minutes past one of the clock.

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

THE APPROPRIATION (RAILWAYS) BILL, 1964

THE MINISTER OF RAILWAYS (SHRI H. C. DASAPPA): Sir, I beg to move: —

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1964-65 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The question was proposed.

SHRIMATI TARA RAMACHANDRA SATHE (Maharashtra): Mr. Vice-Chairman, I rise to support the Appropriation (Railways) Bill, 1964, which has been placed before us by the hon. Railway Minister and which is under consideration. There is a demand of Rs. 10,18,000 under Appropriation for the construction of new lines in it and the total expenditure is Rs. 80,84,00,000. We know also from the Budget speech of the Railway Minister that some new lines are under construction in Assam. There cannot be two opinions that Assam needs more consideration. It is a border State and it has not got as many facilities as the other States. In my opinion, Assam must get some preferential treatment. Five years back when I had been to Assam I had to get down at Amingaon and had to cross the Brahmaputra by steamer. We had to walk along the banks of the Brahmaputra. When we had to go to Pandu we had again to get down and catch a train. That was a very troublesome matter no doubt. This time when I had been again to Assam our train crossed the Brahmaputra by the bridge. All the passengers in the train were giving blessings to our Government. I also joined them. I know this bridge has helped us during the days of the Chinese aggression

[Shri Tara Ramachandra Sathe.] and this bridge is a great achievement after our independence. Even now there are certain things about Assam which I would like to mention. The train stops at Lumding because nowadays it is not possible to travel in that area at night. So, the train stops at Lumding. Some more facilities should be provided there and some more arrangements for the passengers to stay. A big platform and some waiting rooms should be provided. So also, I find at Gauhati there are very few second class or first class waiting rooms. And for third class, I think, there is not sufficient arrangement. So, these things should be taken into consideration.

Again, when we come to Barauni, at Barauni I found that many of the passengers were complaining that there was something wrong with the reservation system there. They do not get reservations, though the passengers have reserved their seats in first class or third class. There is only one bogie for third class and one bogie for first class which are attached to another train at Mokameh. There should be a direct connection from Barauni to Dibrugarh and also from Barauni to Delhi. There is no through train from Barauni to Delhi. Regarding the reservation office I must tell the hon. Minister that there is something wrong in the very office there. That is what I feel and I have found it to be the case from many other passengers also.

It will not be out of place if I make another suggestion for the kind consideration of the Government. All of you know that there is the famous pilgrim centre at Pandharpur and there is the Barsi Light Railway which runs from Kurdwadi to Miraj. I remember that in the olden days, when the Government had amalgamated this railway line into our Railways, there was a promise given to those people that this line would be made BG or MG. So, I want to sug-

gest that the material from the Mira]-Poona line—which is going to be converted into BG from MG—should be used for this purpose. I think it will not cost more to the Railways and the travellers, the pilgrims also, will give their blessings to our hon. Minister.

I congratulate again the hon. Railway Minister on proposing the conversion of the Poona-Londa line up to Goa into BG. This is a very important line from the point of view of the West coast. In olden times, in the British period, the attitude of those rulers was not to see to the comforts of the people. Their attitude was from the point of transporting materials and helping trade. They wanted to take raw materials from one place to another and also they wanted to see to the convenience of military persons. Now, after independence, that is not our motive. We find on those railways which were constructed in those days, especially the line from Poona to Londa and also on the Western Railway that the stations are away from the cities or towns. The distance is ten miles or eight miles, because they were not built from the point of view of the people's comfort or the people's convenience. Now, I would request the Railway Minister to see that in respect of this Poona-Goa line, as far as possible, the stations should be made available to the people who stay in that area within a little distance. I can quote some instances. As far as Sasvad Road is concerned, the town Sasvad is ten miles away from the station. If this line is a little bit shifted towards the town it will be much more comfortable to the people. Not only that. Sasvad sends much more vegetables and fruit to Bombay by truck. They can send it then by train. At Fort Purandar in Sasvad there is an Academy for N.C.C. for the training of officers. That has got a national importance. From that point of view, Sasvad is a very important station. So, if the railway line is shifted a little bit, I think it will be convenient to the people there.

Also, if the railway line is taken through Satara City—because Satara Road station is ten miles away from Satara City—it would be helpful. This is an old city of Shivaji. It requires only 1½ miles to take this track at the site of Satara City. It will be much more convenient to the people and it will cost only a little to the Railways, only Rs. 30 to 40 lakhs more for a new line. The construction of this should be carefully looked into and the industries in that area will be helped a lot.

I would like to bring to your kind notice, again, that in Poona we get cement bags which are taken to Poona by road transport. Recently, I learnt that it is brought by road because the wagons are not available. Everywhere we hear that the wagons are not available. On the contrary, our Minister has said in his Budget speech that they are awaiting demands. So, I think there is something wrong in the allotment of these wagons, in making them available to the public.

THE DEPUTY MINISTER OF THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): From where?

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY): From Bombay to Poona.

SHRIMATI TARA RAMACHANDRA SATHE: If you want some more information, I will be able to give you as far as the cement goes. The people say and we hear from many traders that as the wagons are not available, they have to go in search of the motor transport, and per bag rupees two are taken from the customers as charge of this motor transport.

Again coming to another point, some months back an incident took place between Poona and Bombay. A train which was running from Bombay to Poona in the daytime at three o'clock was made to stop near Kalyan and it was looted and there were injuries to the passengers. It was reported in

the newspapers that the driver and all the railway staff left the train then and there and went away. The military personnel who were travelling by that train took charge of the train and it was brought to the station. I put a question on this, and it was refused on the ground that it was a State matter. But I would like to request the Government that the Railways must take care of their passengers, and I do not know whether they had any correspondence with the State Government on the matter. This report was given by a passenger and his photograph was there with a wounded hand. I would request the Government to look into this matter.

I would like to bring to the notice of the Minister another thing. Speaking in the Budget one of the Members on the opposition benches suggested that the dearness allowance should be increased. I know that some time back the Railways have amalgamated the dearness allowance with pay. Again I think that this is not the time for us to increase the dearness allowance in any Department. Instead of that, Sir, if we open some more fair price shops, they will be much more useful. In the olden days, during the last war, I know that the Railways had opened many many such shops and all the materials, even soaps and cereals which were not rationed, were also available in the fair price shops. If we increase the dearness allowance again, some more money will come into circulation and thereby there will be inflation and again the prices will go up higher and higher. This is the very mistake I think which we had done for the last ten years. I think we should not commit the same mistake again. Instead of that, we should increase the fair price shops. If almost all the Government Departments and the Railways also open such shops, they will be much more useful.

Then again, in the fair price shops which were run during the last war those employees were treated as permanent servants, and that was the

[Shri Tara Ramachandra Sathe.] order given by the Railways, I remember. I heard that such employees in other Railways get all the facilities that are given to the permanent servants, but only in the Central Railway they do not get such facilities. I would again request the Minister to go into the matter.

I appreciate the attitude of the hon. Minister to keep down additions to the rolling stock and other equipment by increasing the operational efficiency. I know of one engineer who was serving in the Railways some years back. He had invented one device which was to be put into the locomotives for the softening of water, and he had read his paper in a conference for which he got a gold medal. But, this device was not at all tried by the Railway Board. Now crores of rupees worth of engines, locomotives and other things are bought from abroad. I request the Minister to go into the matter personally and not to leave this matter with the Railway Board or any other person. If they find that this device is good and practicable, it can be used. Otherwise we can leave that matter.

It is learnt that the staff of the catering department do not get woollen clothes. One of the Members was complaining that he got cold tea. Really they get up so early in the morning and they run from one place to another, from one compartment to another compartment, shivering in the cold. It is also said that they get five sets of clothes. I do not think that they get any woollen clothes. I request the Railway Minister to supply them woollen clothes which they will be able to use in the cold season. We know how terribly cold Delhi is, and when they are asked to bring bed tea, it is my duty to request Government to supply them with woollen clothes.

Then in the course of the discussion so many Members referred to corruption. I humbly want to suggest one thing. As far as the reservation offices go, I would like to request that

in all the junctions lady employees should be employed there. Let us see this experiment because I feel that ladies are not corrupt. Let us see whether such a reservation office does good. This is my request to the Government.

Again, coming to another point about the hydrogenated oil, I had put a question—I can read the question put by me:

"Will the Minister of Railways be pleased to state whether Government propose to use pure edible oil in the departmentally run railway canteens in place of hydrogenated oils or ghee?"

The answer was given on the 2nd of this month by Shri Shah Nawaz Khan:

"Government do not propose to lay down any specific cooking medium for canteens, as habits of employees in the matter differ from region to region."

Really I do not understand the meaning of this reply that the habits of employees differ from region to region. The employees mean cooks. I know that the Railways are going to open a cooking class. They can teach them what should be done as far as these edible oils are concerned. I do not think that in cooking it makes any difference. If the oil of 'sarson' or coconut or 'til' is used, it does not make any difference. But I can appreciate it if it is said that those oils can be used which are available in that particular region.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : You have taken sixteen minutes. Please wind up.

SHRIMATI TARA RAMACHANDRA SATHE: We can of course look to the habits of the customers and not to the habits of the employees. The hydrogenated oils and the so-called ghee are harmful to our health. They are costly. They are costlier than any sort of oil. I request the Minister that at least in railways the

hydrogenated oil should not be used and its use should be prohibited

SHRI P. K. KUMARAN (Andhra Pradesh): Mr. Vice-Chairman, I am very much thankful for calling me immediately after, the hon. lady Member who has just now spoken before me. She has referred to my demand for increasing the dearness allowance and said that it was not a correct demand at the present stage. I do not know whether she is aware that the value of the rupee has fallen by 58 per cent, during the last five or six years, from 1955-56, as far as the capacity to purchase foodstuffs is concerned. On the whole the value of the rupee in general terms has fallen by 45 per cent. I have made it clear in my speech that what the railwaymen are concerned with are the foodstuffs and articles of consumption which they can purchase from the market and not the actual amount is given. If the Railway Administration is prepared to undertake the responsibility of distributing foodstuffs and other articles of consumption as it was doing in the war time, I have no objection. Definitely the railwaymen will welcome it, but since the Government are not prepared to take it up, that means that they will have to purchase at a higher rate. In the last two or three days we have been finding that the prices of all the essential commodities are going up, and they are still going up. That means a price spiral upwards. If the Railways are prepared to supply them foodstuffs etc., it is welcome. Otherwise an increase in the dearness allowance is very necessary. Even now the average price index has reached 134.2. According to the Second Pay Commission itself, if an average rise of ten points during the last twelve months is visible, reconsideration of the dearness allowance should be there. That means, the Class IV employee is already eligible for Rs. 7. It is 134.2; it does not take into consideration the corrections that have been effected in Bombay and Ahmedabad. If the corrections that have been made by the Government in Bombay and

Ahmedabad are taken into account, the average will come to more than 138 points. So, I would like to request the Minister and the Government to take into consideration this factor and announce an increase in dearness allowance as early as possible, or announce the responsibility of distributing foodstuffs for all the workers.

Many points have been covered during the three or four days' discussion and I will confine myself to certain points which were overlooked during the discussion.

I have been hearing for the last twenty years of a demand from the people of Kakinada. Kakinada is an important town in Andhra Pradesh and is an educational centre and also a business centre. They have been demanding that Kakinada should be put on the main line route and that the Calcutta Mail going from Madras to Calcutta should touch Kakinada. For this purpose, a small link line from Kakinada to Pithapuram is essential. I think it will not be more than seven or eight miles and if that link is provided . . .

SHRI S. V. RAMASWAMY: Fourteen miles.

SHRI P. K. KUMARAN: I stand corrected. Of course, such exact information I cannot get. I am thankful to the Minister. But if this 14-mile link is provided, the mail train can go to Kakinada and then go straight, avoiding Samalkot, to Pithapuram and to the main line. I hope that the Minister will take this into consideration.

Another thing is, in West Bengal there is a district called West Dinajpur. This district is surrounded on all the three sides by Pakistan. The capital town of the district is Balurghat. It is only 2½ miles from the Pakistan border. This is not connected by any railway line now. The nearest railway station, Kaliaganj, is 52 miles away. It is the demand of the people of the locality—and it is very necessary also from the viewpoint of the defence of the coun-

[Shri P. K. Kumaran.] try as well as the view-point that this district is a surplus district as far as¹ rice is concerned and rice has to be moved to the other parts of the country—that two links, one from Kaliaganj to Balurghat and the other from Eklakshmi to Hili *via* Balurghat should be provided. If these lines are provided that district will be adequately served. I hope that the Minister will take note of this point also.

Another demand is from Kerala for a coastal line from Ernakulam to Quilon *via* Alleppey is an important business centre. That demand has also been voiced and that also should be taken into consideration. In view of the fact that the facilities for moving important traffic—coal traffic and iron traffic—have comparatively eased, it is necessary—and it is time—that the question of the opening up of new areas is taken into consideration. I hope that the Minister will take this factor into consideration and order survey of the lines so that work is started on these according to priority.

Another thing that I would like to stress is the abolition of the narrow gauge. The working expenditure on narrow gauge is more than 192 per cent. Even metre gauge is 106 per cent. That means, metre gauge is living on the expenses met from broad gauge. Maintaining the narrow gauge is an absolute waste. Of course, the Minister has said that the long-term idea is to convert the whole railway lines in India into one standard gauge. But the small gaps of metre gauge can immediately be converted into broad gauge. These narrow gauge lines should be removed and the tracks can be handed over to road transport for plying buses and lorries.

Now, I think much has been said about accidents.

It is nearly seventeen years since we achieved freedom but up till now, the Railway Establishment Code and the Railway Establishment Manual

are not available in the regional languages. It is very difficult for the employees to understand them, and it is also a fact that our capacity to understand and express in English is also going down. So, it is very necessary for the ordinary employees to understand the rules and regulations in their local languages. So, this work should be taken up as early as possible. Of course, there are so many additions every year; it is a practice to add so many correction slips, and it is very difficult for an employee to keep abreast of these day-to-day corrections. Any mistake generally results because of nonavailability of these correction slips to the rules. So, this issue should be taken up very seriously.

The Railway Accidents Committee has recommended that 25 per cent of the vacancies should be reserved for the children of the railway employees. It is a correct recommendation. And I will also request that at every divisional headquarters, the Railways should start a high school and in that high school, apart from the usual curriculum technical subjects which are generally required for the working of the Railways, that is, the maintenance of engines, carpentry and others, should also be taught, so that the children of the railwaymen, even while they are coming out of the high school standard, are in a position to be recruited as skilled labour and to any other categories. Signalling can be taught there; they can be trained to become station masters. Engine-fitting and other trades can be taught as subjects so that they can become qualified to be recruited to the railway service. If this is done, you can have very efficient workers in the railway.

Then, the Railways have started a number of handicrafts centres where the wives of the railwaymen are undergoing training. I think mainly stitching is taught, and in some place they are able to give contracts to them for the manufacture of railway uniforms. Although there is a lot of

complaints about the uniforms, still | It is a good thing. But the expenditure is being met from the Staff Benefit Fund. My plea is that this expenditure should be met from the General Labour Welfare Fund and not from the Staff Benefit Fund. The Staff Benefit Fund is constituted for the purpose of giving relief to rail-waymen, to those who do not get enough benefits. For example, a man is suffering from consumption, from TB, or he is on a long leave. When the facilities and the help which he can get under the normal rules are not sufficient for him, then in order to give him some relief, this Fund is required. So, meeting this expenditure out of this Fund, I think, is not correct. That should be utilised for people who are actually suffering from disabilities or for people for whom the normal half a month's pay or whatever it is is not sufficient. This amount should go to them and the expenditure for running these welfare centres should be met from the General Labour Welfare Fund and not from the Staff Benefit Fund.

Of course, while speaking earlier, I have mentioned the issue of the third class passengers. But I have forgotten the issue of the second class passengers. Second class passengers are generally people who cannot afford to travel in the first class. By virtue of their standing or their situation in the society and in order to keep up certain standards, they go in for second class. But in the second class there is no restriction. In the third class there are the sleeping coaches. And of course, even if there is no facility available, third class is such a flexible compartment that a number of people can get in. And we find that in every through train the second class passengers suffer. They pay more than the third class passengers and they come from the upper middle class generally, and it is not possible for them to get in because of so many factors; they cannot fight and do all those things. So, they generally travel land-

ing or sitting in between, and this is the position. So some 3 P.M. restriction has got to be imposed, that is, if there is no accommodation for sitting—it is for the Railway Ministry to see how best this position can be retrieved—if the Guards are vigilant, they can inform the stations ahead that II Class tickets should not be issued because that accommodation is already full. If they keep a watchful eye on the II Class compartments, they will be in a position to inform the stations ahead that there is no room in II Class and hence the tickets need not be issued. But as at present, many times, especially in express and mail trains, I find II Class more cramped than III Class. That is another point.

I have already said and I again stress that unless you run fast passenger trains you cannot reduce pressure on through trains. This I have adequately dealt with, but yesterday Dr. Subba Rao was mentioning about a passenger train from Cannanore to Mangalore. That train starts from Cannanore at 3 o'clock, and in a leisurely fashion goes to Mangalore; six and a half hours it takes to reach Mangalore. The train runs practically empty from Cannanore up to Kanhangad, and from Kanhangad onwards there is no room. So, the timings of such trains should be studied, and as far as possible the capacity of the passenger trains should be increased to cater to the people who go up and down every day for their day-to-day business. Unless this is done, the pressure on long-distance passenger trains cannot be reduced; I have also seen long distance passenger trains running practically empty.

Then there is a class of employees called 'yard porters'; in Southern Railway they are called yard porters and in some places they are called yard porters 'B'. Now, their pay-scale on the Southern Railway is Rs. 75-90 or something like that. This category of employees is a very

[Shri P. K. Kumaran.] important one next to the Assistant Station Masters. Wherever in the cabins Assistant Station Masters are not posted, it is these yard porters who operate the cabins; they exchange private numbers with the other side cabin and the station as well as pull levers, set points and do the other things. Now, the staff who operate the hand-points in the shunting yards are also called yard porters. In other Railways in the country the scales of pay of these very people who work in cabins are higher; the scales are Rs. 80—110 and Rs. 105—125 or 135, like that. Now the workers of this category in the several Railways are called by several denominations and my plea is that a uniform designation should be given to them in accordance with the duties they perform, and also the scale of pay should be uniform, and these different scales in different Railways are not correct. I have brought it to the notice of the hon. Minister previously also, and I think it was Mr. Shah Nawaz Khan who replied to the question. And later I have addressed a letter also, but nothing has been done so far. Now refresher courses are going on and they are called upon to learn all the rules; they are taken to schools and taught the rules, and almost all the functions, including train-operating, they have to do. But their payscale is not commensurate with the duties they do. At least there is discrimination on the Southern Railway and their pay-scale in the Southern Railway should be brought on a par with the pay-scales in other Railways.

In Rajamundry five posts of riveters and blacksmiths were created in 1961—this issue has been brought to the notice of the Administration several times—and in those vacancies riveters with 14-15 years of riveting service are working. The plea of the employees was that these should be filled in by these people. But very recently orders were issued confirming two juniors in the post overlooking the seniors. Now, it was conceded, when I represented the matter to the

previous Railway Minister, Sardar Swaran Singh, he wrote to me that he would look into it and added that one-fourth of the vacancies would be filled by direct recruitment from among casual skilled labour falling in this category. But nothing has been done so far. My plea is that these people have been working on the bridges—to work on the bridges requires special skill—have been employed in bridge construction work—on all the bridges in the South—they have got experience, and my plea is that they should be directly confirmed according to seniority in the vacancies created.

On the Central Railway a large number of complaints have been received that Assistant Station Masters, who are sent for a refresher course in telegraphy and fail in the telegraph training are being reverted, or something like that. In olden times telegraphy was very essential, but now the control system is in vogue and you have got telephone connection from every station to every other station. Of course, I do agree that telegraphy is very essential knowledge, but the men, who are posted in the cabins for years together, will naturally get out of touch with it. In small stations, of course they will be receiving messages every day, but in big stations, where there are separate people to handle telegraphic messages, these A.S.M's, do not get a chance; there is no necessity for them to go near the telegraph instrument; so they get out of touch. Now, instead of condemning them, it is necessary, it is better that they are given some refresher course and given the normal promotion; no hurdle should be created in the path of their promotion.

Now, I come to railway catering. The other day I was coming from Madras, and at Vijayawada I had the privilege of ordering my food from the railway refreshment room. It was supposed to be special meals and it cost me Rs. 1.7 nP. that is, ordinary food becomes special food for

[Shri P. K. Kumaran.] the addition of a small stick of *Mysorepak*, and half a cup of *Mor-kuzhambu*—some yellow liquid it was. I asked the bearer: "What is this", and he said: "it is *Morku-zhambu*." But it was *Morkuzhambu* made out of water, not out of curd or butter-milk; if there is any ingredient which had not gone into it, it was butter-milk; it was pure water, coloured water, turmeric making the colour. Now, it is of course connected with the pilferage of stores from the departmental refreshment room. And this happened only last week.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : I had the same experience.

SHRI P. K. KUMARAN; Very good, Sir; I thank you. At best it should cost only Rs. 1.3 nP. But it is very costly although the Railway Minister may like to say that the cost has gone up of the foodstuffs and naturally of the food which the Railways serve. Internally, in the refreshment room it is Rs. 1.30 nP. and when served in the compartment the same costs Rs. 1.7 nP. So this has got to be corrected.

Then I come to the casual labour issue, which many speakers have stressed, but what I would like to point out is that the wages which the local Collectors have fixed were fixed long long ago. You cannot get ordinary labour for one rupee or for one rupee and two annas anywhere in India now. One rupee will not even fetch a meal for him at the railway station—he must have Rs. 1.3 nP. for ordinary food. But why are the people flocking to the railways? It is because of this; it is their hope that if they work with the Railways; at some future date, after working for ten or fifteen years even, they will get a permanent footing in the Railways. It is of course a secure job, not a paying job, not more paying than other industrial jobs, but a secure job. It is with this intention that they seek work on a wage of one rupee two annas or one rupee three

annas. Now the Railway Ministry has already declared that where the wages are not fixed, they pay one-thirtieth of the minimum wage plus dearness allowance. That amount is nearly 87 rupees and one-thirtieth of that amount should be paid as wages for a day for such railwaymen throughout India. After all, these casual labourers are this; people who are engaged in construction; they are the people who are digging all the tunnels on the D.B.K. railway line; they are the people who build all the bridges—not the permanent staff. So, a rational treatment and sympathetic approach to them—they may now be nearly two lakhs—is very necessary, and I hope our good Railway Minister will consider this problem.

■ Then several representations have been received by me from the workers in the Podanur workshop regarding ill-treatment by the Works Manager there. Whatever it is, it is up to the union; they will fight it, but my point is that they have made repeated complaints from that signalling and telecommunications workshop—the workers there; they manufacture signalling instruments and other allied things. When parts are manufactured and they are sent to the stores, they are accounted for—some parts are purchased from outside; that is good. But when the shells for these block instruments are again manufactured, the same parts used there are again accounted for; I mean, these parts get accounted twice thus inflating the production figure. So this aspect has got to be studied. This can be prevented if the stores which is now under the charge of the Works Manager, unlike any other big workshop, is taken away from the Works Manager and attached to the General Controller of Stores. Only that way this double accounting can be prevented. I hope the hon. Minister will look into it.

Sir, I have nothing more to add. I hope the hon. Minister will pay attention to the points which I have

[Shri P. K. Kumaran.] raised. Then, the question of dearness allowance has got to be considered. Sir, immediately after the Budget was announced the prices started shooting up. Unless the railwayman gets sufficient things to maintain himself and his family and makes his children fit for securing a job after his retirement, it will not be possible for him to carry on. As you know, Sir, our social security measures do not give anything to the people. Even a house which he has got to build after his retirement has to come from the current pay. So it is high time that the Administration considered this problem. They should take into consideration the rising prices and also the price index which has already reached a point where a raise in dearness allowance is justified.

SHRIMATI C. AMMANNA RAJA (Andhra Pradesh): Mr. Vice-Chairman. Sir, I am glad that the position to be able to always present position to be able to always present a surplus Budget. He must also be congratulated for not increasing the passenger fares. Besides, the present Minister and his predecessor need to be congratulated for the excellent work that was carried on during the last one year.

In this connection I may also quote from the speech about the report of the World Bank Team on coal transport of the country: —

"This report has commended the Indian Railways for handling successfully, within their limitations, the increase in traffic density of almost unprecedented rapidity during the last twelve years. The team has generally assessed the operating performance of the Indian Railways as comparing very favourably with that of Railways of other, more developed, countries. Certain recommendations have been made in the report such as the need to review the adequacy of the Railways' Rolling Stock procurement programme. . .

"

So, this is a very great compliment paid by such a big authority.

Then, Sir, not only our Government but the worker and the other staff also need to be congratulated for putting in really hard work during the emergency period without making any complaint. Even if they wanted to extract something from the Government they thought they should do their best first and ask for certain things only later on. Therefore, they must be congratulated for rising to the occasion at a time like that.

Moreover, all our factories have done very good work. The output has been quite good. The Perambur Coach Factory has brought out a number of coaches. The Chittaranjan workshop has not only manufactured steam engines but also electric and diesel engines. We have been able to produce coaches in such great numbers that we are now in a happy position even to export to other countries. It is not a small achievement.

From the Schedule given in the Appropriation Bill you will find that a big sum has been allotted for labour welfare. That shows the attention we are paying to the hard work put in by the workers which is so necessary. After all, we depend more on their co-operation and work than on the contribution made by bigger officers and others. I know personally that there are a number of hostels which are meant for the children of our railway staff. It is a good thing that it is subsidised by the Government particularly because these people are posted in all sorts of places where there may not be schools. These people are also subject to frequent transfers with the result that their children's education suffers. But because of this hostel facility, to a certain extent this suffering is mitigated, I hope some more hostels will be opened so that a greater number of people will take advantage of them.

Another thing that I want to emphasise is something which our Ministers do not like, that is, the reorganisation of zones. Some people here seem to understand that we are asking for an additional railway zone for our State. That is not so. It is to facilitate better administration and for giving better service to the people living in a particular area where they are hard pressed for ever so many things that we demand an additional zone. I spoke about this in my last speech and I have spoken in person about this to our Railway Minister also. The Andhra Government also had made a representation. It is not parochialism or faddism or anything like that. We do not like to be called parochial. After all, what are we here for? We are here to put forward the point of view of our State Government, the defects on deficiencies that are prevailing which have got to be eliminated. Sir we took over the Nizam Railway when the partition of the State took place. Very little has been done since then. This Railway was meant only to serve the Nizam State. Now the Nizam State has become a part of the bigger Andhra State which is a very big State. The area is very big and the needs are many. It is only reasonable and fair that the Government realise the reasonableness and the necessity of the demand and the justification (if it and rise to the occasion. I was not here when the Minister spoke. In his reply he said that it would cost another Rs. 2 crores or Rs. 2½ crores. Where is the harm? After all, anything that brings happiness to so many people does cost and it has to be faced. You should first be satisfied that there is a necessity. And, therefore, the first thing that you can legitimately ask is whether there is a necessity or not. It is not a mere commercial venture. It is a national venture since you will be giving facility to your own people living in the country. So you should not just brush it aside and say, "Well, Mr. Venkatasubbiah, Mr. Lakshmi-narasu and Mr. Kumaran have al-

ready said that." Well, everybody will say what he feels.

Now, I must give you some details to impress upon you how necessary it is. Hyderabad is not a small place. It is the capital of a big State. It has also an airport which shows that it is quite important. Delhi to Hyderabad is about 3½ miles* I think. I have not the correct figure. There is no direct train. There is what is known as the F.S.T. attached to the train going to Madras—one first class, one second class and one third class. Is it fair to the people of the whole State going to Hyderabad? I know from my experience that more people asking for accommodation are left out than those who have got it every day. Not only that, they are just so careless that they give even the Nagpur people and to the people getting down at mid-way stations. If only F.S.T. is given, it is no annoying and when you really want to understand the thing and feel about it, it is very annoying. Not only to Delhi but there is no direct train to Calcutta or Madras—Madras means up to Gummudipundi. Everybody coming from that side—from Nellore district, Guntur district and all this area—have to travel by this G.T. They were kind enough some time back to give us another train from Hyderabad to Madras by cancelling one other train which was very necessary between Vijayawada and Vizag. They cancelled that and said 'You can have this if you want'. Actually the greater Andhra population live between Vijayawada and Vizag and so there was a lot of uproar when that was cancelled. So they have cancelled the Hyderabad-Madras train and given back the Puri Fast Passenger. Is this the way that we should be treated? Should you not understand the necessity or density of the population and all that and give them what they want and what they deserve? I would also like to know why they do not give the return for every division. For every, zone, both by passenger train!

[SHRIMATI C. Ammanna Raja]

and by goods trains. If there is an easy method, I would like to know whether we are not paying sufficiently to the Railways and we can also ask for a return.

Another thing is, you know the people of the Opposition parties are in a happy position and they can voice their feelings and it looks as if they train themselves." Please do not ring the bell for another ten minutes.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : No, no.

SHRIMATI C. AMMANNA RAJA: I have been waiting to speak for a whole day.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : You have three minutes more.

SHRIMATI C. AMMANNA RAJA: I make this request because there is no direct train to Hyderabad. This F.S.T. goes to Kazipet at about 10-20 in the night and from Kazipet to Hyderabad it is 100 miles and for those 100 miles we are kept waiting at Kazipet for four and a half hours. There is no value for our time. We are not treated like human beings. The same thing happens when we go to Madras. We go to Kazipet and there is an F.S.T. going to Madras and that has to be attached to the train going from Delhi to Madras and so we have to wait there. Is it really fair to waste human time like this? Four and a half hours after having travelled 700 miles we have to wait.

SHRI H. C. DASAPPA: What time do you reach Hyderabad?

SHRIMATI C. AMMANNA RAJA: I know your answer. Do you want us to reach home at midnight? We reach at 10.20 Kazipet and the train again starts at about 2.50 in the morning. I ask you whether it is fair to do such a thing?

SHRI H. C. DASAPPA: What time do you reach?

SHRIMATI C. AMMANNA RAJA: We reach at 5-30. You start at a time convenient for us so that without

wasting time we reach home at a convenient time. I have got this answer once before. What do you do if you reach home at night? Why do we waste five hours at Kazipet so that we can be carried by another train coming from somewhere else? It is not fair. The same thing happens when coming and going to Madras; because there is no direct train and we miss a lot of trains. There is no deluxe, there is no ACC, there is no sleeper coach except a two-tier for which even a poor man has to pay. We do not have a three-tier compartment. There is no Janata. Why should we be denied the facility enjoyed by other areas?

I must express my thanks to the Government which has recently introduced a new train direct from Hyderabad to Bombay. That is the only thing that has been done in our favour but even for that, you see in the sleeper coach, if the distance is less than 500 miles, there is no concession. They have to pay the sleeper charge and the distance between Hyderabad and Bombay is 495 miles. For the sake of five miles, the poor people who travel by this sleeper coach have to pay. I requested in the Consultative Committee . . .

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : There are a large number of speakers. You have to conclude.

SHRIMATI C. AMMANNA RAJA: That is why I am asking you not to ring the bell.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : You have taken half the time on F.S.T.

SHRIMATI C. AMMANNA RAJA: That is very important. Then there are some committees known as Consultative Committees. We give them some suggestions but you know they are very funny people—these people who preside over the meetings. They say 'No, that cannot be done'. We know it is not being done and that is why we are giving suggestions for the simple reason that they can do it.

They say 'It is not in our proposals'. Why should we go all the way to be told that it cannot be done? It must be done when it is reasonable.

In the case of journey from Bombay to Hyderabad, this five-mile distance may be exempted so that the poor people can be benefited.

Then there is what is known as season ticket. I do not know whether it is in the case of foreigners alone or for other, also. They can take one month's season ticket and go on any train and most of the foreigners who come to our country like to travel in air-conditioned compartment so as to see the countryside. If they go by air, they cannot see the country. If you only put air-conditioned compartments in many trains, it will attract tourists by which you can get some foreign exchange also.

One more thing I must mention before I conclude. There are many more things which I can say but I will take another opportunity. I have one thing to say. One day we travelled from Bombay to Hyderabad and the train was stopped where the passengers could not get down. I asked the Station authorities why they did it. It was at a place where between the train and the wall there was no space for the passengers to get down and they had to wait. It was there in such an inconvenient way and I asked the persons there why this was so and I was told that the Mysore Maharaja's saloon was there and they had to put it just in front of the station. But those in the saloon, they can afford to wait for another ten or fifteen minutes till all the other passengers who had come from Bombay and other places, had got down. Those in the saloon do not have to worry. They are in the happy position of not having to rush for transport for taxis or for porters and the like. It was wrong to put so many people to so much inconvenience for the sake of one man. I have got a written statement, because they may

say it is not true. But I say the poor people should not be thus ignored. The poor should not be insulted or put to such inconvenience.

About catering, particularly on the Western Railways, I must say that it is most unsuitable, especially for vegetarians, particularly for those from the south. Some sort of a thing is given which you cannot eat at all. It is just *dhal* and potato. Something better than that should really be thought of. Of course, we do not live to eat, but all the same it is necessary. Thank you.

श्री विमलकुमार मन्नालासजी चौरङ्गिया
(मध्य प्रदेश) : उपसभाध्यक्ष महोदय,
जो एप्रोप्रिएशन बिल धन को एप्रोप्रिएट करने
के लिए प्रस्तुत किया गया है, हम भी चाहते
हैं कि उस धन का मिस एप्रोप्रिएशन न हो और
उस दृष्टि से मैं कुछ सुझाव यहाँ पर
दे देना उचित समझता हूँ।

उपसभाध्यक्ष महोदय, पहले तो यह
रेशनलाइजेशन के नाम पर किराये की बढ़ो-
तरी की गई है। उसके अपेक्षा अगर रेलवे
विभाग अपने यहाँ जो अपव्यय हो रहा है
चोरी हो रही है। उस पर नियन्त्रण करें तो
इस तरह से किराये में बढ़ोतरी करने की
आवश्यकता नहीं रहेगी। रेशनलाइजेशन के
नाम पर हमारे यहाँ मध्य प्रदेश में मण्डलोई
सरकार ने लोगों के ऊपर लगान बढ़ाया था
जिसके परिणामस्वरूप मण्डलोई सरकार को
वहाँ से जाना पड़ा। इसलिए मैं प्रार्थना करूँगा
कि रेशनलाइजेशन के नाम पर इस तरह से
किराये में बढ़ोतरी करना न्यायसंगत नहीं है।
अगर किराये में वृद्धि हुई तो इसका परि-
णाम यह होगा कि जो कच्चा माल, पक्का
माल आदि हम एक जगह से दूसरी जगह
भेजते हैं उसके दाम बढ़ जायेंगे। इसका परि-
णाम एक और यह भी होगा कि इस समय
रेलवे को रोड ट्रांसपोर्ट से जो मुकाबला करना
पड़ रहा है वह और भी ज्यादा हो जायेगा।
आज हर एक व्यापारी अपना माल सीधा

[श्री विमलकुमार मन्नालालजी चोरड़िया] बम्बई से कलकत्ता से ट्रक द्वारा मंगाना चाहता है। इसी तरह से हर एक शहर का व्यापारी ट्रकों से अपने यहाँ माल मंगाना पसन्द करता है क्योंकि उसका माल उसके घर में पहुँच जाता है चाहे उसे रेल की तुलना में कुछ ज्यादा ही किराया क्यों न देना पड़े। वह ट्रक द्वारा माल मंगाना इसलिए पसन्द करता है क्योंकि वह जानता है कि रेलवे द्वारा माल मंगाने से माल की चोरी हो जाती है। जब खुद रेलवे के माल की चोरी हो जाती है तो दूसरे व्यापारियों की बात ही क्या कहनी। इसके साथ ही साथ वह देखता है कि जब क्लेम करना होता है तो उसमें काफी समय लग जाता है। जबकि ट्रक वाले क्लेम का तुरन्त भुगतान कर देते हैं। इन सब कारणों की वजह से चाहे उसको मोटर द्वारा रेल के मुकाबले में ज्यादा किराया देना पड़ता है फिर भी वह ट्रकों द्वारा ही माल मंगाना पसन्द करता है। हमारे रेलवे विभाग को माल के किराये में वृद्धि कर अपनी आमदनी बढ़ाने के बजाय व्यापारियों में विश्वास पैदा कर अपनी आमदनी को बढ़ाना चाहिये। इसके साथ ही साथ रेलवे विभाग में जो कमियाँ हैं, जो खराबियाँ हैं उन्हें जब तक वह दूर नहीं करेगी तब तक रेलवे विभाग को अपेक्षित आमदनी नहीं होगी। इसलिए मेरी प्रार्थना है कि माल का किराया बढ़ाने की बात छोड़ देनी चाहिये और रेलवे विभाग में जो फिजूल का व्यय होता है रेलवे से जो विश्वास उठता जा रहा है, उसको रोकना चाहिये।

दूसरी बात मैं होम डिलीवरी और आउट एजेंसी के बारे में कहना चाहता हूँ। आप इसके बारे में कोई फार्मुला तय कर दें और यह बतला दें कि जो इस तरह की शर्तों को पूरा करेंगे वहाँ पर आउट एजेंसी अथवा होम डिलीवरी की व्यवस्था की जायेगी। अगर आपकी मांगों को कोई कान्ट्रैक्टर या वहाँ की जनता पूरी कर सकती है तो आपको वहाँ पर इस तरह की व्यवस्था करनी चाहिये।

जहाँ तक क्लेम का मामला है उसमें रेलवे विभाग में बहुत सुस्ती होती है और उसका दूर करना चाहिये ताकि इस समय जो रोड ट्रांसपोर्ट के साथ कम्पटीशन हो रहा है उसमें सुधार हो सके और हम जो आमदनी की अपेक्षा करते हैं वह मिल सके।

मैं भानुनीय मन्वी जी का ध्यान मध्य प्रदेश की यातायात समस्याओं की ओर दिलाना चाहता हूँ जिसके बारे में एस० आर० सी० कमीशन ने अपनी रिपोर्ट में यह बात कही है। एस० आर० सी० कमीशन ने अपनी रिपोर्ट के पेज १३२ और पैरा ४८७ में यह कहा है।

"Partly as a result of the decision to erect certain new steel plants, but partly also because of general economic expansion and the growth in traffic, the route track miluage of the railway system within the proposed unit will have to be increased and certain proposals have already been sanctioned or are under consideration. We would, however, like to mention more particularly in this connection the demand that Jabalpur should be connected with Lalitpur or Jhansi. With two new rail links from Jabalpur to selected points in the south-west and the south-east on the Central and South Eastern Railways respectively, and another line running east to west through Vindhya Pradesh, the proposed State of Madhya Pradesh will be much more satisfactorily served by the railway system than it is at the present time. The suggested links in our opinion seem to be essential; and the Government of India will no doubt take this into consideration."

इस रिपोर्ट के अनुसार मध्य प्रदेश का निर्माण तो हो गया किन्तु जबलपुर को राजधानी नहीं बनाया गया जिस का रेफरेंस एस० आर० सी० रिपोर्ट में किया गया है और भोपाल राजधानी बना दी गई

है। मैं केन्द्रीय सरकार और रेलवे अधिकारियों का ध्यान इस रिपोर्ट की ओर दिलाना चाहूंगा। जिसमें यह कहा गया है मध्य प्रदेश में रेलवे का विकास होना चाहिये तथा लाइनों को यहां पर बढ़ाया जाना चाहिये। अगर हम सारे हिन्दुस्तान के नक्शे को उठा कर देखें तो ऐसा लगता है कि राजस्थान और मध्य प्रदेश ही दो ऐसे प्रान्त हैं जिन में जनसंख्या और क्षेत्रफल के हिसाब से और प्रान्तों के मुकाबले सब से कम रेलवे लाइनें हैं। ऐसी स्थिति में हमारे शासन को इस ओर विशेष ध्यान देना चाहिये और एस० आर० सी० की रिपोर्ट में जो कुछ लिखा हुआ है उस को कार्यान्वित किया जाना चाहिये। अगर हमारी सरकार नई रेलवे लाइन इस समय जल्दी नहीं बना सकती है तो वर्तमान में जो रेलवे लाइनें हैं और उन में जो रेल चल रही हैं उन में इस तरह का परिवर्तन किया जाना चाहिये जिस से वहां की जनता को ज्यादा से ज्यादा सुविधा मिल सके। भिलाई, लोहे का सब से बड़ा कारखाना है और मध्य प्रदेश में रायपुर, दुर्ग ऐसे महत्व के स्थान हैं जिन का मध्य प्रदेश की राजधानी भोपाल से सीधी ट्रेन से सम्बन्ध होना आवश्यक है। आज तक इन महत्वपूर्ण स्थानों से भोपाल को डायरेक्टली कनेक्ट करने का कोई प्रयत्न नहीं किया गया है। इसलिये मेरा सुझाव है कि इन महत्व के स्थानों का भोपाल से सीधा ट्रेन से सम्बन्ध स्थापित किया जाना चाहिये।

एक माननीय सदस्य : बिलासपुर से हो कर तो गाड़ी जाती है।

श्री बिमलकुमार मन्नालालजी चौरङ्गिया : बैसे इंग्लैंड से होकर भी जा सकते हैं क्योंकि दुनिया गोल है और कहीं से भी हो कर हम जा सकते हैं। इसलिए मैं यह सुझाव देना चाहता हूँ कि भोपाल से दुर्ग, भिलाई, रायपुर तक एक

ट्रेन चलाई जानी चाहिये। इस का एक विकल्प है, वह यह कि वर्तमान में एक पैसेन्जर गाड़ी शारसुगुड़ा से नागपुर तक चलती है और दूसरी पैसेन्जर ट्रेन इटारसी से नागपुर तक चलती है। इन दोनों ट्रेनों को मिला कर शारसुगुड़ा से भोपाल तक क्यों न कर दिया जाय जिस से मध्य प्रदेश के दक्षिण भाग का सीधा सम्बन्ध राजधानी से हो जावे।

अभी वर्तमान में एक ट्रेन अहमदाबाद से भोपाल तक चलती है। हम यह चाहते हैं कि इस ट्रेन को वाया नागपुर होते हुए कलकत्ता तक कर दिया जाय। जैसे दिल्ली से बम्बई सीधी ट्रेन चलती है, दिल्ली से मद्रास चलती है, उसी तरह से एक होरिजेंटल ट्रेन अहमदाबाद से कलकत्ता तक चलाई जाय जिस से इस क्षेत्र के लोगों को भी सुविधा हो जाय। अगर यह ट्रेन चलाई जायेगी तो गुड्स ट्रैफिक की दृष्टि से भी यह ट्रेन ठीक रहेगी।

इस वक्त अहमदाबाद से भोपाल जो ट्रेन चलती है वह भोपाल ६.२० मिनट पर पहुंचती है और जी० टी० ५.१० मिनट पर पहुंचती है। एक घंटे के अन्तर के बजह से इस ट्रेन के आनेवाले यात्रियों को जी० टी० नहीं मिलती है जिस की बजह से यात्रियों को काफी परेशानी होती है। यात्रियों को दोनों ट्रेनों का कनेक्शन मिल जाय इसके लिये या तो आप जी० टी० को कुछ लेट कर दीजिए या उस गाड़ी को जल्दी पहुंचने का प्रबन्ध करवाइये। इस के साथ ही यह भी ध्यान रखिये कि नागदा पर अहमदाबाद भोपाल गाड़ी के साथ मयूरा बड़ीदा लोकल का भी मेल पड़े नहीं तो दूसरी समस्या पैदा हो जायगी। अगर ऐसी व्यवस्था कर दी जायगी तो बहुत ही उचित होगा।

अभी बिलासपुर एक्सप्रेस भोपाल होते हुए इन्दौर जाती है वह सेंट्रल रेलवे के कब्जे में है, और अहमदाबाद से जो भोपाल आती है वह वेस्टर्न रेलवे के कब्जे में है। भोपाल

[श्री विसलकुमार मन्नालालजी चौरङ्गिया]

स्टेशन का अधिकार सेन्ट्रल रेलवे के अधिकारियों के पास होने की वजह से अहमदाबाद से जो गाड़ी भोपाल आती है वह बेरागड़ स्टेशन पर आधा आधा घंटा डिटैन कर दी जाती है। इसी तरह से बिलासपुर एक्सप्रेस को वैस्टर्न रेलवे वाले भोपाल से बढ़ने नहीं देते। इस का नतीजा यह होता है कि यात्रियों को इस गड़बड़ की वजह से काफी परेशानी उठानी पड़ती है और दोनों नवाबों के अगड़े से यात्रियों का कल्याण हो जाता है। इस स्थिति को सामने रख कर इन लोगों की मनावृत्ति ठीक हो, यात्रियों को परेशानी न हो, इस दृष्टि से भी कुछ करना अत्यन्त आवश्यक है। एक और बात है और वह यह है कि बिलासपुर एक्सप्रेस ट्रेन अक्सर उज्जैन लेट पहुँचती है जिस के परिणामस्वरूप उज्जैन से आगे जाने वाले यात्रियों को नागदा ट्रेन नहीं मिलती है। वह गाड़ी समय पर चले, इस बात का ध्यान रखना अत्यन्त आवश्यक है।

भोपाल से अहमदाबाद तक जो गाड़ी चलती है, उसमें ऐसा लगता है कि वैस्टर्न रेलवे की जितनी खराब बोगीज थी वह लगा दी गई हैं। इस दृष्टि से भी कुछ करना अत्यन्त आवश्यक है। भोपाल राजधानी बन गई, मगर अभी तक हमारी सरकार ने उस राजधानी के यात्रियों को आने जाने की सुविधा नहीं दी। भोपाल से दिल्ली आने के लिये या भोपाल से मद्रास या बम्बई जाने के लिए स्लीपर कोच में कोई कोटा निर्धारित नहीं है। वैस्टर्न रेलवे के एक भामूली से स्टेशन के लिये भी स्लीपर कोच के लिये कोटा निर्धारित रहता है, बड़ौदा के लिये कोटा निर्धारित है, मगर भोपाल राजधानी के हिस्से में कोई कोटा नहीं है। ऐसी स्थिति में मैं प्रार्थना करूँगा कि भोपाल के यात्रियों के लिये हर ट्रेन के स्लीपर कोच में एक निश्चित कोटा रहना चाहिये जिस से वहाँ के यात्रियों को सुविधा हो सके।

ट्रेनों की गति के सम्बन्ध में कई वक्ताओं ने पूर्व में भी कहा और मैं भी एक दो उदाहरण दे दूँ कि किस प्रकार जैसे जैसे हम प्रगति करते जा रहे हैं, वैसे वैसे हमारी ट्रेनों की स्पीड कम होती जा रही है। जबलपुर से बीना ३५४ किलोमीटर है। पहले गाड़ी जबलपुर से रात को ११ बजे तक चल कर ६।१ बजे सुबह बीना पहुँचती थी। अब वही गाड़ी शाम को ५ बजे कर ४० मिनट पर चल कर ७ बजे कर ४५ मिनट पर प्रातः पहुँचती है। इस प्रकार पहले साढ़े सात घंटे लगते थे और अब १४ घंटे ५ मिनट लगते हैं, केवल दूने का फर्क है। इतनी स्पीड क्यों कम हो गई है, यह भगवान जाने। लेकिन जहाँ एक ओर हम प्रगति कर रहे हैं वहाँ दूसरी ओर ट्रेनों की गति इतनी कम क्यों हो गई है, इस प्रश्न पर विचार करने की आवश्यकता है। इसी तरह पहले उज्जैन से भोपाल तक ५ घंटे लगते थे और अब सवा छः घंटे लगते हैं। जैसे जैसे हमारे विकास की गति तेज होती जाती है वैसे वैसे हमारी ट्रेनों की स्पीड धीमी होती जाती है। और उज्जैन से भोपाल तक कहने को सवा छः घंटे लगते हैं, वास्तव में साढ़े छः और पाँचे सात घंटे लगते हैं। इस सम्बन्ध में भी कुछ किया जाना अत्यन्त आवश्यक है। यही कारण है कि यात्री लोगों भोपाल से इन्दौर तथा उज्जैन बस द्वारा जाते हैं जिससे वे ३।१-४ घंटे में पहुँच जाते हैं।

तृतीय श्रेणी के यात्रियों की दुर्दशा का अगर आप को दर्शन करता हो तो आप दिल्ली स्टेशन के प्लेटफार्म पर सादे कपड़े पहन कर चले जाइये, आप को इस का अनुभान हो जायेगा कि महिलाओं और बच्चों की कितनी दुर्दशा होती है और ज्यादा भीड़ भड़क्के में किस तरह से उन को कठिनाई होती है इस का भी अच्छा अनुभव हो जायगा। इस का उदाहरण मुझे कोटा में देखने को मिला जब एक महिला बेचारी तमाम इधर से उधर और उधर से इधर दौड़ी भागी, मगर वह कठिनाई

से एक डिब्बे में घुस पाई और आगे पीछे बाएँ ओर से पुरुषों के धक्के सहती रही। ऐसी स्थिति में तृतीय श्रेणी के यात्रियों के बारे में, जैसाकि आपने घोषित भी किया है, विशेष ध्यान रख कर कुछ करेंगे तो ज्यादा अच्छा होगा।

एक और कठिनाई तृतीय श्रेणी के यात्रियों की होती है। तृतीय श्रेणी का एक डिब्बा यहाँ दूसरा वहाँ और तीसरा श्रम में रहता है और बीच में कहीं स्लीपर कांच आ जाता है, कहीं सेकेंड क्लास आ जाता है, कहीं फर्स्ट क्लास आ जाता है और कहीं रिजर्वेशन का डिब्बा आ जाता है और इस तरह थर्ड क्लास के यात्रियों को जगह खोजने के लिये सारी ट्रेन का दौरा करना पड़ता है इधर से उधर भाग कर। ऐसी स्थिति में तृतीय श्रेणी के डिब्बे एक तरफ रखे जायें और रिजर्वेशन आदि के डिब्बे एक तरफ रखे जायें जिस से उन को यह पता रहे कि हम को भर कर जाना है तो इस में जाना है और जी भर जाना है तो इसमें जाना है और इस प्रकार सारी ट्रेन की पदयात्रा करने की उन को आवश्यकता न हो। इस दृष्टि से भी कुछ किया जाना अत्यन्त आवश्यक है।

दूसरे कोटा में ओवरक्राउडिंग कम करने के लिये मैं यह निवेदन करूँगा कि अधिकतर ओवरक्राउडिंग कोटा और सवाई माधोपुर के बीच में होती है। इस सम्बन्ध में मैं पहले भी निवेदन कर चुका हूँ और अब पुनः निवेदन करना चाहता हूँ कि बीना कोटा वाली जो गाड़ी चलती है उसको सवाई माधोपुर तक बढ़ा दिया जाय जिस से उस की ओवरक्राउडिंग बन्द हो सके। इस की सम्भावना की आप जांच करवाइये।

कोई चीज दुनिया में असम्भव नहीं है। जब आउट एजेंसी के लिये लिखा तो हमारी सरकार कहती है "that is not feasible"। तो फ्रीजिबल क्या नहीं है। आप को जो चाहिये कि हम को ये ये कंडीशंस

पूरी होनी चाहिये, उन को पूरी करवाइये। यदि उन को कोई पूरान कर सके तो मुझे कुछ नहीं कहना है, मगर इस दृष्टि से हमारी सरकार को कुछ न कुछ करना अत्यन्त आवश्यक है।

हमारी सरकार की यह योजना होनी चाहिये कि जनतंत्र के हिसाब से या समाज के कल्याण करने की दृष्टि से किसी व्यवस्था को बिगाड़ने के पहले उसका विकल्प वह ढूँढ ले और उस के लिये कोई दूसरी व्यवस्था कर ले। भिलाई और रायपुर के लिये गुड्स की ट्रेन का अधिक जमाव न हो और वहाँ पर भालगाड़ियाँ ज्यादा इकट्ठी न हों, इस के लिये आप ने रायपुर में डबल लाइन डाली और रायपुर में डबल लाइन डालने के साथ साथ वहाँ खमतरोई जो गांव है वहाँ के निवासी जो इधर से उधर तक भ्रम से ट्रेन की लाइन को पार कर के जाते थे, उन का वह रोस्ता आप ने बन्द कर दिया। उन को अपने खेतों में जाने के लिये पहले केवल डेढ़ दो फलॉग जाना पड़ता था और अब दो ढाई मील का चक्कर लगा कर के अपने खेतों में जाना पड़ता है। मेरी समझ में नहीं आता है कि हमारी सरकार यह क्यों जवाब देती है : "that is not feasible, that is not practicable" क्या प्रैक्टिकेबिल नहीं है ? अगर करने वाला आदमी होता है तो सब प्रैक्टिकेबिल हो जाता है। वहाँ की जनता का फिर भी कोआपरेशन देखिए। वे आपसे प्रार्थना करते हैं कि यदि श्रमदान करके मिट्टी डालनी हो तो हम कई गाड़ियाँ मिट्टी भी वहाँ ला करके डालने के लिये तैयार हैं और वहाँ पर लेवल क्रॉसिंग बना कर के फाटक लगाइए या मत लगाइये, मगर रास्ता बना दीजिए जिससे कि हम आ जा सकें।

श्री आर० के० भुवालका (पश्चिमी बंगाल) : वहाँ सबवे हो सकता है।

श्री विमलकुमार मन्नालालजी चौरड़िया : जो कुछ करना हो वह करें। करने वालों के लिये सब कुछ है और न करने वालों के लिये कुछ नहीं है। ऐसी स्थिति में मेरी प्रार्थना है कि यह जो नीचे के अफसर लोग यह लिख कर भेज देते हैं कि यह फ्रीजिबिल नहीं है, प्रैक्टिकेबिल नहीं है, कृपा करके आप भी अपनी रीजनिंग को अप्लाई कर के उसको बड़ा उपयोग में लायेंगे तो इन गरीब लोगों को लाभ हो सकेगा। हम यहां पर इनको कष्ट देने के लिये नहीं हैं बल्कि सुख देने के लिये हैं।

अब एक अंधेर नगरी चौपट राजा सरीखा हिसाब है और जैसा कि मैं पहले भी कह चुका हूँ कि यह सीकर से चुरू तक जो गाड़ी चलती है उसका फासला तो ६१ किलोमीटर है, मगर किराया लिया जाता है १३४ किलोमीटर का। मुझे समझ में नहीं आता है कि हमारी सरकार ऐसा क्यों करती है। इसका जवाब दिया जाता है कि हमारा वहां पर घाटा होता है। अगर घाटा ही आपकी रीजनिंग है तो मैं आपसे प्रार्थना करूंगा कि नार्थ ईस्टर्न रेलवे वर्षों से करीड़ों के घाटे में चत रही है, नार्थ ईस्ट फांटीयर रेलवे वर्षों से करोड़ों के घाटे में चल रही है, और जिस क्षेत्र के दो दो मंत्री यहां पर विद्यमान हैं सदर्न रेलवे, उसका भी इस साल का जो एस्टीमेटेड घाटा है वह ५ करोड़ ११ लाख और १६ हजार रुपये का है। अगर आप घाटे की फिकर कर के इस छोटे से टुकड़े का किराया बढ़ा कर रखना चाहते हैं तो क्या मंत्री महोदय बतायेंगे कि जिस सदर्न रेलवे में लगभग ५ करोड़ का घाटा है उसको पूरा करने के लिये क्यों नहीं किराया बढ़वाते हैं। अपने यहां के घाटे को आप पूरा करवा नहीं सकते और रेशनलाइजेशन की बात करते हैं। मैं प्रार्थना करूंगा कि दो दो मंत्री सदर्न इंडिया के यहां बैठे हैं वे कम से कम यह सदर्न रेलवे को जो क्रमशः घाटा है सन्

१९५८-५९ में २ करोड़ ८३ लाख और ४० हजार, और अब जो बढ़ कर ५ करोड़ ११ लाख और १६ हजार रुपये हो गया है, उसको कम करने का कष्ट करेंगे तो मालूम पड़ेगा कि दोनों मंत्रियों ने सचमुच रेशनलाइजेशन अपने काम में किया है। तो इस दृष्टि से भी कुछ करेंगे तो ज्यादा अच्छा होगा।

सर्वांगीण रूप से लाभ को देखा जाय कि हमको क्या बचत होती है तो यह लगता है कि वह सन् १९६२-६३ में जितना कैपिटल लगा था उस पर ६.५ प्रतिशत लाभ था और सन् १९६३-६४ में रिवाइज्ड इस्टीमेट्स के हिसाब से ६.२ प्रतिशत थी और अब वह सन् १९६४-६५ में, जैसा कि अनुमान है, ५.६ प्रतिशत होगा। इस प्रकार आमदनी कम हो गई। जब गुड्स का किराया आपने बढ़ाया तब भी आपको यह आमदनी कम हो गई, यह कुछ समझ में आने सरीखी बात नहीं है। इस दिशा में भी कुछ किया जाना अत्यन्त आवश्यक है।

कर्मचारियों के भेद भाव के सम्बन्ध में मैं यह निवेदन करूंगा कि स्टेनोग्राफर्स यदि बोर्ड के हों तो उनका वेतन ज्यादा होता है और स्टेनोग्राफर्स यदि दूसरी जगह के हों तो उनका वेतन कम होता है। पे कमिशन कहता है कि दोनों के काम एक सरीखे, दोनों की रेस्पॉसिबिलिटीज एक सरीखा, फिर समझ में नहीं आता है कि बोर्ड के स्टेनोग्राफर्स को वेतन क्यों ज्यादा दिया जाता है। वे शायद बोलने वाले से अच्छी अंग्रेजी लिखते होंगे, इस कारण उनको ज्यादा वेतन देते हैं या किस कारण देते हैं कुछ समझ में नहीं आता है। मगर यह जो एक डिपार्टमेंट में इस तरह का गड़बड़ है यह कुछ ठीक लगता नहीं।

आडिट रिपोर्ट में चोरियों के कई उदाहरण दिये गये हैं। चोरियों के उदाहरण के लिये मैं बार बार दोहराना नहीं चाहता, मगर आश्चर्य मुझे तब हुआ जब वहाँ आदमी

आसनसोल के सेक्शन पर हमारी रेलस चोरी चली गई। इसके लिये सौ चौकीदार नियुक्त किये गये, मगर वह रेलस फिर चोरी चली गई। अगर इसी तरह से हमारे यहाँ पर चोरियाँ होती गई और उनको हम आसानी से डील करते रहे तो हमारे यहाँ पर चोरियाँ मिटने वाली नहीं हैं। यह कोई ऐसी चीज नहीं थी जिसको कोई अपनी जेब में डाल कर के ले जा सकता था। इस लिए मैं प्रार्थना करूँगा कि चोरियों के मामले में हमारी सरकार को सख्ती से काम लेना चाहिये।

लाइसेंस की फीस, इलेक्ट्रिक का पैसा बहुत से वेंडर्स और कांट्रैक्टर्स के जिम्मे बाकी है। मुझे समझ में नहीं आता है कि किस आफिसर की गलती की वजह से लाइसेंस की फीस समय पर नहीं ली गई और एक साल से नहीं बल्कि कई सालों से। उस आफिसर के खिलाफ सख्त कार्यवाही की जानी चाहिये। वैसे आप इसके लिये किसी आफिसर का जिम्मेदार नहीं ठहराते हैं। हम इसके लिए मंत्री महोदय को जिम्मेदार ठहराते हैं क्यों कि उन के अन्तर्गत यह काम चल रहा है कि हजारों रुपया लाइसेंस फीस के रूप में बाकी है, किन्तु अभी तक वह वसूल नहीं हो पाया।

कांग्रेस के प्रति तो हमारे इस विभाग को अन्य विभागों की तरह मोह है ही। भुवनेश्वर का कांग्रेस-अधिवेशन हुआ तो भुवनेश्वर के लिये स्पेशल ट्रेन चलाई गई। कोई और किसी अधिवेशन के लिये अथवा अन्यथा कोई स्पेशल ट्रेन चलवाना चाहे तो उसे ४ हजार रुपया जमा करना पड़ता है और एक निश्चित आमदनी की गारंटी करनी पड़ती है किन्तु यह हमारे घर का मामला था इस लिये ४ हजार की जरूरत नहीं रही, न किसी गारंटी की जरूरत चाहे आपको रुपया मिले या न मिले।

उपसभाध्यक्ष महोदय का हाथ घंटी पर जा रहा है इस लिये इन शब्दों के साथ मैं

प्रार्थना करूँगा कि मंत्री महोदय इन सब बातों पर विचार कर के जरा गम्भीरता पूर्वक अपने विभाग का रेशनलाइजेशन इन रीयल सेंस करेंगे तो ज्यादा अच्छा होगा, थ्योरेटिकल बात तो मैं भी बहुत जानता हूँ और थ्योरेटिकल तरीके से आप हमको समझावेंगे तो उससे काम चलने वाला नहीं है।

SHRI D. C. MALLIK (Bihar): Mr. Vice-Chairman, Sir, I heartily support this Bill. Our railway system has maintained its progress. It has most effectively and efficiently managed and controlled the affairs of the Railways last year. For all this I thank and heartily congratulate our hon. Railway Minister, his two worthy lieutenants, the Railway Board, all the General Managers, subordinate officers and workers. Now, the railway system has maintained not only its progress, but without increasing the freight—increasing it only by two per cent—they have maintained their profit. They have carried the ever-increasing number of passengers. They have succeeded in carrying the ever-increasing tonnage of goods.

And for all this they deserve our thanks and congratulations.

SHRI LOKANATH MISRA (Orissa): That is the profit they make.

SHRI D. C. MALLIK: That is the personal profit to them that I have congratulated them, but the monetary profit goes to the people, even into your pocket. Anyway, please do not interrupt me.

There are no doubt accidents, defects and drawbacks in our railway system, but that is not peculiar to India alone. Accidents are Inert everywhere in the world. Wherever there is the railway system, there are accidents and our accidents are not disproportionately high. There are drawbacks about which I will mention afterwards. Now, about accidents.

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they are very deplorable because they cause loss of life. We are trying to reduce the number of accidents. There is the Accidents Committee which has reported. Nevertheless, accidents will always remain. We only hope and pray that the number be low.

Now, about defects and drawbacks I would mention firstly about overcrowding in trains. Our trains are very much overcrowded. I know that when we inherited the railway system from the British, there was a dearth of engines. We were short of thousands of engines. There was shortage of carriages, wagons and everything else. In these fifteen years we have tried our utmost to reduce the shortage and we have succeeded to a great extent. Now a days, the shortage of engines is less, the shortage of wagons is less. The number of passengers and the tonnage of goods offered is always increasing. However much we may try, still there is shortage. We hope that in a very short time, in the Fourth Plan period we may be able to meet the shortage to a great extent. So, if the carriages are very much overcrowded now, I think they will not be so much overcrowded in a few years' time. Of course, overcrowding is lessening. Still there are some particular spots overcrowding at which we cannot help. But just take the case on the Eastern Railway of a large number of Adivasis who come from Dumka and from Jhargan in the harvesting season to sow and to cut paddy. They come during a fixed period. If we pay a little forethought we can help them. These simple Adivasis are sometimes detained at stations for four or five days because they are unable to enter any train for reason of overcrowding. If we have some forethought then we can attach some extra bogies to trains for their journey from Murarai and such other stations to the districts of Howrah, Hoogly, Burdwan, etc. If we can attach some special bogies or run special trains there will not be very much difficulty. We can carry them. Then, there are

some special occasions just as 'Holi' when the crowd is so great that one cannot enter any train. They are not able to get into any train. With a little care and a little forethought we can alleviate the sufferings of our passengers by means of special trains or extra bogies.

Then, I come to the timing of trains. Take the case of Dhanbad, my home town. Dhanbad is an important town. Between Calcutta and Dhanbad and between Dhanbad and Patna there are large number of passengers travelling every day. Now, from Calcutta to go to Dhanbad, the first train to reach Dhanbad from Calcutta is at five in the evening. There is no other train coming before it. There is the Coalfields Express which runs from Dhanbad to Howrah in the morning. There are other trains in the morning to go to Calcutta. There is the Delhi Mail, the Bombay Mail, etc. but from Calcutta there is no train in the morning. So, I propose there should be one other Coalfields Express which would start from Calcutta early in the morning and reach Dhanbad at about eleven. It may go even up to Gaya. It should return to Calcutta in the evening. There is one train starting from Dhanbad in the morning. There is plenty of time for it to start from Gaya and go to Calcutta. So, there should be another train which starts from Calcutta, to go to Gaya and come back in the night, that is, in the evening. The air-conditioned Expresses 81 Up and 82 Dn are very popular and very convenient and they take a very short time. Then, why not make them daily? Instead of running twice a week, it can very well run seven times a week. If there are not so many air-conditioned coaches let them run these trains for five days without being air-conditioned, with only ordinary carriages. Then, between Dhanbad and Patna, there is only one train going through, with only two bogies attached for Patna. There should be four bogies. And if it is not possible to run that train *via* Gaya, why not attach two other bogies to go *via* Asansol? Better there

should be one train from Dhanbad to Patna.

Then, there 'is another train from Burdwan to Ranchi. Why not make it from Howrah to Ranchi? Make it a fast passenger. Let the time be shortened. That will be very convenient to the passengers because there is only one train from Howrah to Ranchi. That is called the Ranchi Express and that goes *via* the South Eastern Railway at the "pace of a bullock cart. Then, why not have another train by Dhanbad side?

Then, I come to the catering department. I will mention only the defects. I have eulogised the Railway Ministry very much for all its performance, but there are some defects. They do not detract from their merit or they do not lessen the credit of the Railways. There are some defects. We must try to make it perfect. So, there should be improvement in these things and I appeal to our Railway Minister with his large heart to look into this catering department—I have renamed it the cheating department of the Railways. They cheat the passengers in every possible way. I take the case of Burdwan and Moghal Sarai. These are the two worst stations. In Burdwan there were packets of the famous *sitabhog* and *mihidana*, sweetmeats of Bengal, being sold. I purchased one packet of *mihidana* and on opening I found that it must be short in weight. It was supposed to contain 8 chhataks. I did not consume it. I went to Ram-purhat and weighed it. It was only 5 chhataks. When I came 4 P.M. back from Rampurhat to Calcutta. I purchased another packet, and it was also found to contain 5 chhataks. My friend, Mr. Khan, who was then the General Manager of the Eastern Railway, would bear me out that I sent the packets to him and also, to the Chief Commercial Superintendent. There were 17 trolleys at Burdwan. It was decided that one responsible officer would go in the morning to Burdwan, lock up the trolleys and weigh the

packages. In the 17 trolleys every package was found to be of short weight. They were cheating the passengers every day like that. The packet system has been abolished but the vendors are still cheating the passengers in weight.

Now there are some contractors under our benign Government. These contractors were private persons. We thought of nationalisation of everything. I am for nationalisation of everything, and I was one of those who proposed that catering should be nationalised. How is it that whenever an enterprise is nationalised, all the thieves of the world flock to that place just as in the N.C.D.C. all the thieves in the coalfields flocked there? And in the N.C.D.C. they are now stealing not only tanks but even the sea. Wherever any nationalised industry comes in all the thieves come in there, and its cost becomes higher and it cheats the public. Here also in nationalised catering they are cheating the passengers every day. Formerly, in time-tables the quantity by weight of the menu was mentioned whether in the restaurants or in the dining cars. But they have done away with it as if they are giving a latitude to them to do as they like. Formerly, sixteen ounce of rice was given. Now they are giving only twelve ounce as there is no mention of weight in the time-tables.

AN HON. MEMBER: You remember the accident in the Kalka Mail.

SHRI D. C. MALLIK: I remember many things. I am a veteran traveller and so I remember many things. For heaven's sake see that the food is better and the service is better and there is no cheating. The catering department requires renovation, an entire change. Then it was decided that from Burdwan that package system should go. Now they are weighing and giving and still cheating in weight.

As you know kasi *langra* mangoes are famous. In Moghal Sarai once I asked the fruit vendor—he is different from the Government vendor—the

[Shri D. C. Mallik.]

price of the mango. He told me that the price was eight pieces a rupee. I went outside the station. My train stopped there for 23 minutes, and at the very foot of the overbridge I got it at the rate of 25 mangoes a rupee, and people said that if I went to the market, I would get 32 mangoes a rupee. How long will this cheating of the passengers continue? My hon. friend, the Railway Minister, is to some extent guilty for this, for this cheating. Why not engage some responsible officer who will fix the price of the mango? Now the station master fixes the price and he is in the pay of the contractor. For God's sake save the poor passengers from this exorbitant charging of food prices.

Now I come to vendorship. The vendorship is allotted to all undesirable people at the station. Once during the days of the British rule I was told that a sweetmeat vendor at Burdwan gave Rs. 10,000 to the then Divisional Superintendent to fix the price of *sitabhog* and *mihidana* at Rs. 3 a seer though the price outside the station was Rs. 1-8 a seer. The vendorship at a certain station has been given—and I am interested in the station—to a person who is an Anglo-Indian, who has been prosecuted for defalcating Rs. 16,000 of Government money; it has been given to his wife because he was a discharged railway servant. These things should be looked into. Corruption must stop.

About the road transport which is the great competitor of the railways nowadays, of course we are flooded with goods traffic and passenger traffic so that we do not care very much about it now. But this condition may not continue for ever. Now the road transport lifts the thing from the godown of the supplier party and then leaves it in the godown of the customer. In railways we have to go to the station and unless I give something to the goods clerk they will not accept it. They will delay. Somehow I shall have to take back the

thing to my place and bring it on another day. If I do not pay the goods clerk, again the same thing will happen. When it reaches the destination by train, it will be found that part of the thing has been broken and one-fourth of the thing has been stolen. In road transport there is no stealing, no delay. Of course the freight is a bit high, but so many conveniences are there that you cannot compete with them. So, please do not try to throttle the road transport. It is for public interest. Just as the Government is for public good, it is also for public good. Things are carried by road transport even from Calcutta to Bombay. So please do not throttle them.

Once again I would thank the Railway Minister and all those concerned with the railways for the excellent way in which they have managed the affairs of the railways. The Indian railways are reputed to be one of the best in the world. Though there are accidents, the percentage of accidents in our railways is not so high as in other countries. So, I hope that this reputation of the Indian railways as one of the best in the world would be maintained. Thank you.

SHRI M. RUTHNASWAMY (Madras): Mr. Vice-Chairman, the Appropriation Bill gives us further opportunities to offer our remarks on the working of the railways. I was glad to notice the statement of the Railway Minister in his reply to the debate the other day that he was looking forward to the prospect of a revision of the convention or agreement by which the Railway Administration has to pay a certain amount of dividend to the General Revenues. I hope that from the standpoint of the needs of the railways, the needs specially of railway development, he will take a strong stand at that time and resist the attempts of the Government to get as much as possible from the railways for the General Revenues. Our Government is a very needy Government and it looks to the rail-

ways to get as much money as possible. But the Railway Minister should stand up for the railways and for railway development and see that much more money is allotted to railway development than to the needs of the Government in respect of General Revenues.

With regard to new lines, I uttered a warning the other day that new lines should not be opened merely in response to political pressure. But there is one pressure which the Railway Administration cannot resist at the present time, and that is the pressure of defence. Strategic requirements may dictate the laying down of lines which may not be economically profitable, especially lateral lines to the border on the North East Frontier Agency. It is very necessary that new railway lines, especially broad gauge lines, should be laid so that not only troops but baggages and equipment could be carried easily to our borders. For strategic purposes also there is an additional reason why all other gauges than the broad gauge should be abolished. In the old British days military commanders from Lord Roberts onward used to curse the metre gauge system which prevented the easy and rapid carriage of troops and military baggage and equipment to the North West Frontier.

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

The same strategic reason holds good today when we are threatened on our borders.

Also, I should like to endorse the plea of the lady Member from Andhra Pradesh that Hyderabad State should be better served by railways than it is at present. There should be a direct connection between Hyderabad and Visakhapatnam harbour which is the port of Andhra Pradesh, and between Hyderabad and Delhi.

With regard to welfare schemes, I again must insist that housing for the railway employees should be looked

after. The Deputy Railway Minister the other day promised that there would be new housing schemes up to about 20,000 houses in the rest of the Third Plan. But what I wanted

SHRI S. V. RAMASWAMY: Eleven, thousand a year.

SHRI M. RUTHNASWAMY: Eleven thousand a year? The number should be doubled in order to provide decent housing within a reasonable period for the 2 million people that are employed on the Railways. And they should be decent houses, not the one-room tenements to which the lower staff of the railways, the porters and the other menial staff, are condemned. It is rather sub-human to limit the housing provision to one room albeit with kitchen, latrine and bathroom.

With regard to the recruitment to the Railways, I should again strengthen the plea that has been put forward from more than one side of the House that the sons of railwaymen should be given preference. As the son of a railwayman myself, I have great sympathy with that proposal. The old convention which obtained during the British days was that the family of the candidate should be given consideration in regard to recruitment to railway and government service. The Railway Service Commissions are not independent bodies, they are not statutory bodies, they are merely recruiting boards for the Railways and I think a general direction might be given that other things being equal or provided the candidate possesses the minimum educational or technical qualification, the family of the candidate should be given special consideration.

And then I come to the great task of the Railways, namely, the provision of facilities for third class passengers. The Railway Administration says that we have come to the saturation point in regard to the provision of facilities for the third class passengers, that no more extra carriages and extra trains can be provided'

[Shri M. Ruthnaswamy.]

But the needs of the third class passengers are paramount. They are the largest consumers, they are the people that maintain the Railways, and it is to their needs that the Railway Administration should cater, first and foremost. Double lines should be laid wherever necessary; more Janata trains should be provided, and for all these things, money is required. And that is why I insist that the Development Fund should not be so restricted as it is at present. If the Railway Minister, when the time comes for the revision of the Convention, takes the stand on this ground that for providing facilities for the third class passengers, the largest consumers of the railway passenger facilities, it is necessary that the Development Fund should be increased beyond the point that it has reached now, I think he would be able to carry those that are concerned with the passing of the Convention with him, and would be able to carry even the Government with him.

I would end by repeating my plea, and the plea of many Members who took part in the General Railway Budget debate, that a special day should be allotted for the discussion of the Report of Dr. Kunzru's Committee on railway accidents. It is a very important subject, and it requires a debate by itself. The subject of railway accidents is one that concerns us very deeply and very closely and I think sufficient time should be given for a discussion of this important Report.

With these words, I support the Railway Appropriation Bill.

SHRI K. S. CHAVDA (Gujarat): Mr. Vice-Chairman, Sir; I rise to support the Appropriation Bill which we are discussing. I entirely agree with Mr. Ruthnaswamy that the Railways should not yield to the pressure of political men while constructing new railway lines.

Sir, the importance of the Jhund-Kandla broad gauge link has been

recognised by the Railways and it has been included in the Third Five Year Plan. But I regret to say that the construction work has not been started up till now. In the Demands for Grants for 1964-65, the latest estimated cost of the Jhund-Kandla broad gauge link is given as Rs. 8 crores. While the approximate expenditure to the end of this year is only Rs. 8,000, and the Budget Estimate for 1964-65 is only Rs. 1 lakh. So, it is seen from this that the construction work is not done and the Railway Administration is very very slow in progress and not enthusiastic in implementing this scheme.

Sir, we will be in the fourth year of the Third Five Year Plan. The Railway Administration has not yet decided to undertake the work of construction of this link, as it is evident from the Explanatory Memorandum on the Railway Budget for 1964-65. For the further evaluation of the likely volume of traffic and the routing, a sum of Rs. 1 lakh has been provided for. But I think there is no need for a further evaluation and routing. I cannot understand the reason for delaying this construction work. The link is important for the trade and industry there. It is also very important for the Kandla Port. It is also most important from the point of view of defence. Therefore, it has been proposed to join Ahmedabad with Kandla by this link.

But it is not done up till now. If this line is not done, then the development of the Kandla Port will not be there, and that is why I would like to know from the Railway Minister the specific date from which the construction work of this link, the originally proposed link will begin. I would also request the hon. Minister to allot more money, instead of Rs. one lakh, for 1964-65, so that the link could be completed as soon as possible.

SHRI LOKANATH MISRA: Is it a fact that the Gujarat Government re-

commended the proposed plan of taking the route direct from Kandla to Jhund and there has been some pressure to divert it through some other route, to change the alignment?

SHRI K. S. CHAVDA: It is a fact that the Gujarat Government recommended the original route. I do not know whether there is any other ores-sure from political parties, but I know that the Gujarat Government has recommended the original proposed link. Therefore, I hope and trust that the Railway Minister will accept my request for the construction of this link as early as possible.

My second point is regarding dieselisation of railways in Gujarat. Electric locomotives are more powerful than diesel locomotives, and diesel locomotives are more powerful than steam locomotives. It is satisfactory to note that about 25 per cent of the total net tonne miles of rail traffic carried in the current year is hauled by these diesel and electric locomotives. Gujarat is far away from coalfields and electricity is not sufficient there. Therefore, a phased programme of dieselisation of railways should be undertaken in that region. It will serve two purposes. Firstly, it will handle effectively and economically the goods and passenger traffic, and secondly the strain on railways for movement of coal will be reduced, and the saving in coal effected thereby can be made available for feeding the industries in the country.

My third point is regarding ticketless travel. The hon. Railway Minister has said in his Budget speech that the evil of ticketless travel has not shown any significant decline in spite of sustained measures to combat this evil. Ticketless travel in the Rajkot Division is comparatively less, and when I put the question to the hon. Deputy Minister, Shri Shah Nawaz Khan, for an increase of T.T.Es. in that section—because in that section, out of 154 trains running, only 59 trains were manned by the T.T.Es.—after I put the question in this hon.

House, the Railway Administration was kind enough to" appoint more T.T.Es. to man more trains in order to eradicate this ticketless travel. The T.T.Es. are appointed but no graded post has been sanctioned. I think that will be done in due course of time. And due to this step ticketless travel has been reduced to a very small extent. I, therefore, submit that, so far as possible, the trains should be manned by T.T.Es. to eradicate the evil of ticketless travel.

My fourth point is regarding the speed of the local passenger trains on metre-gauge sections, like Patan-Kakosi-Netrana Road, Ranuj-Chanas-ma-Harij, and Becharaji-Chanasma, etc. on the Western Railway. The speed on these sections is about 10 to 15 miles per hour. For example, from Patan to Kakosi the distance is nearly forty kilometers, but the time taken by the train to complete the journey is about two and a half hours. When requested by the people to increase the speed of the local trains, the reply is given that the rails and the sleepers being very very old there is speed restriction. I, therefore, request that the sleepers and the rails be replaced by new ones as early as possible, so that the speed can be increased on those sections.

Thank you, Sir.

SHRI T. S. PATTABIRAMAN (Madras): Mr. Vice-Chairman, Sir, the Railway Ministry deserves all congratulations and our tribute for the excellent manner in which they have performed last year, but I am sure that the Railway Ministry, and specially our new but very energetic and enthusiastic Railway Minister will not rest on his laurels but try to improve many other things which need the immediate attention of him. The first one will be, Sir, with regard to the catering policy of the Railway Ministry. I was one of those who were vehement for supporting the Alagesan Committee's recommendation that departmental catering should be encouraged and extended all over

[Shri T. S. Pattabiraman.]

India. I was also very particular that the labour employed by us on the railways should realise their responsibility and give the travelling public the satisfaction of better service and better food. But now I am not sorry to confess that I have been terribly disillusioned. It is now universally admitted by all sections of the people, and the travelling public in particular, that departmental catering has resulted not only in deterioration of the quality of the food but the quality of the service also. The Railway Administration cannot be blamed for that, I know. I have also made similar complaints to the Southern Railway Administration and to the Administrations of the various Zonal Railways, but there is one problem which we cannot escape from, and that is the attitude of the labour. While we would like to give all that is possible for us to give to the labour, the labourers or the workers should also respond favourably. And today, if the departmental catering has been a great failure and has brought us more discredit than credit, it is due to the apathy of the labour to discharge its duty effectively. There is no use of blaming the labour also . . .

DR. A. SUBBA RAO (Kerala): What about the manager and his pilfering?

SHRI T. S. PATTABIRAMAN: Manager is part of the labour, and pilferage is part of his job, because we have provided it. Sir, I am one of those who have been associated with labour and fought for a fair and square deal to them. But when the labour goes wrong, we have to see that they are put right or dispensed with. They must not only fight for their rights and liberties but also discharge their responsibilities and give satisfaction to their ultimate masters, the travelling public and the general public of this country. But there they have failed and I feel that in the best interests of all concerned we must own the mistake, must pin-

point the problem and then honestly I confess that departmental catering has been a failure, and I am going to appeal to the Railway Minister to give up this departmental catering. It is better, Sir, if we can entrust this catering in small stations and big stations to the local hoteliers; but we must also be careful that we do not give more than one contract to one hotelier; otherwise we will be only encouraging monopolist tendency, and again there will be exploitation by those people. So, I am sure that the Railway Minister will consider this; no special committee is necessary.

SHRI P. K. KUMARAN: This is not the remedy.

SHRI T. S. PATTABIRAMAN: This is the only remedy I can think of; otherwise you must stop the catering establishments at Railway stations, and that remedy I am not going to suggest. My remedy will be to suggest that departmental catering be abolished gradually and given to local hoteliers, smaller hoteliers, and that will give them more employment also; at least we will be earning a good name by providing better and efficient service to the public travelling by rail.

Secondly, Sir, we have been going through progressive improvement in the railways for the past fifteen years. But there is one basic factor which has not been solved yet. Even today most of the Mail trains or the passenger trains are fully overcrowded. It is really a very tragic sight to see people trying to get into the compartment and being pushed out by the persons who are already in occupation of the compartment. Yet we authorise our railway stations to sell an unlimited number of tickets, irrespective of the capacity of the train, irrespective of the number of people who are already in the train. We are very liberal in distributing third class and second class tickets. After fifteen years of service we must also try to give the travelling public, specially second class, at least sitting accommodation.

DR. A. SUBBA RAO: Standing.

SHRI T. S. PATTABIRAMAN: I am coming to that. We must try to give sitting accommodation in all the trains. Suppose the capacity of the compartment or the carriage is only 80 or 84. You can allow the station master to issue 10 per cent, more tickets giving allowance for the sizes of the individuals because some may be lean, some may be big, some may be fat. It can accommodate 11 per cent. more. In road transport many regional transport authorities have given permission to carry standing passengers. Similarly, if a carriage can accommodate, say, 80 passengers, you can give allowance for 20 standing passengers. Today what is the position? While there are 200 passengers standing, there are half a dozen people who have stretched their beddings comfortably on the berths. This is a very wrong "practice. They not only do not allow people to sit but they do not allow people to enter the compartment. And when you approach the train guard or the Station Superintendent or the Ticket Examiner, he feels shy to come because he also sees the size of the man and his mood. We must have some provision in law by which if a man bars the entry or encroaches upon a berth he must be arrested by the railway police, and being an anti-social act everybody will support the Railway Authorities. So, I would like to appeal to the Railway Minister to consider whether there should be some restriction on the sale of tickets, bearing in mind the capacity of the carriage. It is a pity that even today, after fifteen years of service, overcrowding is a great problem. And unless we try to solve it, with the huge increase in our population, we will not be able to solve it for many more years.

Then I come to the question of punctuality of the trains, a question on which I have spoken on earlier occasions also. Two years back the Railway "Ministry did a very clever trick. Since they were being accused

of late running of the trains, they immediately brought out the next timetable in which they increased the running time of the trains by 2—3 hours on all trains. Instead of, say, 20 hours they have made it 22 hours. And then they claim that they have improved their efficiency. Even that has not helped in the correct arrival of the trains. We must give some serious consideration to it. One who has travelled abroad, especially in Japan and some of the Western countries, knows that the trains there are making an average speed of 50 miles an hour, whereas here they cover hardly ten miles per hour in the passenger trains. There could be some justification in the past for the late running of the trains. Perhaps, the track was not good, or the carriage was old and rickety or the engine was not good. But we have passed that stage. There are no more of such obstacles. Today we cannot advance the same argument for not improving the speed. There are lots of works being carried on. But even where the work has been finished the speed of the train has not been improved and the slow running of the trains is a standing joke in some places. I would like the Railway Minister to devote his special attention to this problem. He should find out the reasons for the late running of the trains and ask for progress reports so that at least in the next two years we can have better and fast-running trains.

Next, Sir, I come to the question of utilisation of diesel locomotives. Today we must have some economic policy and also a better economic utilisation of our resources. We find that in the southern area, where there is no coal, engines are being hauled by steam power for which the use of coal is absolutely necessary. But if you pass through coal mines in Madhya Pradesh you will find diesel engines being fully utilised. I would like the Railway Ministry to examine the rational utilisation of diesel engines. It will be better if diesel engines are introduced on a large scale in the South or areas where coal transport

[Shri T. S. Pattabiraman.]

is difficult, which will save a lot of money of the Railway Board and a lot of their time and space and the railway equipment which is taken in transporting coal from North India to the Southern zone. If progressive dieselisation in the Southern zone is undertaken, much of our time, money and labour can be saved. I would like that point also to be carefully examined.

Another point, Sir, is with regard to the demand of the Southern States for a speedier and through railway from Ernakulam to Bombay and Calcutta. Many Members of Parliament from these States have demanded that there must be a through running express from Ernakulam to Bombay or from Bangalore to Delhi and other places. We must try to link the Southern areas with the Northern areas with fast-running trains and save much of the running time. Today people have to spend 3 to 4 days in the train which becomes a very horrible travel. Some suggestions have been made by our Mysore and Andhra friends. I would like you to consider them, not in the Fourth Plan, but they should be taken up immediately in the Third Plan itself. One such proposal is to link up the two cities of Hyderabad and Bangalore by a broad gauge track. It is a very good suggestion and I will request the Railway Ministry to consider its implications in full. I do not want to take much of your time, but if this can be done it will be very good. For example, there is now a metre gauge track between Secunderabad and Guntakal. But if the track between Guntakal and Bangalore is converted into broad gauge up to Dharmavaram it can run as metre gauge connecting Pakala—it will be an additional second line. And from there to Bangalore it is only 120 miles which can be converted into broad gauge. From Wadi there is already broad gauge. The extra distance will be only 36 miles, hardly one hour's extra journey. Then you need not convert the metre gauge from Secunderabad to Guntakal

which will cost approximately about Rs. 28 crores. That can be saved. So if you spend about Rs. 18 crores to convert the metre gauge into broad gauge from Guntakal to Bangalore it will be ideal.

Then spend another Rs. 2 crores on the line from Salem to Bangalore. That line is being constructed. The Government of Mysore, the Government of Andhra Pradesh and the Government of Madras have already represented that this new line should be on the broad gauge. The extra expenditure will be only Rs. 2 crores over the present estimate. So, if the lines from Salem to Bangalore and Bangalore to Guntakal *via* Wadi to Secunderabad are converted into broad gauge, it can be done at a cost of Rs. 20 crores and you will be able to run your trains right from Ernakulam to Bangalore, from Bangalore to Secunderabad and from Secunderabad to Delhi. In that case many demands of the Members of Parliament to have a through railway train or an additional Grand Trunk Express that can take them very quickly will be met and it will serve the purpose. It will connect Kerala and also Bombay. Today they have to come to Madras. If this is done, they can come to Bangalore and go to Bombay. This will be a great benefit to the people from Kerala who go to Bombay for their employment.

Further, the pressure on the Guntakal-Madras line can be much reduced and it can be utilised for goods traffic, for the transport of iron ore and other things. This is a very strategic railway line that will help them and I request the Minister to give his considerate attention to this.

Only one point more and I will conclude. There has been a large number of requests, not only from the people of the South but also from North Indians that when there is a direct trunk route from Kanyakumari or Cape Comorin to Banaras, there must also be a line by railway line. Today from Tirunelveli they have to go by road. Many North Indian pil-

grims who go to Rameshwaram have complained that they have to get down at Tirunelveli or Trivandrum and they find it difficult to go to Kanyakumari. So that 40 mile strip can be linked immediately and I understand that the Madras Government has given, 'top priority for that. I am sure that will also receive the consideration of the Government. Thank you.

SHRI N. K. DAS (Orissa): Mr. Vice-Chairman, I support the Railway Appropriation Bill but on the eve of the Bill being passed into an Act I would like to draw the attention of the Railway Ministry to some of the grievances of the railway travellers belonging to my part of the country, namely, district Balasore of Orissa. Participating in the discussion on the Railway Budget last year, I strongly complained against the Railways and voiced the long-standing grievance against the Railway Administration for withholding one passenger train from Calcutta to Puri which was running for a long time in the past. The Railway Ministry deserves our hearty thanks in that they have, in the meantime, responded to the wishes of the people and reintroduced this train but the benefits that have accrued to the people of Orissa by the re-introduction of this train, seems to have been somewhat counterbalanced by the withdrawal of the stoppage of two trains, namely, 37 UP and 37 DOWN at some stations with effect from last October. These two trains, when they were introduced some 15 years ago, were known as Howrah-Hyderabad Janta trains, consisting of only third class bogies. Some five or 10 years afterwards they were designated as Hyderabad-Howrah Express train consisting of some first and second class bogies also. Now they have been designated again as Howrah Madras Express. Ever since the trains were introduced 15 years back, the two trains had regularly-halted at a number of stations on the Howrah-Khurda Road section. My own station, Soro, was also included in that section. During these 15 years the stoppage of these two trains con-

tinued regularly but a little time before October last, which was the time for the introduction of the new timetable, I got scent that the S.E. Railway Administration was going to withdraw the stoppage of these two trains from some of the stations. I wrote a letter to the General Manager of the South Eastern Railway appealing to him not to withdraw the stoppage from these stations particularly from two or three stations of which my own station Soro was one. I also saw him personally in his office at Kidderpore in the last week of September and I personally appealed to him not to withdraw the stoppage but when the new time-table was out, I found to my sorrow that the stoppage had been withdrawn from as many as six stations between Balasore and Cuttack. The withdrawal has been made on the alleged ground that the speed of the train had to be slowed on account of the doubling of the line. To me this argument did not appear to be a sound one. When the trains were first introduced, I remember that there was no stoppage between Howrah and Kharagpur. Now between Howrah and Kharagpur there are as many as 6 or 7 halts. The doubling of the railway line did not affect those halts. In spite of the fact that there are more than a dozen local trains running between Howrah and Kharagpur, and in spite of the fact that there are 5 or 6 or 7 fast-moving trains on that line, the Janata train, which was originally meant to relieve the congestion of the Orissa passengers, was made to halt at six stations between Howrah and Kharagpur and stoppage at 6 stations beyond Kharagpur was withdrawn. This is, I think, due to the pressure from some quarters. The pressure from quarters interested in the stoppage at halts between Howrah and Kharagpur was perhaps greater than the weak pressure that the Orissa people could bring to bear upon the Railway Administration.

Now I come to the Railway timing. The new time-table introduced with effect from October has brought about untold hardship to the district of Balasore. There is no passenger train to—

[Shri N. K. Das.]

wards the north. There is no down passenger train to Balasore. The Balasore district headquarters station has to serve a number of stations to the south of the headquarters station and more than half the population of the district hail from areas to the south of the Balasore station. Now the difficulty experienced by litigants can be very easily imagined. From 5 A.M. to 6 P.M. in the evening, there is not a single passenger train. The Puri-Asansol train that was formerly running in day time has been running at dead of night since October and a large number of passengers belonging to places to the South of Balasore are experiencing great difficulty.

The Parcel Express trains both up and down, running during the day time used to carry passengers. These trains had two or three passenger bogies attached and so people used to travel by these trains. But since October, though these trains are running, no passengers are allowed to travel by these Parcel Express trains. The reason often given by the Railway Administration is that certain stations do not deserve stoppage of trains because there is no appreciable number of passengers at those stations. If you time your trains in such a manner that they run at odd hours, you make it difficult for the passengers to come to that station and catch the train. And then after some time, they may make out a case that these trains may as well be withdrawn because there are no appreciable numbers of passengers. I am afraid the Puri-Asansol train which is now running at dead of night might not be attracting an appreciable number of passengers and some days after, the Railway Administration might put forward the plea that this train deserves to be withdrawn since there is no appreciable number of passengers in that train.

My next point is this. At present as many as three fast-moving trains, i.e. Madras Express, Puri Express and Madras Mail, are starting from Howrah after nightfall. Of course, the Madras

Mail for some years past, has been starting at about 2 P.M. but by the time it reaches the borders of Orissa it is nightfall. Instead of all the three trains starting from Howrah after nightfall, one of the trains may be allowed to start and run during the day time so that the people of Orissa may have the advantage or facility of travelling by one of these fast-moving trains. I would also join my voice with my hon. friend Shri Lokanath Misra in urging that deluxe trains should be introduced on the Orissa line also just as there are deluxe trains on the Madras-Calcutta line, the Madras-Bombay line and the Delhi-Calcutta line. There should also be through bogies attached to one of these trains from Cuttack to Delhi. As my hon. friend Shri Lokanath Misra said the other day, Cuttack, the capital of Orissa, is the one State capital which is not directly linked up with the capital of India, and I urge that this long-felt grievance of the people of Orissa should be removed at the earliest possible time.

Before I sit down, I would like to join my humble voice to the voices of the other hon. Members who have paid tributes to the new Railway Minister for the improvements in our railway system.

श्री बंशीलाल (पंजाब) : वाइस चैयर-मैन साहब, माननीय रेलवे मंत्री जी ने जो बजट पेश किया है, उसके लिए मैं उन्हें धन्यवाद देता हूँ। उन्होंने न सिर्फ ३१ करोड़ का सरप्लस बजट ही पेश किया है बल्कि उसके साथ साथ सवारी गाड़ियों का किराया न बढ़ा कर कुछ नई गाड़ियों में बढ़ोतरी कर आम साधारण जनता की हमदर्दी हासिल की है। मगर रेलवे मंत्रालय को इन सब बातों के होते हुए भी बहुत कुछ करना बाकी है। इस समय ब्राडगेज में दो टायर स्लीपर कोचेज की संख्या ११६ है और तीन टायर स्लीपर कोचेज की संख्या १८७ है। इसी तरह से मीटर गेज में दो टायर स्लीपर कोचेज की संख्या ५४ है और तीन टायर स्लीपर कोचेज की संख्या १८७ है। मैं समझता हूँ कि इतने

कोचेज जनता की जरूरत को देखते हुए काफी नहीं हैं। माननीय मंत्री जी ने यह भी बताया कि तीसरे प्लान के अन्त तक १४५ स्लीपिंग कोचेज ब्राडगेज के बनाये जाने वाले हैं और १५० स्लीपिंग कोचेज मीटर गेज के बनाये जाने वाले हैं। क्या ही अच्छा होता यदि हमारे रेलवे मंत्री जी इससे भी अधिक स्लीपिंग कोचेज तीसरे प्लान के अन्त तक बनाये जाने का ऐलान करते। माननीय मंत्री जी ने यह भी कहा कि हम एयर कंडीशन ट्रेनों को डबल कर देंगे और मैं उनके इस मुझाब का स्वागत करता हूँ; लेकिन इसके साथ ही साथ क्या ही अच्छा होता, यदि वे हर इम्पारटेड लाइन पर, जहाँ कि फास्ट ट्रेनें नहीं हैं, वहाँ भी और सवारी गाड़ियाँ बढ़ाते; जैसे कि भिमाल के तौर पर दिल्ली से फाजिल्का बाया रिवाड़ी, भिवानी, हिसार कोई फास्ट ट्रेन नहीं है। पिछले साल जब सरदार स्वर्ण सिंह जी रेलवे मंत्री थे, तो उन्होंने एक फास्ट ट्रेन का आदेश दिया था। मगर वह जाते समय तो फास्ट है और वापस आते समय पैसेन्जर ट्रेन बन जाती है। रेलवे में जहाँ इस तरह की इर्रेगुलैरिटी होती है, वहाँ पर रेलवे अधिकारियों को ध्यान देना चाहिये। रेलवे मंत्री जी ने यह भी कहा कि १० लाइनों पर सेकन्ड क्लास में स्लीपिंग कोचेज का प्रबन्ध कर दिया जायेगा, यह एक बहुत ही अच्छी बात है। जिन लाइनों पर फर्स्ट क्लास के कोचेज नहीं होते हैं, वहाँ पर सेकन्ड क्लास के स्लीपिंग कोचेज किये जाने चाहियें। अगर ऐसा कर दिया गया तो यह एक अच्छी बात होगी।

माननीय मंत्री जी ने पंचकुएलिटी के बारे में कहा कि पंचकुएलिटी की ओवरऑल पोजीशन ठीक है। जैसा कि अभी श्री पट्टाभिरामन जी ने कहा कि गाड़ियों का रनिंग टाइम बढ़ा दिया गया है। अगर इस तरह से रनिंग टाइम और बढ़ा दिया जाय तो सारे हिन्दुस्तान में कोई भी रेल लेट नहीं

चलेगी। मैं माननीय मंत्री जी से प्रार्थना करूँगा कि वे रनिंग टाइम कम करें और स्पीड बढ़ा दें और फिर पंचकुएलिटी देखें कि कैसी पंचकुएलिटी होती है।

अब मैं कैटरिंग के बारे में कुछ जिक्र करना चाहता हूँ। आज हालत यह है कि आप जिस ट्रेन में भी जायें उसमें खाने का कोई अच्छा प्रबन्ध नहीं होता है। रेलों में स्टेन्डर्ड बहुत नीचा है और चार्ज बहुत ऊँचे हैं। खाने को किस किस तरह की चीजें मिलती हैं, यह मैं नहीं कहना चाहता हूँ; क्योंकि कोई भी पैसेन्जर रेस्टोरेन्ट में या डाइनिंग कार में खाना पसन्द नहीं करता है। मैं समझता हूँ कि खाने का मसला ऐसा है जो ठीक ढंग से हल किया जाना चाहिये। मैं माननीय मंत्री जी से प्रार्थना करूँगा कि वे इस ओर अवश्य ध्यान दें और खाने का अच्छा प्रबन्ध करवायें।

माननीय मंत्री जी ने अपने भाषण में कहा कि यूजर्स एमिनिटीज के लिए उन्होंने इस साल ४ करोड़ रुपये का प्राबिजन किया है। मैं समझता हूँ कि हमारे देश में ३९ हजार मील लम्बी रेलवे लाइन है, ७ हजार के करीब रेलवे स्टेशन हैं, माल गॉदाम हैं, क्या इन सब चीजों के ऊपर केवल ४ करोड़ रुपये ही खर्च किया जायेगा, यह रुपया तो बहुत कम है और एमिनिटीज के लिए ज्यादा रुपया दिया जाना चाहिये। इसके साथ ही साथ मैं यह भी प्रार्थना करूँगा कि जो ४ करोड़ रुपया इस काम के लिये मंजूर किया गया है, उसको अवश्य खर्च किया जाना चाहिये। पिछले ४-५ सालों में २-३ करोड़ रुपया लेप्स हो गया है जिसको खर्च नहीं किया गया।

श्री शाहनवाज खां साहब ने दूसरे हाउस में यह कहा है :

"A lot of time is lost, especially when there is more than one union

[श्री बंशीलाल]

to deal with. When there are two or three unions, each union wants to have a separate meeting with the officials with the result that our officers, who should be busy with the work of train operation increasing the efficiency of the railways etc. get bogged down, tied down to their desks with negotiations because of the multiplicity of unions. We very much wish that there should be less time spent on it and there should be only one union on railway. That is also the recommendation of the Kunzru Committee."

में समझता हूँ कि रेलवे पब्लिक सेक्टर में एक इण्डस्ट्री है। पब्लिक सेक्टर की किसी भी इण्डस्ट्री में खासकर रेलवे में किसी भी यूनियन को रिकग्नाइज न किया जाय। मैं माननीय मंत्री जी से प्रार्थना करूंगा कि रेलवे एक्ट में इस तरह का अमेंडमेंट लाया जाय, जिससे रेलवे में जो १३ लाख कर्मचारी हैं, उन्हें किसी भी यूनियन में शामिल होने की इजाजत न दी जाय। इसके साथ ही साथ एक ट्रिब्यूनल बनाया जाय, जिसमें एक अधिकारी रेलवे का हो, एक कोई आदमी यूनियन का रिप्रेजेंटेटिव हो और तीसरा आदमी सुप्रीम कोर्ट या हाईकोर्ट का मौजूद या रिटायर्ड जज हो। वे लोग मिलकर किसी भी झगड़े का जो रेलवे कर्मचारियों से संबंध रखता हो, हल करें। कर्मचारियों को नोटिस देने का अधिकार हो और न ही वे स्ट्राइक कर सकें। मैं समझता हूँ कि पब्लिक सेक्टर में किसी भी यूनियन को रिकग्नाइज नहीं किया जाना चाहिये।

इसके साथ ही साथ मैं रेलवे मंत्री जी से यह प्रार्थना करना चाहता हूँ कि रोहतक से खेतड़ी तक वाया भिवानी, लोहारू ब्राडगेज लाइन बनाई जाय। यह इलाका ऐसा है, जहां न कोई इण्डस्ट्री है, न बिजली ही है और न एग्रोकल्चर का ही कोई अच्छा प्रबंध है। अगर इस इलाके में एक ब्राडगेज लाइन बना दी जाय, तो मैं

समझता हूँ कि यह इलाका बहुत जल्दी तरक्की कर सकेगा। रोहतक से भिवानी तक की लाइन का सबे हो चुका था, लेकिन दूसरी लड़ाई शुरू होने की वजह से यह लाइन नहीं बन पाई। अब मैं प्रार्थना करता हूँ कि इस लाइन को अवश्य बनाया जाय।

5 P.M.

इसके साथ साथ मैं उनसे यह भी रिक्वेस्ट करूंगा कि पठानकोट से श्रीनगर वाया जम्मू और मनीपुर और त्रिपुरा स्टेट्स में भी रेलवे लाइनें बनाई जायें।

एक केस में उनके नोटिस में और लाना चाहता हूँ। राजस्थान में फतेहपुर से चूरू तक एक रेलवे टुकड़ा २७ मील लम्बा है और उसका किराया ५४ मील का लिया जाता है। इससे वहां की जनता में बड़ा भारी क्षोभ है और मंत्री जी को चाहिये कि वे इस टुकड़े का डबल किराया न लेकर साधारण किराया लें।

सरदार स्वर्ण सिंह जी ने बीकानेर डिवाजन में लोहारू और परवेजपुर के बीच एक हाल्ट मंजूर किया था। इसको एक साल हो चुका है, लेकिन वहां गाड़ी अभी तक ठहरती नहीं है। मैं नहीं समझता कि आफिसर किस तरह से मिनिस्टर के हुक्म को भी इम्प्लोमेंट नहीं करते हैं? उनके हुक्म को एक साल गुजर गया, मगर गाड़ी अभी तक वहां नहीं ठहरती है।

रिवाड़ी और भटिंडा के बीच में जो रेलवे के कोज चलते हैं, चाहे वे फ्रस्ट क्लास के हों, सेकंड क्लास के हों या थर्ड क्लास के हों, हर कोच की इतनी बुरी हालत रहती है कि ऐसा लगता है जैसे हर लाइन के खराब डिब्बे उसी लाइन पर भेज दिये गये हैं। किसी में लाइट नहीं होती है, किसी में पंखा नहीं होता है और उन डिब्बों में खटखट की आवाज होती है, वह इंजन की आवाज से मुकाबिला करती है। मैं मंत्री जी से प्रार्थना करूंगा कि वे यह देखें कि इस किस्म की चीजें न होने पायें।

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव) : आप और समय लेंगे, बंशीलालजी ?

श्री बंशीलाल : दो मिनट और ।

जयपुर से हनुमानगढ़ या गंगानगर के लिये वाया फतेहपुर होती हुई एक गाड़ी चलाने की प्रार्थना करता हूँ, क्योंकि उसकी बहुत जरूरत है ।

बीकानेर डिब्बीजन में हिसार एक ऐसा शहर है जो रेलवे लाइन के दोनों तरफ आवाद है । वहाँ लेविल क्रॉसिंग पर दिन में तीन चार घंटे ट्रैफिक बन्द रहता है, कभी आध घंटा, कभी एक घंटा, कभी दस मिनट और कभी १५ मिनट, और इससे सब लोग हैरान हो जाते हैं । वहाँ ओवर ब्रिज बनना चाहिए । बातें तो बड़े लम्बे असें से चल रहीं हैं, मगर अभी तक इम्प्लीमेंट नहीं हो पाई हैं । इसलिये मैं मंत्री महोदय से प्रार्थना करूंगा कि वहाँ पर ओवर ब्रिज बनाया जाय ।

इसी प्रकार दिल्ली और फाजिलका नेशनल हाईवे पर दिल्ली से बाहर निकलने से पहले एक पुल है, जहाँ काफी असें तक दिन में ट्रैफिक बन्द रहता है । वहाँ पर एक ओवर ब्रिज बनना बाकी है । वहाँ भी एक ओवर ब्रिज बनाया जाय ।

बार बार एक जिक्र और आया है कि ए० एच० व्हीलर के पास ३०६ बुक स्टाल है । यह ठीक नहीं है कि एक सोशलिस्ट स्टेट में ३०६ बुक स्टाल एक ही आदमी के पास हों ।

श्री देवकीनंदन मारायण (महाराष्ट्र) : ३३० हैं ।

श्री बंशीलाल : मेरी इनफार्मेशन ३०६ को है । एक आदमी को इतने बुक स्टाल दिये गये हैं जो उन्हें सबलेट करके उनसे फायदा उठाता रहता है । मैं चाहता हूँ कि ऐसे आदमी की मानोपली खत्म करके बुक स्टाल को आपरेटिव सोसाइटीज को या ऐसे इंडी-विजुअल्स को दे दिये जायें, जो उनसे अपना पेट पाल सकें ।

थैंक यू, सर ।

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

The House then adjourned at three minutes past five of the clock till eleven of the clock on Friday, the 6th 1964.