

[Shri S. V. Ramaswamy.]

Immediately on receipt of information about the accident, relief trains with medical vans and cranes were rushed from Bhadrak and Khurda Road along with railway doctors.

The unaffected portion of the Express train was despatched to the destination with a fresh engine and is expected to reach Howrah this evening.

The General Manager along with other Senior Officers of the South Eastern Railway proceeded to the site soon after the news of the accident came and visited the site and the injured in hospital.

A Member of the Railway Board has also left by air this morning to visit the site of the accident and the injured.

Ex-gratia payment to the next of Kin of the dead and to the injured is being arranged.

The Additional Commissioner of Railway Safety, Calcutta, is holding a statutory enquiry into this accident tomorrow.

THE APPROPRIATION (RAILWAYS) BILL, 1964—contd.

MR. CHAIRMAN: We will continue the discussion of the Appropriation (Railways) Bill, 1964. Shri Atwal will make his maiden speech.

श्री सरजीत सिंह अटवाल (पंजाब) :
जनाब चेयरमैन साहब, मैं एप्रोप्रिएशन रेलवेज बिल, १९६४, को रिपोर्ट करने के लिये खड़ा हुआ हूँ। मैं मिनिस्टर साहबान और सब रेलवे आफिशियल्स को बधाई देना चाहता हूँ कि इस इमर्जेंसी में उन्होंने रेलवे को चलाने के लिये बहुत अच्छा बन्दोबस्त किया है मगर मैं कुछ बातों को कहें बगैर नहीं रह सकता।

सर्विसेज को बहुत ज्यादा गैलैक्ट किया जा रहा है और पैसेजर्स की अमेनिटीज के बारे में हम लोग बहुत कुछ कहते हैं मगर उनका कुछ ख्याल नहीं किया जाता और यह चैक नहीं किया जाता कि आया जो अमेनिटीज हम लोग प्रोवाइड करते हैं वह पैसेजर्स को प्रापली मिलती भी है या नहीं। इसलिये मैं मिनिस्टर साहब से रिक्वेस्ट करूंगा कि वह पैसेजर्स अमेनिटीज चेकिंग के लिये प्रापर अरेंजमेंट करें।

यह रेलवे हमारी एक बहुत बड़ी संस्था है, बहुत बड़ी इंडस्ट्री है जिसके जरिये हम बहुत से लोगों को प्रोवाइड कर सकते हैं और इससे बहुत इनकम कर सकते हैं मगर तब जब कि इसको प्रापली और एकानामिकली चलाया जाय और इसको खाली इसलिये न चलाया जाय कि यह एक रेलवे डिपार्टमेंट चल रहा है और जब जरूरत पड़े तब इसके खर्चों को मीट करने के लिये या मुनाफा दिखलाने के लिये मालभाड़ा या पैसेजर्स का किराया बढ़ा दिया जाय। इस दफा बजट में पैसेजर्स का किराया नहीं बढ़ाया गया मगर कोयले के ऊपर दो परसेंट का सरचार्ज लगा दिया गया है। पैसेजर्स का किराया नहीं बढ़ाया गया है मगर यह जो दो परसेंट का सरचार्ज कोयले के ऊपर लगाया गया है उससे यह साफ नजर आता है कि आखीर को इसे पबलिक को, इंडस्ट्रीज को, जो कोयला कंज्यूम करती है उनको देना है, पबलिक पर, इंडस्ट्रीज पर यह पड़ना है इसलिये मैं रिक्वेस्ट करूंगा कि कोयले के ऊपर जो दो परसेंट का सरचार्ज लगाया गया है उसको न लगाया जाय।

एफिशियेंसी के बारे में मेरे बहुत से दोस्त मम्बरों ने कहा है। हमारे बहुत से दोस्तों को, हमारे मिनिस्टर साहब को और आफिशियल्स को इस बात में खुशी है कि रेलवे बहुत अच्छी तरह से चल रही है और वर्ल्ड में सबसे अच्छी तरह से हम

रेलवे को चला रहे हैं लेकिन हमने कभी यह नहीं सोचा कि यह जो रेलवे चल रही है इसका किसी के साथ में कम्पीटीशन भी है या नहीं। हम कह सकते हैं कि यह एक चीज है जिसको हम गवर्नमेंट के मातहत चलाना चाहते हैं, इसके साथ किसी का कम्पीटीशन नहीं हो सकता मगर कम्पीटीशन करने के लिये तरीके हैं और मैं मिनिस्टर साहब से रिक्वेस्ट करूंगा कि वह जोनल कम्पीटीशन करायें, हर एक जोन को कहें कि वह यह दिखायें कि किस तरह से एकानामिक तौर पर अपने जोन को चला सकते हैं और हर एक जोन के जो हेड हों, जनरल मैनेजर हों और जोन के आफिसर्स हों, उनको इनक्रीमेंट और सीनियारिटी जो कुछ भी मिले वह जोन के एकानामिकी बन करने के नतीजे पर मिलना चाहिये और उनको किसी सिफारिश की वजह से कोई बड़ी पोस्ट नहीं मिल जानी चाहिये।

हमारी रेलवे ने बहुत ज्यादा कांस्ट्रक्शन की है मगर दुख के साथ में कहता हूं कि हमारे इंजीनियरों ने कभी यह नहीं सोचा कि क्या कम पैसे में भी कांस्ट्रक्शन किया जा सकता है और क्या कोई नया तरीका इस कांस्ट्रक्शन के काम को करने का निकाला जा सकता है। वही पुराना ढंग जो अंग्रेजों ने हमको सिखाया था चलाया जा रहा है और कभी भी कोई नया डेवलपमेंट नहीं सोचा जाता।

किसी जगह पर कोई नई रेलवे लाइन बनाई जाती है तो उसके ब्रिजज और कलवर्ट्स वगैरह जो बनायें जाते हैं वे सिंगिल लाइन के लिये बनाये जाते हैं लेकिन बाई दि टाइम उस रेलवे लाइन का कांस्ट्रक्शन खत्म होता है तो यह आर्डर आ जाता है कि यहां पर डबल लाइन की जरूरत है। इसका मतलब है कि हमारे रेलवे डिपार्टमेंट में कोई प्लानिंग नहीं है और अगर प्लानिंग है तो इस तरह से

क्यों होता है? अगर पहले ही यह सोच कर बनाया जाये कि यहां पर हमको डबल लाइन चलानी होगी तो फिर उसके मुताबिक ही ब्रिजज, कलवर्ट्स और तमाम चीजें जो कि बाद में ज्यादा खर्च पर करते हैं उसके साथ साथ ही कर ली जायें। इनलिये मैं मिनिस्टर साहब से रिक्वेस्ट करूंगा कि वह अपने इंजीनियरिंग डिपार्टमेंट में प्लानिंग डिपार्टमेंट खोलें।

दूसरी चीज यह है कि जब रेलवे ने कैंटरिंग को टेक-ओवर किया था तो उस वक्त इस ख्याल से इसको टेक-ओवर किया था कि हम पब्लिक को सस्ती और अच्छी खुराक देंगे। हमारे मिनिस्टर साहब जरूर कहेंगे कि लोगों का खुराक बहुत अच्छी और सस्ती मिलती है मगर मैं उनको और रेलवे के बड़े बड़े आफिसरों को रिक्वेस्ट करूंगा कि वे बचाय अपनी सैलनों में जाने के पब्लिक का तरह ट्रेवल करें और रिटायरिंग रुम्स में रहें ताकि उनको पता चले कि पब्लिक को किस तरीके की कैंटरिंग की सर्विस होती है और किस तरह का फूड उनको प्रावाइड किया जाता है। इस तरह से सैलंस को लगाने में जो एक्स्ट्रा एक्स्पेंसिज होता है वह भी बच सकता है। यह एक एकानामी करने का भी प्वाइंट है।

श्री बयाल दास कुर्र (मध्य प्रदेश) : उनके लिये कैंटीन में भी अलग से प्रबन्ध किया जा सकता है?

श्री सुरजीत सिंह अटवाल : जेनरल पब्लिक के साथ उनको मिलना चाहिये, उनको मिलना है, मिलने नहीं दिया जाता। आप अलग क्यों रखना चाहते हैं, अलग तो हैं ही।

MR. CHAIRMAN: Order, order, You please proceed, Mr. Atwal.

श्री सुरजीत सिंह अटवाल : जनाब, इस साल भी हम लोगों ने रेलवे के बजट में

[श्री मुरजीत सिंह अटवाल]

कोई ५० करोड़ रुपये की रकम न्यू लाइन्स का कांस्ट्रक्शन करने के वास्ते रखी है अगर उनको प्रापरली और इकानामिकली चलाया जाय तो बहुत ज्यादा इकानामी हो सकती है।

अब, हमारे यहां कान्ट्रैक्टर्स सिस्टम चला आता है और कान्ट्रैक्टर्स के जरिये हम काम कराते हैं। मैं चाहूंगा, अगर हमारे इंजीनियर्स लोग कन्स्ट्रक्शन्स के काम को कम दाम पर करा सकते हैं तो कान्ट्रैक्टर सिस्टम को उड़ा देना चाहिये और अगर इसको उड़ाया नहीं जा सकता है तो उसमें कन्स्ट्रक्शन के जो ज्यादा रेट आते हैं उसको बन्द किया जा सकता है, अगर दो तीन तरीके अस्तित्व में किये जायें। एक तो यह कि कान्ट्रैक्टर्स अगर किसी काम का रेट कोट करते हैं तो वे देखते हैं कि इस डिपार्टमेंट में हमको पेमेन्ट कब मिलना है और इस पेमेन्ट को लेने के लिये हमको कहां कहां पहुंचना पड़ेगा और इस खयाल से और पेमेन्ट में देरी होने की वजह से या किसी और वजह से वे रेट बढ़ा कर देते हैं। अगर उनको मारकेट में इन्टरेस्ट पे करना है तो उसको भी वे कवर-अप कर लेते हैं। अगर एप्रोमेन्ट में टर्म्स आ गए कि फ्लां फ्लां डट में कान्ट्रैक्टर्स को जिन लोगों से माल खरीदना है उनको वह पेमेन्ट हो जायेगा तो वे कम रेट कोट करते हैं। उसमें भी १० परसेन्ट डिक्वीज हो स ता और इकानामी हो सकती है।

हमारे इंजीनियर भाइयों ने एक बड़ा अच्छा तरीका निकाला है इकानामी करने के लिये। वह है पुरानी बिल्डिंग की रिपेयरिंग की बाबत। पुरानी बिल्डिंग की सालाना रिपेयर होती थी, व्हाइटवाशिंग करते थे, उसको बन्द कर दिया गया अच्छा तरीका निकाला है। अब सोचिए, कितने रुपये उसके ऊपर खर्च होते? कितने सायक इंजीनियर हैं, वे नहीं जानते कि पांच

साल या दस साल-बाद जब उस बिल्डिंग की रिपेयर करनी पड़ेगी या व्हाइटवाशिंग करनी पड़ेगी तो उसके ऊपर उसको बनाने से ज्यादा कौस्ट आ जायगी। इसलिये यह एक बड़ी इकानामी जो हमने की है इसको बंद कर देना चाहिये और बिल्डिंग का मेन्टीनेन्स रेगुलरली करना चाहिये।

दूसरे, हम लोगों ने एक सिस्टम बनाया हुआ है—आरबिट्रेशन सिस्टम। रेलवे में आम तौर से जो बड़े कान्ट्रैक्टर्स में, प्रोड्यूसर्स में, सप्लायर्स में होते हैं, उनके लिये आजकल कोई सिस्टम हो गया है कि उसके लिये वह आदमी देना चाहिये जो रेलवे से रिटायर हो चुका है ताकि उसे फाइनेन्शियल हेल्प हो जाय। मेरे खयाल में अगर रेलवे उन आरबिट्रेटर्स को हर जोनल हेड में एपॉइन्ट कर दे, एक इन्डपेन्डेंट आदमी परमानेन्टली वहां एपॉइन्ट कर दे और वह आदमी उस जोनल हेड के जनरल मैनेजर के अन्डर नहीं होना चाहिये, वह रेलवे बोर्ड के अन्डर होना चाहिये ताकि उसको यह डर न हो कि हमने किसी से डर कर कोई फैसला करना है—इस तरीके से परमानेन्ट आरबिट्रेटर एपॉइन्ट कर लेना चाहिये। बहुत से सप्लायर्स बहुत से कन्स्ट्रक्शन कन्सर्न्स, जब देखते हैं कि हमारा मामला किसी आरबिट्रेटर के पास जायगा और उसमें साल दो साल सगेगा तो वे रेटों में सफ्टाई में उसको कवर कर लेते हैं। उसकी वजह से हमारा कास्ट बढ़ जाता है। तो उसमें भी बहुत ज्यादा इकानामी की जा सकती है और मैं रिक्वेस्ट करूंगा कि इसके ऊपर मिनिस्टर साहब बिचार करें।

दूसरी रिक्वेस्ट यह है कि हमने हर जोन में जनरल मैनेजर एपॉइन्ट किये हुए हैं और उनको बड़े हाई आफिशियल्स, फाइनेन्शियल एडवाइजर्स दिये हुए हैं। अगर कोई मामूली सा मामला रेलवे बोर्ड को भेजा जाता है तो वह बजाय इसके कि डाइरेक्ट मेम्बर

कन्सर्न के पास आय और टाइम सेव हो, वह एसिस्टेंट डाइरेक्टर और डाइरेक्टर के पास जाता है जो बड़ी आफिसर होते हैं जो डिवाजन में एक एसिस्टेंट इंजीनियर और डिस्ट्रिक्ट इंजीनियर का काम करते हैं। यह एक लम्बा तरीका है। कई कई दफा ऐसा होता है कि जब वे डिस्ट्रिक्ट इंजीनियर होते हैं तब वे एक केस को भेजते हैं और जब तक बाई चान्स वह केस रेलवे बोर्ड को जाता है तब तक वे इंजीनियर वहां डाइरेक्टर बने होते हैं और वे अपना किया हुआ काम वहां डील करते हैं। तो यह लम्बी कार्यवाही को बन्द किया जा सकता है और इससे रेलवे में इकानामी हो सकती है जब हमने इतना बड़ा रेलवे बोर्ड बनाया हुआ है तो उसमें बजाय इसके कि जिस तरह से जोनल हेडक्वार्टर में भी स्टाफ रखकर काम होता है इसको बन्द कर देना चाहिये और रेलवे बोर्ड के जोनल सिस्टम की इफीशियेन्ट वर्किंग के लिहाज से उनकी इकानामिकल वर्किंग को भी चेक करना चाहिये, बजाय इसके कि एक चीज जो पहले की हुई है उसको फिर, दोबारा वह एसिस्टेंट डाइरेक्टर और डिप्टी डाइरेक्टर चेक करना शुरू करे, महीनों उसमें लग जाते हैं।

इसके बाद, मेरी रिक्वेस्ट यह है कि रेलवे बोर्ड में एक विंग है जो फ्यूअल रिसर्च करता है—इंजिन के लिये किस तरीके का फ्युअल चाहिये? मगर आज तक उस डिपार्टमेंट ने यह नहीं सोचा कि आया जो हायर ग्रेड कोल है जिसकी देश में शॉर्टेज है; जिसकी कीमत भी ज्यादा है, उसकी जगह दूसरा लोअर ग्रेड कोल यूज किया जा सकता है। मैं मिनिस्टर साहब को सजेस्ट कर दूँ कि इन इन्जिन्स में लोअर ग्रेड कोयला इस्तेमाल किया जा सकता है।

[THE DEPUTY CHAIRMAN in the Chair.]
वह देश में बहुत ज्यादा है और उसका भाव, उसका खर्चा, बहुत कम लगेगा जिसकी वजह से रेलवे की रनिंग

में, खर्चों में, कमी पड़ेगी और यह एक इकानामी का तरीका है।

दूसरी बात यह है कि वेगन लोडिंग के लिये कोलियरीज में सब जगह हम टाइम देते हैं कि दस वेगन प्लेस कर दिये और कहा कि पांच घंटे में छः घंटे में लोड हो जाने चाहिये। वहां लोगों को एकस्ट्रा खर्चा देकर उसकी कोशिश करनी पड़ती है—वे मजदूर होते हैं—कि उसको लोड कर दिया जाय। मगर क्या कमी हमने यह चेक किया है कि क्यों वे वेगन लोडिंग के बाद दो दो, तीन तीन दिन वहां खड़े रहते हैं? क्यों नहीं उनको थोड़ा और ज्यादा टाइम अलॉज कर दिया जाता अगर हमारे पास वेगन सरप्लस हैं। अगर सरप्लस नहीं है तो हमारे जो आफिसर्स हैं, जो हमारा स्टाफ है वह काम नहीं कर रहा है, उसको चेक करना चाहिये कि क्यों इतने दिनों वेगन खड़े रहते हैं।

उसके बाद मैडम डिप्टी चेयरमैन साहिबा मिनिस्टर साहब से मेरी रिक्वेस्ट है कि वे आफिशियल्स को कहें कि उनका पब्लिक के साथ ऐसा बिहेवियर होना चाहिये जिस से पब्लिक उनको लाइक करे, उन से डरे नहीं। ठीक है, हमारा रेलवे डिपार्टमेंट एक बहुत बड़ा ट्रान्सपोर्ट का साधन है और उसके बगैर कोई आदमी ट्रेविल नहीं कर सकता। आफिशियल्स को यह नहीं समझना चाहिये कि पब्लिक को तो ट्रेविल करना ही है और हम जो भी आर्डर्स करेंगे उनको मानना ही पड़ेगा। इस तरीके से हम अपने डिपार्टमेंट को कामशियल और इकानामिक लाइन्स पर नहीं चला सकते। यह तो नया किस्म का आफिशियल बना हुआ है। तो रेलवेज में आफिशियल्स को पब्लिक के साथ और अपने लोअर ग्रेड स्टाफ के साथ बिहेवियर को ज़रूर ठीक करना चाहिये।

[श्री सुरजीत सिंह अटवाल]

इसके साथ ही मैं आपको सिस्टम आफ इफीशियेंसी का एक एग्जाम्पल देना चाहता हूँ। किसी स्टेशन पर अगर आपने गाड़ी पकड़नी है तो आप इन्वॉयरी को टेलीफोन करिये, फ्लां ट्रेन का क्या टाइम है? तो वह आपको कहेंगे, राइट टाइम है। आप उन से पूछिये, मेहरबानी कर के हमको बता दीजिए कि एक्चुअली ट्रेन कहां है? तो वे आपको कहेंगे, मैं नहीं बता सकता, मुझ को यही खबर है कि यह ठीक टाइम पर आ रही है। आप स्टेशन पर पहुंच जाइये, एनाउन्स होता रहेगा कि गाड़ी ठीक समय पर चली आ रही है। १५ मिनट खड़े होकर भी एनाउन्स होते रहता है कि गाड़ी ठीक समय पर आ रही है और थोड़ी देर के बाद एडीशनल एनाउन्समेंट होता है कि गाड़ी डेढ़ घंटा लेट आ रही है। इसलिए मैं मिनिस्टर साहब से रिक्वेस्ट करना चाहता हूँ जब इस तरह की चीजें पार्लियामेंट के मम्बरों के साथ और दूसरे लोगों के साथ हो सकती हैं तो पब्लिक के साथ उनका विहेवियर किस तरह का होता होगा? इसलिए रेलवे मिनिस्टर साहब से मैं अर्ज करना चाहता हूँ कि रेलवे के काम करने वालों को पब्लिक के साथ अच्छी तरहसे बिहेव करने के लिए कहा जाना चाहिये।

अक्सर लोगों को स्टेशनों पर १॥ घंटा और २ घंटा बैठ करना पड़ता है और जब स्टेशन वालों से पूछा जाता है कि आपने तो कहा था कि गाड़ी राइट टाइम पर आ रही है, तुमने हमको गलत क्यों बतलाया? तो वे कहते हैं कि हम क्या जाने कंट्रोल वाले गाड़ी को चलाते हैं वे इस बात को जान सकते हैं, हम कुछ नहीं जानते हैं। रेलवे में जो स्टाफ रखा गया है वह पब्लिक की मदद करने के लिए और उन को सर्व करने के लिए बनाया गया है मगर

देखने में यह आता है कि वहां पर पब्लिक को सर्व नहीं किया जाता है बल्कि उन्हें एनीय किया जाता है। उनके बिहेवियर से ऐसा मालूम पड़ता है कि हम गाड़ी चलाते हैं इसलिए तुम्हें कम्पैल होकर चलना पड़ेगा और ट्रेवल करना पड़ेगा, अगर कोई दूसरा साधन है तो तुम कर सकते हो। रेलवे डिपार्टमेंट वाले पब्लिक को अपने बिहेवियर से खुश नहीं कर सकते हैं जिन के बारे में यह कहा जाता है कि रेलवे डिपार्टमेंट में यह अच्छाई है वह अच्छाई है और तरह तरह से उसकी अच्छाइयां बतलाई जाती हैं। रेलवेज के साथ कम्पीटीशन करने वाला कोई नहीं है जिस के साथ उसका कम्पैरिजन किया जा सके कि इस में क्या क्या फायदे हैं और क्या क्या बुराइयां हैं। आज हम यह देखते हैं कि रेलवे में जो काम करने वाले हैं उनका विहेवियर पब्लिक के साथ खराब ही होता जा रहा है और मेरी मिनिस्टर साहब से रिक्वेस्ट है कि हमको जल्दी इस चीज में सुधार करना चाहिये।

दूसरी बात जो मैं अर्ज करना चाहता हूँ वह यह है कि आजकल ट्रेनों के चलने में बड़ी इनएफिशियेंसी आई हुई है। जो ट्रेन सन् १९४८-४९ में आसनसोल से हावड़ा तक २ घंटे ४५ मिनट पर पहुंच जाती थी वह आज कल ४ घंटे में पहुंचती है। ४ घंटा आफिशियल टाइम है। तो मैं यह पूछना चाहता हूँ कि हमारे रेलवेज में इतनी एफिशियेंसी कम क्यों हो गई है? इसके बारे में शायद यह कहा जायेगा कि हमारे यहां ट्रेकों की बहुत कमी है और ट्रेक बहुत कमजोर पड़ गये हैं। मैं मिनिस्टर साहब से यह जानना चाहता हूँ कि हम ने जो आफिसर और स्टाफ रेलवे में रखा है वह किस लिए रखा है और ये लोग इस ट्रेक को क्यों ठीक नहीं करते ताकि हमारे ट्रेनों की स्पीड ठीक रहे और वे टाइम पर पहुंचें। पहले आसनसोल से कलकत्ता तक जाने में रेलें २ घंटा ४५ मिनट का समय लेती थी लेकिन आजकल

वे ४ घंटे का समय लेती है। इसका कारण यह है कि हमारे रेलवे आफिसर और स्टाफ वाले ट्रेक को ठीक तरह से नहीं रखते हैं जिसकी वजह से रेलें आसतसोंल से कलकते तक जाने में ४ घंटे का समय ले लेती हैं। मैं मिनिस्टर साहब से अर्ज करूंगा कि वे इस बात की ओर तवज्जो देंगे और इस चीज को ठीक करेंगे।

एक दूसरी चीज कन्स्ट्रक्शन के बारे में मैं अर्ज करना चाहता हूँ। हमारे रेलवे के एक बहुत बड़े इंजीनियर ने जब इलेक्ट्रिफिकेशन का सवाल उठा था तब उन्होंने वर्तमान से हावड़ा तक के डी. सी. सिस्टम को चेन्ज करने के लिये कहा ताकि इस एरिया को भी दूसरे जोन से जहाँ ए. सी. सिस्टम है उससे जोड़ा जा सके। मैं मिनिस्टर साहब से रिक्वेस्ट करना चाहूंगा कि इस काम में करीब १०, १५ करोड़ रुपया खर्च हो जायेगा और इस तरह से इस नुकसान का कौन जिम्मेदार होगा ? क्या आपने इस बात के ऊपर कभी सोचा है कि इस चीज को पूरा करने के लिए इतना रुपया कहाँ से आयेगा जब कि हम पब्लिक के ऊपर भाड़े की दर को बढ़ाते चले जा रहे हैं और तरह से भी उन्हें टैक्स देना पड़ रहा है।

तो मैं मिनिस्टर साहब से रिक्वेस्ट करूंगा कि बजाय इसके कि हम जब चाहें पब्लिक के ऊपर भाड़ा बढ़ा दें, पैसेंजर और गुड्स का भाड़ा बढ़ा दें, हमें रेलवे में इकानामी भी करने के ऊपर गौर करना चाहिये। हमें यह देखना चाहिये कि रेलवेज में जितना काम होता है वह इकौनौमिकली होता है या नहीं। हमें इस तरह का रेलवे में एटमासफियर क्रिएट करना चाहिये ताकि हर जगह इकौनौमी हो। एक जोन से दूसरे जोन में कम्पीटीशन करवाना चाहिये कि कौन सब से ज्यादा इकौनौमी कर सकता है और इस से हमारी काफी सेविंग्स होगी।

SHRI DAHYABHAI V. PATEL
(Gujarat): Madam, I will crave your

indulgence a little as I have not had the opportunity of speaking on the Railway Budget.

We are dealing with the appropriations that the Railway Ministry proposes to make. I would like to deal with some of the misappropriations of the Railway Ministry which seem to be lost in the large amount of voluminous literature that they send us, because of the large revenue that they bring to the Central Government. In fact, the Railway Ministry has become practically a second Government earning nearly as much revenue and employing a large number of people all over India, and it has also become a law unto itself in many matters. The Supreme Court judgments against some of their decisions are known to us. I would like the railway administration to change themselves. We are supposed to be working in a democratic set-up of Government, and in a democratic set-up of Government the first thing necessary is that the law of the land should be equal and uniform for everybody and that it should be observed. It is not right for the Railway Ministry to disregard the law or to try to circumvent the law to provide opportunities for promotions and that sort of other things for certain types of people. If a certain type of preference has to be shown, it must be done properly by the normal methods, by rules, by permission of this House, through the Public Service Commission and other avenues that are open to them, not arbitrarily, as appears to have been done.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY) : How? What powers? Would you kindly cite some instances?

SHRI DAHYABHAI V. PATEL: Yes, yes, since the Minister has asked me, may I draw his attention to the case of the employees in the office of the Railway Board and the representations that they made? Their case is

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before the Supreme Court yet; I think part of it is decided and a part is still there.

As regards the answer that are given in this House, I am afraid I am not always satisfied with the answers. May not be deliberately; I know the hon. Minister sitting opposite is reasonably accommodative and he does not try to mislead us, but I am sorry I cannot say so about his colleague; I do not know whether he even tries to go into the matter. If you want an example, it is here. On the 10th of December, 1959, I asked a question:

"Will the Minister of Railways be pleased to state:

(a) whether any plans for extending the length of the railway platform at Baroda have been made or approved by Government and, if so, how far the work has progressed;

(b) whether the question of widening the island platform is being considered; and

(c) whether Government propose to construct an overbridge over the railway lines to facilitate vehicular traffic?"

The answer given by Deputy Minister, Shri Shah Nawaz Khan, was;

"(a) Plans for lengthening the platforms at Baroda have been prepared. Due to limited availability of funds the work has not yet been taken up."

SHRI S. V. RAMASYAMY: The Ministry is one and I am sorry my friend is distinguishing one Minister from another. It is not to be so.

SHRI DAHYABHAI V. PATEL: I agree that the Ministry is one. I am only relating my personal experience, Madam; I speak from personal experience, and since he has asked me

to substantiate, I am giving a categorical answer and proving it. The answer was given that the work could not be taken in hand because of paucity of funds. After giving notice of this question I went and saw the General Manager at Bombay and said; "This is very essential." He said: "I am going to Baroda. Will you come with me? I said: "Yes, I shall meet you at Baroda." I went and explained to him all the difficulties the people were experiencing. He said: "Your case is justified and right. I will do it. Only one condition. Please do not make noise in Parliament. The Minister might have said something." Fortunately, that Railway Manager has since retired; so I am saying this now and did not refer to it all this time. This is how some of our Ministers come prepared. The same is the case about my question relating to the Amroha Railway station when the staff there "was transferred after the by-election at Amroha. And I was told that there was no transfer. I would like my friend sitting opposite, the colleague of the Minister, to go into the question and find out how many people were transferred. The Deputy Minister went there and showed wild temper against the staff. He accused the people of helping the opponents of the Congress. Surely the railway administration cannot behave like this.

Madam, I would also crave your indulgence to refer to two or three questions answered in this House. Madam, I had asked a question about the Bhavnagar-Tarapore Railway and the survey carried out with regard to that. I had also referred to the large sum of money that the Government of the old State of Baroda paid to the Indian Railways for construction of this railway. We are told today, after the Railways have been sitting on this sum for 25 years, that a survey has been carried out and the prospects of this line as being financially paying do not appear to be correct. I should like to know whether this is true or not or whether the

figures are manipulated. I am prepared to sit with the Minister, with the General Manager of the Railway at Bombay and prove to him that this answer is false. The prospects of traffic on that line are immense. The convenience to the people would be immense if this line was opened up. But somehow the Railway has made up its mind not to do it. Somebody in the Railway has been very clever, somebody who did not want this line to come about went and brought somebody to say something against the project. There is a quarrel about the alignment. One person says, "Go to Vansad". Another person says, "Go by the other way." And in this quarrel the Railway has been sitting tight on this money. And they have the cheek to credit this money that has been paid into their account to the General Revenues so that nobody may raise a question about it. Madam, I have a habit of being a little persistent even though I get rebuffs from the Railway Ministry to go on pointing out about this injustice to Gujarat. Since they got the money for a specific purpose they must fulfill the contract or return the money. But why should they return the money after sitting on it for 25 years? The money must have doubled or trebled and in this money even ten lines could be constructed.

Saurashtra has a large number of metre gauge lines which are inconvenient. Transport is expensive because transshipment is necessary. Madam, it is necessary to link Saurashtra with the broad gauge railway system all over India. And from that point of view this link that was proposed by the Government of Maharajadhiraj Sayajirao, the then Ruler of Baroda, was the proper way and the then railway administration welcomed it. But some wires were pulled. Some influence prevailed and that line has been stopped. It is a great injustice to Gujarat. I would urge the Railway Ministry to revise their ideas on this. But they still persist in say-

ing that this line is not going to be economical. I would like them to go into it. I am prepared to spend any amount of time necessary to prove that there is enough traffic. If their eyes were open, they would just sit on the Ahmedabad roadside and see the number of trucks going to Saurashtra. All that traffic would be open to the Railway if they really want to serve this area. My suspicion is that step-motherly treatment is being shown to Gujarat. The same is the case with Jhund-Kandla section.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): Is it only to Gujarat?

SHRI DAHYABHAI V. PATEL: Particularly to Gujarat because Gujarat has got a very small number of people in this House. And, therefore, the voice of Gujarat is feeble.

SHRI AKBAR ALI KHAN (Andhra Pradesh): But it has very important people like you.

SHRI DAHYABHAI V. PATEL: What is my voice, Mr. Akbar Ali Khan? I am only one amongst how many?

DR. SHRIMATI SEETA PARMANAND: It is Gandhiji's province.

SHRI DAHYABHAI V. PATEL: I am glad to see that there are some Members in the Congress who still remember Gandhiji. But I know they still remember the name of Gandhiji when it is a question of getting votes. But they have given a go-by to the Gandhian policy. Why take his name in these small things?

Madam, I was referring to the Jhund-Kandla line. When the port of Kandla was built, it was built not only to give an outlet to the hinterland but also it was a strategic point which could be useful for our defence. This has been utterly forgotten. Kandla was to have been linked with Veeramangam. Kandla

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was also to have been linked to Delhi by broad gauge. What influence has worked against all this I do not know because I was not very much in touch with what happened in Delhi for nearly a decade. I have just iather-ed scraps of information. What was to be a broad gauge link from Delhi to Kandla has become a metre gauge link and what was to have been a broad gauge from Veeramgam is still in the air and now a difference of opinion has been raised: Why not this line, why not that line? Madam, I would like to say that in the case of a strategic line the quickest line is the Best line .if you are thinking of the defence of the country. In the present context of defence, will you not revise your ideas and have defence as the uppermost and more specific point?

And, Madarn, what is the provision that the Railways make? They make a token provision of Rs. 1 lakh. Are they going to build a railway line in Rs. 1 lakh? Are you going to delude the people of Gujarat by these methods?

DR. SHRIMATI SEETA PARMA-NAND: Token provision is the usual method in budgeting.

SHRI DAHYABHAI V. PATEL: Why do you not give token provision for all the items so that the Minister may distribute his favours as he likes and this misappropriation may not be necessary at the end of the year? Why is it followed particularly in this case?

Madam, if the Kandla link is to be useful, it will serve not only the purpose of defence but also of opening up not only the hinterland of Gujarat but of several parts of Rajasthan and of providing a quick link with Delhi and Punjab. The port of Bombay is overcrowded so often.

Madarn, I have been a Member of the Port Trust and I have lived in Bombay very long. I know what

happens there. Overcrowding, holdup, is a known Thing. Strikes are also very frequent. From that point of view, in Government's own interest Government should think of an alternative which would be available in times of need, in times of difficulty. Here it is not a question of tiomDay or any other place. It is a question of shipping in general. We want more of ports. Here is a port that we have built. Only connections are not provided. It is not like the highway programme which is going on. In Gujarat, there are at least six projects where roads have been built but culverts have not been bridged. When culverts are built approach roads are not built to connect them and so on. Why somebody is sitting quietly and not doing his bit? They say, "No provision this year. We will do it next year." Now, I am afraid, this may be all right in case of certain smaller municipalities or local boards. It may be even all right in the case of small States like the State of Gujarat. But the railway admfrflsration has no reason to behave like this. The Railways have got money enough. Whyi do they not use it properly?

While I have had so many things to say against the railway administration, I would like to say that I was very glad to learn that the Railways are thinking of increasing the number of De-luxe trains. The hon. Minister sitting opposite would recollect that practically every year, while speaking on the Railway Budget I have been asking for more De-luxe trains. It is a quick, convenient and cheap way of taking over the backlog of traffic. It will prevent your long waiting lists at your stations, Bombay and Delhi particularly, and it will provide a more convenient way of transport. One more train like the De-luxe train running between Bombay and Delhi will enable the Railways to run four trains a week instead of two that they do now and it will provide a very great facility to the people. The railway

administration would itself know how popular the link with Amritsar has been and how crowded the train comes all through the season. It is not that this train is full only in summer. It is full even in the winter. That is my personal experience because I travel very often by that train and I think the records of the Railways will also show it. Why is it that the Railway is hesitant? Every time I have asked they have said: 'Dearth of foreign exchange' which argument has not convinced me. I am sure if the Railways want really and particularly with the large output in the railway workshops and other workshops in India, the foreign exchange components that would be required for increasing the number of De-luxe trains would not be very much difficult to find. I hope the railway administration will give some thought to this.

I would also like to point out that with the increasing number of coaches, the first class without air conditioning and third class eoacnes on the De-luxe trains and the corridor arrangements, the train has become convenient to the passengers but it is quite a burden to the catering staff in the dining cars. With the same limited accommodation «nd with the same number of staff, they have to cater to twice the number of people. There is a long queue of people wanting to get a seat in the dining car if they want to eat anything or have a cup of tea. If the Railways are able to get more passengers, they must provide accommodation and if they are able to provide additional coaches for the third class and for the first class without air condition, there is no reason why an additional dining car should not be attached so that it will be convenient instead of people having to crowd into one coach all the time.

I would also like to draw attention to the fact that this catering means a heavy strain on the .<taff. They start at 11 from Bombay, begin by serving of lunch, they work practi-

cally right up to night, up to 10 when they are serving dinner. They start serving tea at six in the morning and when they go to Amritsar on the train that goes to Amritsar, they will have a very very difficult time because they are working more than 24 hours. Besides, I am told that the Northern Railway treats the Western Railway in the most step-motherly manner. Apart from keeping the trains coming on the Western Railway outside the yard, the Railway staff on the De-luxe trains when they go to Amritsar do not get the normal convenience that is available to the staff of the Northern Railway. This is a serious matter which the Railway Minister should look into. We hear big talk about integration. What has this integration of one little thing like the Railways brought? I come by train very often and while the train comes in time right up to Delhi or Mathura, there is always a delay of one hour or so and *his is happening in the last lap which belongs to the Northern Railway and does not belong to the Western Railway and because it is a foreign railway, it is given a step-motherly treatment.

SHRI S. V. RAMASWAMY: Nothing foreign. It is a neighbour Railway.

SHRI DAHYABHAI V. PATEL: I am glad that he says that it is a neighbour Railway but why do they not say that it is a sister Railway and must be given a sister's treatment. They must see that they make a note and ensure that all the staff do not do like this. It is also my experience that the train comes right up to Mathura or even up to Faridabad and if it doe, not stop at Faridabad, it stops at Nizamuddin.

AN. HON. MEMBER: Bad neighbour.

SHRI DAHYABHAI V. PATEL: We would like good neighbourly treatment and we would like to have good neighbourly treatment not only on the border but on the Railways also we would like to have good neigh-

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hourly treatment. This is a matter which the Railways should apply their minds to. This has been rightly referred to again and again but the Railways do not seem to find a solution to it. They must find a solution. Sitting in Delhi right under the nose of the Ministry, how can they tolerate this, I do not understand.

One thing more I would like to refer to. I have referred to the way in which the Railways seem to behave like a law unto itself. I want to refer to a case of a Railway employee who had asked to contest a municipal election. For two months he got no answer. He filed his nomination. He was elected. After he was elected, the next day he got a letter asking him to resign. I do not know under what law the railway administration can ask an elected member to resign his seat anywhere. They went on persisting in asking him to resign.

SHRI S. V. RAMASWAMY: He could not stand without the permission of the Railways which he did not obtain.

SHRI DAHYABHAI V. PATEL: He did not obtain because if the Railways did not care to intimate him in time how is he at fault? He sent letters and telegrams and the railway administration went to sleep and all this was done because somebody in that constituency was playing a clever trick. It is that somebody who made him to stand and that somebody wanted him to withdraw at the last minute after the day for further nomination was over so that he would get a walk-over. Normally, he had no chance for election. He used this poor man as a scapegoat but the railway administration—I do not know whether it was with their knowledge or not—did behave in a most inefficient manner, to say the least, if not in a callous manner to the poor man who is elected to the

municipality. There are instances of the railway administration giving permission to their staff to become members of municipalities and local bodies. Are there not? What was the reason for not giving in this case? There is no reason. The man has a clean record, he has been doing a lot of social work. He has been on the local advisory board. He has been a member of the Bharat Sewak Samaj which is so dear to the Congress. In spite of all this, just to help some-body, all this was done . . . (Interruptions.)

SHRI SANTOSH KUMAR BASU (West Bengal): Which city?

SHRI DAHYABHAI V. PATEL: Bhavnagar. Perhaps because in the old railway administration the manager of the old Railway and he used to sit on the same municipality, so the Manager or that officer there did not like that a junior officer should come on the same or I do not know why but this has been done in the most callous manner and particularly when the man continued to remain a member of the municipality and also doing his job in the railways for two years after that. There was not one instance where a report had to be asked from him or an explanation was asked asking him why he had failed to do his job. His only fault was that the railway administration in Bombay did not send him a reply. If you look at the files—I hope the hon. Minister will take the trouble—the order of not giving him permission was passed the day after the general election took place. The General Manager's order or decision not to give him permission was passed the day after the election took place — that is perhaps after a message arrived by telephone that that fellow had been elected and he must be asked to resign. What a trick!—Why does the railway administration allow itself to be used as a cat's-paw in this connection? If the railway administration does not mind it, then they should have said clearly. 'All right, you are elected. If you are doing

good work on the railways—who are your employers—properly, we have no objection. We will give you permission. We will give you permission afterwards—*ex-post facto* as they say, if your work is all right.' Now after two years the railway administration says: *You resign or we will dismiss you'. They dismissed him and that man is a poor man. He has not got money to engage rich lawyers and so his case went by default in the law courts. The railway administration engaged a large number of lawyers. Lawyers, as a profession, like the patronage of rich people and the Railway is one of the richest institutions in this country. Who would like to take up the brief of a poor man, a Railway employee who is dismissed, and stand against the might of the Indian Railways?

SHRI SHEEL BHADRA YAJEE
(Bihar): The Swatantra Party.

SHRI DAHYABHAI V. PATEL: The poor man continued to suffer. You say Swatantra Party? Yes, the Swatantra Party is a party for the poor people and therefore we will take it up. This is an injustice you have done to him. I fail to understand why it is that you are doing very wrong things. If you have made a mistake, you must correct it. Why do you want to justify it? Why do you not take up the poor man's case? You have no case otherwise; let him engage a lawyer, you pay for it and take the verdict of the Supreme Court. If you are really serious about it, come along, let the man engage a lawyer, you pay for it. He is a poor man, he cannot pay. Go to the Supreme Court and take the verdict of the Supreme Court. That would be the proper thing to do. But, no, they don't do that. The railway administration must also gear itself and support the Congress in everything.

AN. HON. MEMBER: Question.

SHRI DAHYABHAI V. PATEL: Why is this so? Even in a small municipal

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pal administration like this, why should it be so? Madam, at that time, there was no Swatantra Party and so no question of Swatantra Party can arise. He did not stand for the Congress Party, it is true, even though he was doing such a lot of social work there and he was a popular man. And he continued to do good work. He came to Delhi and was doing some work. I had to refer to some cases when I spoke on the President's Address, and ask why such people are punished under the Ordinance and Defence of India Rules. What two personal letters that I wrote could not do, my reference during the discussion on the President's Address did and it resulted in their release. I hope, Madam, that my reference to this case will set the railway administration thinking and they will scratch their heads and try to do the man some justice. Do not take a purely technical or legal view of this matter. There is such a thing as humanity and grounds of humanity. I do hope that the railway administration is not completely devoid of it. Madam, I would like the hon. Minister to apply his mind to this matter.

Lastly, Madam, I would add that although the railway services are being improved and the advice of the Consultative Committee is being taken on many matters, on certain matters the Railways' thinking continues to be obstinate. We have not been able to achieve the standard of cleanliness on the Railways that we want. It is much less than what we all want. The standard of the food given is poor. I welcome the innovation of having covered trays when serving food. That at least prevents a lot of dust and uncleanness. But it is necessary that the standard of the quality of the materials itself should improve, also the service should be better and cleaner. I know that on the De-luxe trains the service is a little superior. Why can't they give the same sort of service on the other trains? Why should they have a

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classification when we are all talking of a classless society? Why give one kind of service on one train and a different kind of service on other trains? It is possible to eat the food given on the De-Luxe trains, but it is not possible to touch the food given on the Frontier Mail or the Dehra Dun Express. I do hope that the railway administration will apply its mind to this.

The railway administration seems to be so much engrossed in their little politics, in their own staff troubles that they are not able to take disciplinary action. I do see and I do appreciate their difficulties. I see they are up against the new rules where discipline has become difficult. Then why not honestly come before Parliament and say that because of these rules we are not able to enforce discipline? The sweeper does not clean and sweep the places. The person who should clean the compartment does not clean them. The porter does not do his job properly. The signal man does not give the signal. Why not say so? Why are such things happening? If the rules are defective, then come with the necessary amendments. Do not be afraid of Shri Nanda and of labour. Do your duty by Parliament and the country. Point out the truth and I am sure Parliament will come to your help.

I hope the railway administration will do some rethinking on this matter, especially "now ~~ since they have a new Minister. Thank you.

THE DEPUTY CHAIRMAN: The House will rise for lunch at 1-30 P.M. Dr. Seeta Parmanand.

DR. SHRIMATI SEETA PARMANAND: I am thankful to you Madam, for allowing me this opportunity to make a few observations on the Rail-way Appropriation Bill.

First of all, I would like to refer to the hardship caused to some officers,

particularly those of class HI posted in certain zones. When this matter was pointed out to the authorities, it was explained that people "accept service in a particular zone because in that zone it is difficult to get employees and so they get jobs quickly there. Later on, when they ask for transfer to other places nearer their homes, this is refused. In a way, it is but as it should be. All the same some exceptions have got to be made on humanitarian grounds at least. There are cases of illness in the family and these can be proved. The nearest people whom the Railways can trust, such as M.L.A.s and M.P.s, can find out and enquire into the facts of the case and where necessary, these people should be given a chance to get transferred to nearby places. What happens is there is not even a reply sent. It is the same old story everywhere. If some Member of Parliament intervenes, then there is a reply given and it can just be cyclo-styled and sent in every case. They say, if such a transfer is given, then every person would like his services transferred from one zone to another. That will not do. Such officers who bring forward bogus excuses should, of course, be punished. I would even go to that extent. But then you cannot treat all cases in the same way. Each case should be dealt with on merit.

Next, I would like to refer to certain cases of hardship and even accidents due to the absence of overbridges in the railway yard. Repeated requests have been made for such overbridges, particularly where there are intersections of the railway lines, where there are many lines and where there are movements of coal. At such junctions there are coal trains running almost every fifteen minutes or half an hour. Even then there is neither an overbridge nor any other arrangement like an underground passage in spite of some persons having been killed while crossing the line. At such places the Railways on their own should have constructed

an overbridge long ago. Last time I mentioned it and I do not know who understood my reference in a wrong way, and the reply given was that where the cost of the approach road to the booking office has been met by the local authority or the P.W.D., the Railways will construct the over-bridge. This is neither here nor there. This overbridge is for the use of the railway employees themselves also, not necessarily only for the use of the passengers who go to buy the tickets. The same remarks apply to other places also. I may refer to one place, Amla. At Amla very few passengers buy tickets and travel from Amla, but all the same the overbridge is very necessary for railway yard employees. I hope that by this time the position" is quite clear, that these overbridges are an absolute necessity at these places, that they constitute an immediate urgent necessity for the use of the railway employees.

Next, I would refer to the unimaginative construction works done by the Railways as far as women's waiting rooms at big stations are concerned. Following the socialistic pattern of society, they have allowed the third class women passengers to occupy the same waiting rooms as the first and second class passengers. That is all right as far as it goes. But where they have not applied their imagination is in the case of the big waiting halls, like the one you have at Nagpur station. There are several cases of the same pattern. In that big waiting hall women require a small enclosure, if not a room. A portion of the hall should be enclosed for women in the same way they have at Old- Delhi station. This was pointed out' to the authorities in a letter which I had written. Even that was not understood. How can they under-stand it when there is not the desire to look into the matter? I am referring to the railway officers. They themselves should look into these real problems. You cannot expect third class women passengers to go upstairs at a station and occupy waiting rooms far away from their men folk who are allowed to stay in the main wait-

ing hall for away downstairs. 1 P.M. Some times the waiting has

to be for eight to ten hours; they come by buses from the interior and when they miss the connecting train, they have to wait even up to twenty-four hours. If they sit in the same waiting hall, they have to wait or lie down in the open where the other passengers have to walk. These people too have to walk a long way to reach the refreshment rooms and there is no privacy at all. Some of these are nursing mothers and they have to change their clothes also. I think it should not be necessary to point out these things on the floor of the House at all and if the railway officers had real concern for the comfort of the passengers, they would have done these things without being told. There should be a pattern of construction followed when the contract is given and it should be no longer necessary to point this out.

Coming now to the question of accommodation for the women passengers in the various trains, I find that they are all overcrowded, especially between Bombay and Madras and in other sections. The women passengers are given only one compartment and when there is a big rush due to excursions, the men dump all their luggage in the women's compartment and this makes the women's compartment particularly a place worth seeing and if there are more accidents, nobody bothers about it. It is very difficult to understand. Invariably you would find that the women's compartment is found in the coach next to the engine. I do not know why. If there is an accident, they become the first victims. In the Pathankot Express in New Delhi, where I had gone to see off some people, the sleeper coach was next to the engine. Children travel with these women. Sometimes I find that it is a mixed coach. I think it should be a little away from the engine so that the children do not get frightened by the shrieking noise of the engine and also do not get the dust.

[Dr. Shrimati Seeta Parmanand]

I do not know who examines the contracts for the construction of new stations. I hope the Zonal Railway Advisory Committee does this. When new stations are constructed, they must have a completely new structure built. Instead of this, they pull off old walls partially and build the superstructure. Nobody bothers to take into account the volume of traffic and whether the third class waiting hall, even for men or women, is of adequate size. The work goes on for a year or two or two and a half and in such a slipshod manner that I wonder whether anybody if at all supervises the constructions and whether the contractors are made to pay the penalty for non-performance, of the contract within the specified time.

I would now refer to the question of rail-road competition. I do not like to go into the details because this is a common malady. The trains on certain sections do not go fully loaded because of the road traffic along the same or more or less the same route. The reply given is that the Railways do not always give connection from a place where there is no suitable train to take the people to neighbouring places of importance. They do not bother to provide bus connection for even over sixteen or eighteen miles and passengers have to wait for sixteen to eighteen hours because the train does not connect up with the other leaving for another important place. I am referring especially to trains leaving Amla. Such kinds of replies are given that one wonders if the officers, reading the reply prepared by the head clerk or somebody there, would themselves be satisfied. I do not know whether the replies are prepared by these people or whether they try to get them from the officers there on the spot. It is very difficult to carry on an endless correspondence and the object in bringing the matter to the notice of the Railways is lost. They should

themselves think of these things and see how often in Sun and rain on open and unsheltered platforms the passengers have to remain coming in the way of people who want to board a train. I am referring to Amla station and there are many such places like this between Raipur and Katni on the colliery line.

Coming now to the question of workers, it is no doubt true that we want the industrial workers to be enthusiastic about better production. Sometimes certain coleries close and the workers in order to be absorbed are asked to take up alternative jobs at a place about six or seven miles away. In such cases, the Railways are repeatedly asked to provide a diesel train for these workers twice in a day because if they go to their place of work a few minutes late, they are asked by the callous management to go back and they lose their day's wages. The Railways said that they had ten or twelve of these coaches—this was the reply given two years ago—out of which eight or nine were employed in Giridih or some other place in that area, I do not know the exact place, and that they had no spare coaches. I do not know why, even after the lapse of this period, the Railways do not bother to make enquiries about the exact position in this respect and divert one or two coaches for the use of these workers. Nothing has been done so far. If these things are not attended to by the local officers, serious notice should be taken and I think this should be enough to provide a bar for the promotion of such officers who do not bother about the comforts of the poor workers.

Lastly, Madam, I would like to say something about the movement of coal wagons. When the emergency came, and even when the Third Plan was chalked out, it was thought that coal production would be at such a figure and so much would be the requirement in certain regions. All these proved somewhat to be erroneous calculation because neither the

Railways nor the authorities responsible for coal production realised or visualised that certain industries which were dependent on coal would divert to diesel oil or power. This was a serious defect in planning but this is a typical example of lack of co-ordination between the two Ministries. Why should there not be co-ordination between the Railways and the Ministry in charge of coal production and ultimately also the Labour Ministry because this would come in when thousands of workers at a time are rendered unemployed? I am speaking of the Pench Valley and this may be true of some other areas also where coal is not lifted. There is also the fact that the coal may catch fire and Government naturally has to concede the interests of the employers and allow them to lay off the workers by paying four or five days' wages. Who knows whether it is not at all manipulated because the workers cannot go into the accounts and examine them? What is very important is rather than the union of workers or the Labour Ministry itself later on applying its mind to the question, the Railway Ministry and the authorities responsible for coal production and movement should see how far all these things are real or such that cannot be helped, and then give timely warning.

One more thing, Madam. The timely movement of coal wagons is not always in the hands of the Railways because there may be an accident or some derailment or some such other things happening but the wagon movement, though very often notice is given by the management, is not always notified. As a result the workers, particularly women, are the worst affected in the coal industry. They are not allowed because of the International Labour Agreement to work after 10 p.m. They have to work between 6 a.m. and 10 p.m. Railway wagons come sometimes at 2 a.m. Due to these difficulties, whatever they may be, the Railways ought themselves to tell the employers that they

should ensure overtime payment for these people. The result is that the laws which are made by Government are broken. The Government should ask them to do it under the international convention which they have signed with the International Labour Organisation. In teams women workers should be allowed to work beyond 8 p.m. or 10 p.m. or even up to 2 a.m. because they do not like to lose their shift wages. They do not want to go back without working. Nothing is done. Workers' representatives may go on shouting. The thing goes on. The women workers cannot hold out any threat. That is the thing that happens when they are trying to get more and more jobs for women. We are trying to see that they get the benefit of regular employment. All these things go on as a result of complete unconcern on the part of certain officers who by lifting a little finger of theirs or by using a little imagination or vision can avoid them, without waiting for an actual agitation.

Madam, much more could be said. You know the discussion on the Railway Budget itself went on for such a long time. I do not want to say anything more, but I would like the Ministry to apply their mind to very important points, because they affect the comfort of the people, of the workers. They should do something about it and make people feel that they are alert to the representations made.

Thank you.

SHRI SOMJISING DHANSING PATIL (Maharashtra): Madam Deputy Chairman, this august House is called upon to authorise payment and appropriation of a huge sum of Rs. 1,334 crores and odd for servicing of specific items which are laid down on page 2. They number as many as 18. This amount has to be spent during the financial year 1964-65. It is a very important Bill. We look at it not from the point of view of the Railway Budget. Particularly we have to make

[Shri Sonusing Dhansing Patil.]

a distinction between authorisation of appropriation from and out of the Consolidated Fund of India and our voting on taxation. We are giving this huge sum of money in the hands of the Railway Ministry which they are going to spend during the year which is ahead. We are not allowed to comment on individual items of expenditure except what we may say generally. Generally, the Houses of Parliament, particularly the Lok Sabha is allowed to have cut motions on Demands for Grants. As far as the Railways are concerned, if I may say so, the Railway Budget is separate from the General Revenues and the General Budget. The whole thing is entrusted to a body which is a body of experts called the Railway Board. With due deference to the sagacity, wisdom, intelligence, efficiency and experience of the Railway Board, I have still got a feeling, after seven years of my parliamentary career, that the Railway Board is a blatant anachronism. It is purely a body of experts coming from the Railway Services. Even after 108 years of railway career, in respect of the biggest, single, nationalised undertaking, the Railway Ministry has not thought it proper—with the advent of democracy—that some democratic elements should also be associated with the Railway Board. Thereby I mean non-officials. The argument has been trotted out that this body deals with finances and internal administration. Where is the role for a non-official? Advisory and consultative committees are formed at different levels and they are enough. Their advice is always considered. But I want the democratic element to participate in an industry or undertaking. It cannot be called an industry but an undertaking which involves an outlay of nearly Rs. 2,500 crores, both Plan and non-Plan. If this amount is not judiciously spent and if the policies are not reoriented towards the poor man—whom we are going to serve—I think the time has come when the Railway Ministry should think afresh.

They should abandon their conventional thinking or the orthodox way of approach to railway administration.

I do not find fault with the functioning of the Railway Board. Many of the difficulties pointed out in this House, which are very realistic, are lost sight of by the Railway Board because they are more in touch with the administration, with officials at work than the masses or those who are the users of the Railways. The men at the lower level may come into contact with the people, but the top officers lose their touch with commoners and their grievances. So, we cannot see a reoriented or a radical policy as far as the third class passengers are concerned. So, my first comment on this is that when we are sanctioning an appropriation of Rs. 1,09,50,000/- being the first item relating to the Railway Board, the Railway Ministry should abandon their orthodox thinking. Of course, there is scope for this big body to be curtailed. I do not understand why nearly 300 officers are required to run this whole show. There may be some competent and expert persons, but Under Secretaries and several officers lower down are not at all necessary in the sense that they do not go in the formation of the policies. They should streamline and rationalise the structure of the Railway Board. They should also associate non-official experts who have got experience of labour activities, those who are conversant with agriculture, trade and industry. These interests are to be represented in framing the policies of the Railways, so that there will be a realistic approach to the whole problem. Now, what happens is the trade has got its own grievances. The industries have their own grievances. The third class passengers have their own grievances. Women have got their own grievances. And they are not adequately represented, howsoever we may try to represent those grievances in the consultative and advisory committees. One may not like to disturb the age-long working

of the Railways. After reading several audit comments and dealing with the Public Accounts Committee I have reason to believe that if non-officials, competent persons, are associated with them, the Railway Board will be benefited, instead of having any interference from them. At the top level matters are discussed more on principles. So, my objection is to the system and not to individuals because I know that many of the top level officers of the Railway Board are competent persons and they have exhibited their competence before the Public Accounts Committee.

SHRI S. V. RAMASWAMY: Will these non-officials have executive powers or will their capacity be only advisory?

SHRI SONUSING DHANSING PATIL: Just as the Ministers have executive powers, they need not be divested of it—non-officials functioning sometimes as executive heads also should be tolerated. It will all depend on their experience, maturity and understanding. They are not unnecessary. In a democracy non-officials have got a right to exist at the top level, just as they have got a right to conduct a whole business.

The second point is about the Railway Convention Committee prescribing a rate of interest or rate of dividend to be paid to the General Revenues for the funds which are drawn from the General Revenues or borrowed by the Railway. I am glad to quote our Deputy Chairman of the Planning Commission who said that both in the private sector and the public undertakings, the rate of dividend or the rate of interest should not be less than ten per cent. It has got solid and sound thinking behind it. In our poor country we collect money mostly from third class passengers. In respect of the Railways they have got a complete monopoly, no accountability for overloading, however excess it may be in respect of third class passengers. In respect of other modes of transport we have

got a limit. They can overload up to 10, 15 or sometimes up to 33 per cent. But in the Railways in a coach having a capacity of 40 even if you put 100, no police officer has got any authority to challan the Railways in a court of law. If they enjoy this sort of monopoly, how is it that they are not accountable for the comforts and amenities of the third class passengers? In this country the motion that the Railways are the lifelines of military supplies was current. But that no more remains so when our own Government has come into power. It may be so with a foreign Government because they had started Railways with a view to military operations and other things. But in this country that is the cheapest mode of transport, and that should be such as to be quite suitable to the pocket of the poor man.

So I for one would say that if the Railway Board with the help of the non-officials comes to a policy decision that in this country air-conditioned coaches and first class coaches are no more necessary looking to the overall conditions of the country, the poverty of the country, and if more coaches for third class passengers are provided, they will be benefited both from the point of view of revenue and also from the point of view of catering to the comforts of the third class passengers, which is the cry in the country.

About the plight of the third class passengers, I have seen with my own eyes travelling always by Railways that the third class passengers are the worst sufferers. Even judging the case on merit, the upper class accommodation taking the fare into account is much below expectation and the upper class accommodation is underutilised; whereas the third class capacity is over-utilised to the extent of breaking point. There is a very good case for providing more and more coaches for the third class passengers and more amenities, simple amenities like drinking water and platform and

[Shri Sonusing Dhansil Patil.] waiting sheds which are also in some respects at a number of wayside stations a sort of luxury. I can cite the instance of a station in my State regarding which I have been writing ever since 1955. Now I got a reply from the General Manager of the Central Railways, Mr. Ratanlal. I waited for about two hours in the station and he just sanctioned about Rs. 3500 at his own discretion. That is a station on the Chalisgaon-Dhulia section called Jamda. I do not want that anybody or any Member of Parliament should claim preferential treatment as far as his own constituency is concerned, but looking to the comforts of the third class passengers the time has come when we must abandon the idea of continuing air-conditioned and first class coaches and saloons. It may not be shared by many Members of Parliament that the first class and air-conditioned coaches should go or the saloon should go and more and more coaches for third class passengers should come in; but the time has come when the country's poverty does not allow so many comforts, and we have to conserve money and contribute to the General Revenues as a monopoly undertaking, the biggest one and the most experienced one, as an undertaking which is run efficiently, competently and even economically. If we are not able to contribute to the capital formation, I think the country's finances will be stretched too far and the country will have to depend upon borrowings which are not coming.

Look at the policy of the Railways. They contribute at the rate of 4*50 per cent, to *he General Revenues, whereas their rates of borrowings are at the rate of 5'75 per cent. This is something which will rather have to be looked into and certainly from the business point of view. Just as they have a responsibility to serve the passengers they have also a responsibility to add and very substantially add to the capital formation in this country. What we want first is substantial capital formation which can

come by a substantial contribution by the Railways. So I congratulate him for the policy statement that Mr. Asoka Mehta has made that our private sector and public sector undertakings should contribute at least 10 per cent return on the capital at charge.

Coming to the administrative expenditure, of course because of the rising prices everybody wants that there should be a rise in pay and also a rise in dearness allowances and also certain other facilities. They do want all that and their demand is genuine. But look at the vast masses of 45 crores of people. The Railways employ nearly 12½ lakhs of people. Their average income works out to Rs. 1800 per year, whereas the all-India average is still less than Rs- 300. I am not talking as a cynic but as a realist; as a man coming from the rural areas I still feel that this disparity must go. The country cannot afford, however efficient and skilled they may be, that a section of employees should get Rs. 1800 and those who are unfortunate, not organised, and inarticulate should get an average income of seven annas or less per day. I do not want to quote Dr. Lohia who says that it comes to three annas. It is a big controversy. But we can give a safe margin for certain mistakes and say that the average income works out to not more than Rs. 200 or so per year for many people. Under these circumstances, if we create a specialised class and that specialised class creates its own class that means that those who get better wages are alone able to educate well all the members of their family, and naturally they get a sort of initial start, initial advantage, and normally those who are at the bottom continue to live at the bottom. So there should be some change while fixing the wage structure of persons who are employed in an undertaking which can afford to pay Rs. 1800 on an average to its employees. So if we curtail certain expenditure on this account, we will be able to even bring down the price line.

Our country's misfortune is that howsoever we may try to get money from outside and howsoever we may try to adjust the price line, it still rises and rises and it is beyond our control, and the vicious circle goes on. Here also if the Railway Board can adopt a policy which can be both reasonable and also, looking to the realistic situation of the railways, can contribute very substantially to the national exchequer, I think the Railways would have played their role well. But the time is coming when there will be cut-throat competition between the Railways and the road transport, because the road transport can carry things swiftly, quickly, and also at a reasonable rate. So the problem will arise that even in the Railways there will be under utilisation of the wagon capacity which they are now building up, and they will also have to face the fierce competition of the road transport.

Under these circumstances I will urge and urge very earnestly that the Railway Board should devote more attention to contribute substantially to the national exchequer even if it involves a little more burden on the passengers, and correspondingly meet their responsibility by providing more and more capacity for third class passengers.

Thirdly, there is scope for streamlining the administration and even cutting the expenditure at several stages. One of the very prominent factors which has been disclosed by the Estimates Committee and the Public Accounts Committee is that the Railways like all other Government departments have become a sort of paradise for contractors, and the railway administration, I am pained to say, devotes comparatively very little attention to examining the rates of contractors and has allowed the contractors to have a substantial margin.

THE DEPUTY CHAIRMAN: You can continue after lunch. The House stands adjourned till 2-30 P.M.

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

The House reassembled after lunch at half-past two of the Clock, the VICE CHAIRMAN, (SHRI AKBAR ALI KHAN) in the Chair.

SHRI SONUSING DHANSING PATIL: Sir, I was just dealing with economy in the civil expenditure or the administrative expenditure. Generally there is a tendency developing in the country that the increase is defended on the ground that the rise in prices and the general condition in the country call for a rise, and also in the interests of efficiency and economy, this rise is sometimes justified. This tendency is described as the inexorableness of the inexorable, and there is much truth and substance in this description. The general policy to be adopted and the norms to be applied in the interests of efficiency and economy cannot be by any addition to the staff. Just like two girls of ten years each cannot make one girl of twenty years, two incompetent persons cannot make one competent person. And we can see that this increase in the administrative expenditure is mounting up so much so that a stage has come when we must apply a thorough probe at all levels to cut down the expenditure. Otherwise, if the administration becomes top-heavy, there is very little left for the public sector undertakings to leave something for capital formation in the interests of the general economy.

I will just quote a few instances where the working expenditure or the expenditure even at the production stage can be looked into. For example, the Estimates Committee has recently quoted the cost of production of a broad gauge coach in HAL and in ICF. The cost works out to—and I have personally . . .

THE VICE CHAIRMAN (SHRI AKBAR ALI KHAN) : You need not go into details, Mr. Patil, because there are many speakers.

SHRI SONUSING DHANSING PATIL: There is a substantial increase in the cost of both, whereas the material is almost the same. So, there is need for looking into all these cases. Even in respect of metre gauge coaches, the cost of those made at Jessops as compared to those made at ICF is much more; the cost of coaches made at the railway workshops is lesser. So, all these factors as regards the reduction in cost, wherever it suits the convenience, may be taken advantage of.

Coming to the other broad points, I will particularly quote the instance of the Dandakaranya-Bolangir-Kiriburu Railway Project, which is referred to in the audit report. If the work can be carried on departmentally, the Railways can save a lot of money. I personally visited the project—the conditions of carrying on the work there is very difficult—and I feel that the Railways have employed a number of engineers. But if they could have employed them departmentally, they would have saved much expenditure. In one respect, the rates are very high; they are 500 per cent, above the scheduled rates quoted by the tenderers for the earth work. So, this sort of wastage can be avoided and even leakage of revenue can be avoided.

As far as leakage of revenue is concerned, there is also ticketless travel which is many times encouraged on the branch lines, where complicity is perfect among the checking staff, the station masters and those who travel without tickets. So, there should be some sort of organisation which can look into the matter and find out the leakage of revenue in several ways, whether it is due to the shortage of coal or due to any avoidable wastage and so on and so forth. That will really make up for the shortfall in the railway revenues and it can be added on the General Revenues.

There are other points. As far as the audit and accounts staff are concerned, I should personally feel that

the Railways should devote more attention and employ competent persons so that they will be more helpful; instead of adding some Under Secretaries and Personal Assistants and so on and so forth; they should appoint staff which would really look into the finances and help the Railways.

As far as surveys are concerned, I say that the lowest amongst is provided, and there is a cry from all over the country for important strategic lines such as the Manipur-Tripura Railway and also to construct new lines such as the Diva-Panvel-Goa line which will open up new territories and also certain important ports so that the local materials can be exported. So, such lines should be undertaken; there must be a thorough survey about these lines and some additional staff and money should be provided for carrying out the surveys.

Coming to the rate of accidents and of punctuality, I need not go into them in detail. But one of the prominent reasons attributed for the cause of accidents is the failure of the human agency. The other day I was having a discussion regarding air crashes. One of the prominent reasons, which I am also prepared to believe, is overdrinking which has set in amongst the staff. Even in the Air Force this is one of the evils which is there and which is being perpetuated. This is found very substantially here. Only yesterday I was travelling by the Pathankot Express. One of the Deputy Railway Engineers was travelling with his wife in a coupe. One of the first class passengers got drunk; he teased them very much, he extorted things from them. And the engineer pulled the alarm chain, stopped the train, and informed the station master and the police who removed that man from the train bodily. That man was drunk, he was a first class passenger. This is the evil of drinking which is entering in respect of the travelling public. Railway drivers have the job of carrying human beings; they must be pro-

ected. The general reputation of a driver that he is a drunkard is enough proof. They must be watched very carefully; that will help substantially in bringing down the rate of accidents because of drinking.

Now, I am coming to one small thing and that is the full utilisation of the railway lands. There is a cry in the country that food production is less. Railways have got a number of acres of land lying vacant. I have visited Japan and I have seen how even an inch of railway land is being utilised there. The Railways should have a plan and in their lands they should grow firewood so that it may be useful to the locality or they can grow grass which will be useful as fodder. They can lease out their lands for more food production, wherever the lands are suitable for cultivation. They must work out a plan, if they just hand over the responsibility to the States, they will face difficulty in recovering their own dues. I have read in one of the papers that they are having about Rs. 4 or Rs. 5 lakhs as arrears from people for land given for the 'Grow More Food' campaign.

I think I must not exhaust the time of the House; there are other speakers. But in the end I will just give a resume of my speech. The standard of living of the people is lamentably low; poverty, meagre diet, the absence of adequate medical facilities and high illiteracy are the lot of the common man. Population is on the increase. The need to increase agricultural and industrial production, a more equitable distribution of wealth, sympathetic understanding and assistance to the common man, these things are all the more felt because of the rising expectations brought about by independence and by a democratic Government. Though this is a general quotation, it also applies so far as the third class passengers are concerned. Unless they try to remove the hardship of the poor man who is travelling in third class, I think whatever service the Railways might be rendering, it will be of no use until

and unless this man is remembered and they can do so only if they gear up their finances by cutting down unnecessary expenditure and cutting down the air-conditioned class, the first class, the saloons and several other amenities which are provided but which are not paying. And more attention should be given to these third class passengers who are ultimately giving the Railways adequate revenues.

With these words, I support the Bill.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Mr. Joshi. As there are many speakers, I would request the hon. Members to confine themselves to ten minutes.

SHRI J. H. JOSHI (Gujarat): I shall try to do so, Sir.

Mr. Vice-Chairman, Sir, I congratulate the Minister and the Railway administration for the very good performance they have made during the current year in respect of the defence requirements and the needs of the development plans.

Now, Sir, we have discussed the Railway Budget fully and now we are at the far end of the process. The appropriation (Railways) Bill is before this House. So I shall not take much time.

I shall refer first to the question of the Jhund-Kandla railway. It is a project which has been in the Third Five Year Plan. From year to year some provision has been there and in the Budget for the next year—1964-65—also a provision has been made for one lakh of rupees. This is too meagre a sum and so my attention has been drawn to the estimates of the whole project. The estimate of the Jhund-Kandla railway is about eight crores of rupees. Now, from the information that I have with me, the distance between Jhund and Malia is about 80-9 miles, that means 81 miles, and the distance between

[Shri J. H. Joshi.]

Alalia ana Kandla is 66 miles. So, in ali tne wrole project is of 147 miles. The cost per miie is about Rs. 10 lakhs according to tne rising cost of materials ana tlie rising wages also. Now it is a simpie mathematical calculation and according to tliat the estimate would come to about Rs. fourteen crores and fifty lakhs. Instead of that Rs. eight crores have been set apart for the whole plan. I would like to know how it is like this. I feel that there is some discrepancy in the estimates that have been made. The Railway Administration is efficient in accounting and in the calculations. I would like the Minister to throw some light on this.

Then about this project, as I said, thi_s project has been approved in the Third Five Year Plan and provision has been made from year to year, but somehow or other there has been delay in the implementation of this project, and now we find that the Government is thinking of a second line of alignment. My own opinion is that the Government should stick to the original alignment because it is the shortest one, and since Gujarat and Madhya Pradesh form a part of the hinterland for Kandla, and this being the shortest distance, the goods traffic, both inward and outward, will flow promptly and at a less rate of freight. But when the Government is thinking of another alignment, some people feel some doubt or misapprehension about this. They feel that perhaps both the schemes may be thrown overboard. So, in order to dispel this doubt and misapprehension the Government should take up the first plan first in the first instance, and join Kandla with Jhund *via* Dharangadhra. But whatever the feasibility or otherwise of the first alignment or the second one, one thing is certain, that there is no disagreement about linking Kandla with Malia first. It is a strip of 66 miles. So I would request with all earnestness that the construction of this work should start from Kandla and bring it up to Malia so that the 'traffic

01 Kandla may have an opening and it may begin io now, Deecause iviaaaa is connected with t'ne railway system by a metre-gauge line and therefore it gives a second opening. I would give an account of the hardship and now tne traffic ig nampered on account of there being no second opening. I have with me a note from the Gujarat Ve-pari Mahamandal, it says:

"On account of inadequate line capacity, etc, heavy congestion arises in tlie transit shea, and as such the charterers of the ships rind it very much difficult to unload cargo within time and instances are not wanting where the importers and charterers have paid substantial demurrage charges to the port authorities and ship owners, and the ships have been discharged after 10 to 25 days, involving loss to the shipping companies and waste of shipping capacity. The average daily outstanding wagon indents from September 1962 to August 1963 at Kandla ranged between 200 and about 1600 wagons, which clearly justifies the imperative necessity of a broad-gauge link connecting Kandla with Ahmedabad."

I may just point out that with the linking of Kandla with Maha a new opening ig provided and thereby the traffic of Kandla will begin to flow and the hampering of growth of the port and also of the traffic, will be avoided.

Then I shall come to the second point—overcrowding in the Ranways. I am thankful to the Minister, his attention has been drawn to this and he has tried to provide more accommodation by running additional trains or adding more coaches to the existing trains. But the Railways should know that the people are becoming more and more travel-minded. Again during this summer the overcrowding will reach the highest point. There are two reasons. The students ail over the country go on tour, because they have their vacations and they get concession tickets, and also, generally, sum-

me, is the marriage season. So I would like the Ministry to take these two factors into account and provide more accommodation so that this overcrowding may be reduced. Then there are fairs and festivals at certain holy places all over the country. Now, the zonal and divisional offices should have particulars of these fairs and festivals, the dates on which these fairs are held, the places where the people congregate and the approximate number of people, and on the basis of this data they should issue orders to the respective authorities or officers to provide more accommodation.

Then, Sir, I may draw the attention of the Railway Ministry to the percentage of net revenue to the capital at charge. In the Central Railway, in 1963-64, it is 9.9 per cent. In the Eastern Railway, it is 7.0 per cent. In the Northern Railway, it is 6.7 per cent. In the Southern Railway, it is 3.4 per cent. In the South-Eastern Railway, it is 10.6 per cent, and in the Western Railway, it is 9.9 per cent. Now, Sir, there are three or four sections, North-Eastern, North-East Frontier and Southern where the return is the lowest. I would like to know the reasons for this and the way this return can be enhanced.

Then, Sir, I would draw the attention of the House to the proportion of the double and more-than-double track to the total route length. In the British Railway the proportion is 65.61. In the German Federal Railways it is 41.25. In the French Railway it is 37.36 and in the Indian Railway in the broad gauge it is 27.83 and in the metre gauge it is 1.37. In the whole system including the N.G., it comes to about 14 per cent. Now, this shows that we have a network of metre gauge and narrow gauge railways which hampers the traffic at transshipment. I would request the Ministry to go into this question and try to convert the metre gauge into broad gauge on a phased programme spread over 20 to 25 years.

Thank you.

श्री शिवानन्द रमौल (हिमाचल प्रदेश):
उपसभाध्यक्ष महोदय, रेल मंत्रालय को बधाई देते हुये मैं यह अर्ज करना चाहूंगा कि गत वर्ष में जो कुछ अच्छा कार्य रेलवे ने किया वह काफी सराहनीय है। बहुत कुछ सहूलियतें पैसेजर्स को दी गई हैं। फ्रस्ट क्लास के पैसेजर्स के लिये भी रेलवे ने काफी सहूलियतें देने का प्रयत्न किया है। सैकंड क्लास जिसमें कि सिटिंग अकमोडेशन हुआ करती थी अब कुछ स्लीपिंग बर्थ लगाने की भी कोशिश की जा रही है। तो ये सब काम सराहना के योग्य हैं। लेकिन इसके साथ मैं यह अर्ज करना मुनासिब समझूंगा कि इस वक्त मुल्क किस स्थिति में से गुजर रहा है। चारों तरफ इंडस्ट्रीज, उद्योग धंधे और डेवलपमेंट के काम लगे हुये हैं और यह प्रगति होते हुये भी रेल मंत्रालय को अभी बहुत कुछ करना है खास तौर से जब कि भारतवर्ष इस वक्त दोहरे खतरे में फंसा हुआ है, एक तरफ चाइना का खतरा है और दूसरी तरफ पाकिस्तान का खतरा है। तो इस खतरे का मुकाबला करने के लिये मौजूदा स्थिति से संतुष्ट होने की आवश्यकता नहीं है। जिस गति से डेवलपमेंट का काम हो रहा है उसी गति से रेल मंत्रालय आइन्दा भी चाल और गति बढ़ाने की कोशिश करे। मैं समझता हूं कि बहुत तीव्र गति से रेल मंत्रालय को और रेलवे बोर्ड को रेलवे का काम चलाने का प्रयत्न करना बहुत आवश्यक है ताकि जो बढ़ती हुई हमारी जरूरियात हैं, हमारे मतालवात हैं उनको पूरी तरह सफलता के साथ पूरा कर सकें। यह खास तौर से इस वजह से जरूरी है कि रेलवे सिर्फ एक ही गवर्नमेंट अंडरटेकिंग है और मुकाबिले में दूसरा कोई इसके मुकाबले में सिलसिला या साधन नहीं है। इस वजह से अपने कर्तव्य का पालन करते हुये, जितनी ज्यादा से ज्यादा सहूलियत और जितना ज्यादा से ज्यादा रेल का फैलाव मुल्क में हो सकता हो, वह करना निहायत जरूरी है और उसकी तरफ रेल मंत्रालय को जरूर ध्यान देवे रहना चाहिये।

[श्री शिवानन्द रमौल]

मुझे अफसोस के साथ कहना पड़ता है कि मँदानी इलाकों में जहाँ रेलें मौजूद हैं वहाँ ज्यादा ध्यान दिया जा रहा है, डबल लाइन करने के लिये, लिक्स देने के लिये और दूसरी सहुलियतें देने के लिये। लेकिन जो पिछड़े हुये इलाके हैं, उत्तर के पहाड़ी इलाके हैं, जिनकी तरफ अभी तक न रेल मंत्रालय की और न केन्द्रीय सरकार की कोई तबज्जह हो रही है, उनकी तरफ आप तबज्जह दें और उन इलाकों में भी रेल को बढ़ाने का इंतजाम करें। मैं खास तौर से यूनियन टेरिटरीज मनीपुर, त्रिपुरा और हिमाचल प्रदेश की तरफ तबज्जह दिलाना चाहता हूँ जो कि बार्डर स्टेट्स हैं। हिमाचल प्रदेश में बदकिस्मती से सिर्फ एक लाइन कालका से शिमला जाती है और दूसरी पठानकोट से जोगिंदर नगर जाती है। ये दोनों लाइनें अंग्रेजों के जमाने में बनी थीं। शिमला चूंकि एक हिल स्टेशन है इसलिये वहाँ तक आने जाने के लिये अंग्रेजों ने वह लाइन बनाई थी और जोगिंदर नगर में हाइड्रोलेक्टिक स्टेशन है, इसलिये वहाँ तक रेलवे लाइन बनाई गई थी। लेकिन १४, १५ साल आजाद होने के बाद भी रेल विभाग या केन्द्र सरकार ने इस तरफ कोई ध्यान नहीं दिया कि पहाड़ी इलाके हैं उनमें भी रेलवे लाइनें बनाई जायें। बावजूद इसके कि वे बार्डर स्टेट्स हैं, उनकी तरफ अभी तक ऐसी कोई तबज्जह नहीं हुई है कि उनको कोई रेलवे लिंक दिये जायें ताकि डिफेंस के मामले में गवर्नमेंट को भी सहुलियत मिले और वहाँ के लोगों को भी फायदा हो सके। आजकल इंडस्ट्रियलाइजेशन में और एग्री-कल्चर के उत्पादन में लोग बहुत हिम्मत से काम कर रहे हैं और उनके लिये इसकी जरूरत है कि उनके सामान की निकासी के लिये ज्यादा से ज्यादा और सस्ते से सस्ते यातायात के साधन पैदा किये जायें। इसलिये मैं यह अर्ज करूँगा कि यूनियन टेरिटरीज की तरफ खास ध्यान केन्द्रीय सरकार और रेल मंत्रालय दे और ज्यादा से ज्यादा इंडीपेंडेंट में, चाहे वह मीटर

गेज हो, स्माल गेज हो या नैरो गेज हो, उसको वहाँ तक पहुंचाने की शीघ्र कोशिश करे। ब्राड गेज को तो पहाड़ी इलाकों में ले जाना नामुमकिन सा ही है। तो मैं यह सुझाव दूँगा कि शिमला तक आजकल जो लाइन है उसको ध्योग तक ले जाया जाय। डिफेंस के मतलब के लिये भी वह बहुत लाभदायक होगी और वहाँ जो आलु तथा सेब का बहुत बड़ा उत्पादन होता है उसके भेजने में भी वहाँ के लोगों को सहुलियत मिलेगी। ससता यातायात का साधन होने की वजह से जो गरीब जमींदार इन चीजों को पैदा करते हैं, उनको कुछ ज्यादा लाभ होगा। इसके अलावा उन इलाकों में खनिज पदार्थ, जड़ी बूटियां भी बहुत कुछ है और फारेस्ट की प्रोड्यूस, लकड़ी आदि भी बहुत कुछ है। यूनियन टेरिटरीज की सहायता करने के लिये केन्द्रीय सरकार अन्य डेवलपमेंट के कार्यों में काफी पैसा दे रही है लेकिन चूंकि ये टेरिटरीज स्पून फीडिंग पर अधिक समय तक रहना नहीं चाहती हैं और अपने पांवों पर खड़ा होना चाहती हैं इसलिये उनकी आमदनी बढ़ाने के जो स्थायी साधन हैं, उनकी तरफ ध्यान देने की अत्यन्त जरूरत है और उसको बढ़ावा देने के लिये जहाँ तक मुमकिन हो सके वहाँ तक रेलों का पहुंचाना निहायत आवश्यक है।

3 P.M.

शिमला से शाम को चार बजे से पहले तमाम दिन कोई ट्रेन नहीं चलती इसलिये लोगों का यह मुतालबा है और मेरा भी यह सुझाव है कि एक पैसेंजर ट्रेन सुबह शिमला से कालका को चलाई जाय और वह ट्रेन कालका से जो सुबह चलती है उसको देर से चला कर ऐसा किया जाय कि वह शिमला से जो मुसाफिर आयें, उन्हें ले कर अम्बाला तक जाये। इस किस्म की एक एडीशनल ट्रेन की उस लाइन पर जरूरत है।

एलेक्ट्रिकेशन और डिजलाइजेशन के बारे में स्कीम का जिक्र हुआ है और उसकी तरफ तबज्जह दी जा रही है। शिमला में कुछ दिनों पहले डिजेल ट्रेन चलनी शुरू हुई

थी लेकिन कुछ दिन उसे चलाने के बाद न जाने क्यों उसे बन्द कर दिया गया है, तो मैं प्रार्थना करूंगा कि डिजेल ट्रेन सर्विस जैसी पहले शुरू हुई थी उसमें अगर कोई खास बाधा न हो, कोई खास टेक्निकल स्कावट न हो, वैसे ही वहां पर चलानी बहुत आवश्यक है क्योंकि वहां आपकी ट्रेनों की रफ्तार कम है और कोयले की गाड़ियां चलने से वहां जो धुंआ होता है, उससे मुसाफिरों को काफी तंगी होती है।

इसके अलावा हिमाचल प्रदेश में इंडस्ट्रियलाइजेशन में काफी तरक्की होने की सम्भावना है और हो रही है। वहां पर बहुत उद्योग सेंटर कायम हो रहे हैं। डिस्ट्रिक्ट सरमूर में प्वायंट में इंडस्ट्रियलाइजेशन के लिये काफी आगे कदम बढ़ रहा है, उस इलाके में जिप्सम बगैरह की खानें हैं और एक सीमेंट फैक्ट्री लगाने का भी आयोजन हो रहा है। अतः जगाधरी से प्वायंट तक एक रेलवे लाइन निहायत जरूरी है। फिर वहां डिफेंस के लिये एक राजवन-रोहड़ रोड भी जा रही है, इसलिये वहां तक एक रेलवे लाइन मिलाई जाय तो डिफेंस कार्य के लिये भी सहायता मिलेगी और डेवलपमेंट के कामों में भी बहुत सहायता मिलेगी और लोगों को सहूलियत होगी।

इसी तरह से एक दूसरा इंडस्ट्रियल सेंटर कालका के नजदीक बरोटीवाला एक जगह है, जहां पर काफी इंडस्ट्रीज लगाई जा रही है और उम्मीद है कि जो चार साल के अन्दर वहां इंडस्ट्री का इतना उत्पादन हो जायेगा कि रेलवे की जरूरत पड़ेगी तो चन्डीगढ़ से बरोटीवाला तक—जो मेरा खयाल है कि शायद ७ या ८ मील के फासले पर होगा, इससे ज्यादा नहीं होगा—एक रेलवे लाइन हो जाय तो उससे बहुत सहूलियत लोगों को मिलेगी। वहां टिम्बर का भी मार्केट है। इंडस्ट्री का बहुत काम चलने वाला है, इसलिये रेलवे लाइन की सहूलियत अवश्य मिलनी चाहिये। मैं निवेदन करूंगा

कि रेलवे विभाग इस तरफ तवज्जह दे और वहां के लोगों की तरक्की के लिये, डिफेंस को भी मद्देनजर रखते हुए ज्यादा से ज्यादा जितनी रेलवे की सहूलियत दे सके वह दे। मैं यह नहीं कहता कि दूसरी जगह डबल लाइन न कीजिये लेकिन यह कहता हूं कि इन पिछड़ी जगहों को आप नजरअंदाज न कीजिये। यहां सहूलियत देना तमाम मुल्क के इंटरेस्ट में होगा, डिफेंस कार्यों के हित में तथा यूनियन टेरिटरीज के हित में होगा। आज केन्द्रीय सरकार यूनियन टेरिटरीज के डवलपमेंट के लिये काफी पैसा खर्च कर रही है लेकिन यूनियन टेरिटरीज का उज्जवल भविष्य इसी में है कि उनको इस किस्म के साधन दिये जायें, जिससे कि उनकी स्थायी आमदनी का जरिया हो सके। वहां पर इंडस्ट्री तभी कामयाब हो सकती है, फलों का उत्पादन तभी हो सकता है जब कि उनके लिये यातायात के साधन उपलब्ध हों, जब कि सस्ते से सस्ते और जल्दी से जल्दी आने जाने के लिये साधन उनके लिये पैदा किये जायें और तभी ये जो पहाड़ी इलाके हैं, बार्डर पर रहने वाले हैं, वे आत्मनिर्भर हो सकते हैं और इनकी आर्थिक स्थिति ठीक हो सकती है जब उनको तरक्की के स्थायी साधन दिये जायें। बार्डर पर रहने वालों लोगों के लिये यह जरूरी है कि उनकी आर्थिक स्थिति बहुत अच्छी हो, उसके लिये सरकार प्रयत्न कर रही है। लेकिन यह जो अस्थायी किस्म का प्रयत्न है कि महज आर्थिक सहायता जिससे बुनियादी काम न हो सके उससे खास कुछ प्रगति नहीं होगी बल्कि उनके लिये ऐसे साधन पैदा करने चाहिये कि उनकी आमदनी का स्थायी जरिया हो, उनकी परमानेंट फुटिंग हो क्योंकि यह प्रदेश केन्द्रीय सरकार पर हमेशा के लिये निर्भर नहीं रहना चाहता बल्कि ५, ७, १० साल के अन्दर अपनी रेवेन्यू के साधन इतने मजबूत करना चाहता है कि अपने पांव पर खड़ा हो सके और आइंदा के लिये केन्द्रीय सरकार पर भार न रहे।

[श्री शिवादनन्द रमौल]

इन शब्दों के साथ मैं आशा करूंगा कि शिमला से थ्योग तक रेल ले जाने के लिये सहूलियत दी जायगी। शिमला स्टेशन पर १२ लाख मन के करीब आलू आता है लेकिन शिमला स्टेशन इतना कंजस्टेड है कि महीनों तक वहां आनुओं की बोरियों के थक के थक २०, २० या २५, २५ कतारों में खड़े रहते हैं जिससे कि आलू डैमेज भी होता है और करणन का एक साधन भी बनता है। अब अगर थ्योग तक लाइन चली जाय तो फिर वहां जगह काफी है और यह तमाम सहूलियतें मिल जायें। मैं आशा करूंगा कि लाइन देने के दो चार सुझाव जो मैंने दिये हैं उन पर रेलवे मंत्रालय ध्यान देगा और भीघ्र से शीघ्र कोशिश करेगा कि वहां पर ये लाइनें दी जायें।

श्री रमेशचन्द्र शंकरराव खांडेकर (मध्य प्रदेश) : उपाध्यक्ष महोदय, यह जो रेलवे का विनियोग बिल आज हमारे सामने प्रस्तुत है उस पर कई बातें ऐसी हैं जिन पर विस्तृत चर्चा की जा सकती है लेकिन न तो इतना समय है और न मैं उन सब बातों पर अपने विचार प्रकट करना चाहता हूं, कुछ थोड़ी ही मर्दे, आइटम्स, ऐसी हैं जिन पर मैं अपने विचार आपके सामने रखूंगा। इसके पहले मैं दो तीन बातों का चिक्र करना चाहता हूं जिसके ऊपर रेलवे मंत्रालय सोचे और अगर हो सके तो जवाब देने का कष्ट करें।

सबसे पहली बात मैं यह निवेदन करना चाहता हूं कि हर साल कई सभासद इस प्रकार की चर्चा में भाग लेते हैं और कई प्रकार के सुझाव देते हैं और मंत्री महोदय अपने उत्तर के भाषण में उनमें से कुछ बातों का उत्तर देते हैं और बाकी बातों के बारे में वह कहते हैं कि माननीय सदस्यों ने जो सुझाव रखे

हैं उनके ऊपर पूर्ण रूप से विचार किया जायगा लेकिन उसके बाद माननीय सदस्यों को कुछ पता नहीं लगता है कि जो सुझाव दिया गया था उस पर क्या हुआ, उनका सुझाव मानने लायक था या नहीं, कितना माना गया और कितना कब माना जायगा आदि। तो मैं चाहूंगा कि अगर इस प्रकार का एक स्टेटमेंट इस तरह की हर चर्चा होने के पहले हमारे सम्मुख प्रस्तुत कर दिया जाया करे तो ज्यादा अच्छा होगा ताकि हम अपने भाषणों में वही बात फिर रिपीट नहीं करें।

दूसरा प्रश्न मैं एक अपील के तौर पर रेलवे मंत्रालय के सामने लाना चाहता हूं और वह यह है कि अब काफी अर्सा हो गया है रेलवे कर्मचारियों की पिछली हड़ताल को हुए—उसमें बहुत से लोग निकाले गये थे, मालूम नहीं है कि अब उनकी संख्या कितनी है, बहुत से नौकरी में वापस लिये गये लेकिन अभी भी बहुत से बाकी हैं तो उनको अगर फिर से नौकरी पर वापस लिया जाय तो ज्यादा अच्छा होगा। उनके प्रति रेलवे मंत्रालय सहानुभूतिपूर्वक विचार करेगा कि ऐसी मैं आशा करता हूं। इसके साथ साथ सुप्रीम कोर्ट ने जो नियम रद्द कर दिया है उसके अन्तर्गत बहुत से कर्मचारी सुप्रीम कोर्ट के निर्णय के पहले निकाले गये थे उसके बारे में प्रश्नोत्तर काल में इस सदन में काफी चर्चा हुई थी और रेलवे मंत्रालय ने कहा था कि रेलवे मंत्रालय विधि मंत्रालय से इस बारे में परामर्श कर रहा है, तो उस वक्त काफी सदस्यों ने पूछा था और आज मैं भी पूछना चाहता हूं कि इस प्रश्न को विधि मंत्रालय को सौंपने की क्या बात है? डेमो-क्रेसी में, जनतंत्र में रूल आफ ला को सुप्रीम माना जाता है, उसको रोकपेक्ट करना चाहिये और जब सुप्रीम कोर्ट का निर्णय हो गया है तो उन सब कर्मचारियों को अविलम्ब नौकरी में लेना चाहिये।

एक और बात रेलवे मंत्रालय से निवेदन करना चाहता हूँ और वह यह है कि गत दो वर्षों से मैं ही नहीं बल्कि कई सदस्य बार-बार चिट्ठियाँ रेलवे मंत्री जी को लिखते हैं एक अच्छी बात है इस मंत्रालय में या केन्द्रीय शासन में कि मंत्री लोग कम से कम एकनालेज कर लेते हैं मगर जवाब नहीं देते हैं। लिख देते हैं कि मंत्री महोदय के विचारार्थ श्रीमान का पत्र है। मैंने पिछले वर्ष भी यह प्रश्न उठाया था लेकिन उसके बाद कोई नतीजा नहीं हुआ। जब वे कहते हैं कि मंत्री महोदय के विचारार्थ अमुक प्रकरण है तो बाद में उसके बारे में क्या हुआ इसकी कोई जानकारी नहीं मिलती है। हम जनता के प्रतिनिधि हैं, जनता से हमारा सम्पर्क होता है और बहुत बार हमको गलत सूचना, गलत जानकारी मिलती है इसलिये हम चाहेंगे कि शासन से जो भी सूचना अथवा जानकारी हमको मिले वह सत्य हो ताकि हम आयदा के लिये सतर्क हो जायें। लेकिन करीब करीब पन्द्रह, बीस, पच्चीस पत्र मैं रेलवे मंत्री जी को लिख चुका हूँगा और हर वक्त यह लिख कर आया कि आपका पत्र मिला धीरे मंत्री जी के विचाराधीन है। लेकिन अभी तक किसी भी प्रकरण में विचार समाप्त नहीं हुआ। इसलिये मैं चाहूँगा कि हम अगर कोई बात रेलवे मंत्री के पास लिख कर भेजते हैं तो उस पर अन्तिम निर्णय क्या हुआ, उस पर क्या जानकारी प्राप्त हुई उसको हमें सूचित करने का कष्ट करें तो ज्यादा अच्छा होगा।

उपसभाध्यक्ष जी, इतना कहने के बाद मैं विनियोग बिल के बारे में कुछ अपने विचार प्रकट करना चाहता हूँ। यह विनियोग बिल आने के पहले जो मंत्री महोदय का सुझाव था फ्रेट बढ़ाने के लिये, उसके लिये काफी सदस्यों ने विरोध प्रकट किया था और मैं भी अपना विरोध प्रकट करता हूँ। मंत्री जी ने अपने जवाब में कहा था कि यह तो मारजिनल एडजस्टमेंट्स हैं और दो परसेंट इन्क्रीज यह काफी बड़ा

बोझा नहीं है। लेकिन आप जानते हैं कि हर चीज की कीमत बढ़ती जा रही है और हमारा व्यापारी वर्ग सरकार से कोआपरेट नहीं करता है, उनको कुछ न कुछ बहाना मिल जाता है ताकि कीमतें बढ़ाई जायें और बैकवर्ड इकानामी में जहाँ शार्टेज होती है उसमें इस प्रकार का कोई भी काम जिससे चीजों का भाव बढ़े, यह अच्छी बात नहीं है। इसलिये चाहे यह दो ही परसेंट का इन्क्रीज क्यों न हो लेकिन वह और जगह इन्फ्लेट करता है और दूसरी वस्तुओं के भावों को एक्सलरेट है करता है और हर चीज में दाम बढ़ने लगते हैं। इसके बाद भी, इतने दाम बढ़ने के बाद भी, केन्द्रीय सरकार ने डीयरनेस एलाउन्स बढ़ाने की जो बात की है उसकी भी अगर देखा जाय और हिसाब लगाया जाय तो १०० १०० आने का एक्चुयल फायदा सरकारी कर्मचारी को होता है जिसमें से करीब २५ परसेंट कीमतें वैसे ही बढ़ गई हैं तो इस प्रकार फ्रेट्स बढ़ाने से कोई फायदा नहीं है और मैं चाहूँगा कि सरकार इस पर विचार करे।

अभी पाटिल साहब ने एक बात कही थी जिसका मैं समर्थन नहीं करता। उन्होंने कहा कि जो रेलवे कर्मचारी हैं उनको काफी पैसा मिलता है और बाकी जो जनता है, बहुसंख्यक जनता है उसको ७ आने भी नहीं मिलता। लोहिया जी के शब्दों में वह ३ आना है और उनके शब्दों में सात आना। हमारा उद्देश्य हर गरीब को पेट भर खाना, कपड़ा, रहने के लिये मकान, ये जो बेसिक नेसेसिटीज हैं, देना है, जो कि हमने समाजवाद का एक लक्ष्य कायम किया है। उनका कहना था कि जो १८०० ६० उनकी साल की तनख्वाह होती है वह काफी है, वे उसको बढ़ाना नहीं चाहते क्योंकि बहुत से लोगों को ७ आने भी नहीं मिलते हैं। इसलिये उनका कहना कि अब रेलवेज के कर्मचारियों को और ज्यादा देने की आवश्यकता नहीं है, यह बात गलत है। मैं इस पक्ष में नहीं हूँ कि

[श्री रमेशचन्द्र शंकरराव खांडेकर]

जिनको ७ आने मिलते हैं उनको ७ आने ही मिलें। मैं चाहता हूँ कि जिनको ७ आने मिलते हैं उनको ७ २० मिलने की कोशिश करनी चाहिये और जो सबसिस्टेम्स लेबल है उस लेबल तक तो कम से कम हर एक आदमी को लाने की कोशिश होनी चाहिये। रेलवे का मंत्रालय एक नेशनलाइज्ड इन्डस्ट्री है, मानोपोलाइज्ड इन्डस्ट्री है, सरकारी कारखाना है और इस दृष्टि से इसको एक तरह से आदर्श रूप देना चाहिये। उसके कर्मचारियों को सबसिस्टेम्स वेज लेबल मिलना चाहिये, इसमें दो राय नहीं हो सकती। हमें पीछे को नहीं जाना चाहिये हमें आगे ही बढ़ना जरूरी है।

रेलवे मंत्री महोदय ने अपने भाषण में बहुत सा लिटरेचर हमारे सामने रखा था जिसमें रेलवे के परफार्मेंस के बारे में अच्छे स्टेटिस्टिक्स, आंकड़े दिये गये थे, जो कि बड़े इम्प्रैसिव्ह हैं, इसमें शक नहीं। मगर उनकी ओर मेजर फेलिगज हैं वे भी उतनी ही हैं। मेजर फेलिगज में एक सबसे बड़ी फेलिग जो मैं समझता हूँ वह है ओवर-क्राउडिंग। मैं यह नहीं कड़वा कि खाली थर्ड क्लास में ओवरक्राउडिंग है, वहां तो ओवरक्राउडिंग कल्पना के बाहर है लेकिन फर्स्ट क्लास और सेकेंड क्लास में भी उतना ही है। अगर मंत्री महोदय 'इन कागनीटो' जाकर देखें कि थर्ड क्लास में क्या हालत है तो उनको मालूम हो जायेगा। यह दूसरी बात है कि अगर रेलवे वालों को मालूम हो जायेगा कि मंत्री महोदय आ रहे हैं तो थर्ड क्लास भी खाली हो जायेगा। मगर यह बात बिल्कुल सही है कि सारे थर्ड क्लास के ट्रेनों में, विशेषकर बड़ी बड़ी लाइनों में, प्रवास करना बहुत मुश्किल हो गया है। मैं समझता हूँ कि मंत्री महोदय वहां चलकर देखें तो उनके लिये वहां थर्ड क्लास के डिब्बों में घुसना भी मुश्किल हो जायेगा। उसके अन्दर २४ घण्टे प्रवास करना, खाना खाना और पानी पीना असम्भव सी बात

है। रेलवे से हमको सबसे ज्यादा आमदनी होती है और रेलवे एक नेशनल इंडस्ट्री है, मोनोपोलिस्टिक इन्डस्ट्री है और इस इन्डस्ट्री को किसी ओर के साथ कंपिटिशन नहीं है और इतना पैसा होने के बाद भी अगर हमारा रेलवे विभाग ओवरक्राउडिंग को रोक नहीं सकता है तो हम और कुछ भी काम नहीं कर सकते हैं। इस नतीजे पर हमको आना पड़ेगा। इतना बड़ा रेलवे का उद्योग होते हुए भी ओवरक्राउडिंग पन्द्रह सालों से बढ़ती चली आ रही है। मैं हमेशा आता जाता हूँ और शनिवार और इतवार को थर्ड क्लास में बहुत ही ज्यादा ओवरक्राउडिंग हो जाती है, जिसका कोई इलाज नहीं होता है। हां, यह बात सही है कि फर्स्ट क्लास वालों के लिये रात के लिए रिजरवेशन हो जाता है।

मेरे खयाल में उपमंत्री महोदय ने जब रेलवे बजट के समय इन्टरव्यू किया था तब कुछ स्टेटिस्टिक्स दिये थे। लेकिन ये आंकड़े आदमी को भुलावे में डाल देते हैं। उन्होंने कहा कि १६ से १३ परसेन्ट ओवर-क्राउडिंग कम हो गई है। स्टेटिस्टिक्स के अनुसार अगर एक आदमी की इतकम एक लाख है और दूसरे की दो हजार है तो एवरेज ५१,००० हो जाता है, ऐसा स्टेटिस्टिक्स से साबित किया जा सकता है। इसी तरह के फिगर्स मंत्री महोदय के सामने भी प्रस्तुत किये जाते होंगे। ब्रांच लाइनों पर कोई नहीं जाता होगा और वहां कम ओवरक्राउडिंग होती होगी और जहां ओवरक्राउडिंग होती है वहां के फिगर्स को एक साथ मिलाकर एवरेज निकाल लिया और कह दिया कि ओवर-क्राउडिंग कम हो गई। तो मेरा मुझाब है कि इस ओवरक्राउडिंग को कम करने के लिये एक्सप्रेस ट्रेन्स रन करनी चाहिये, बड़े बड़े स्टेशन्स को लिंक करने वाली ट्रेन्स ज्यादा रखनी चाहिये। आप कहते हैं कि लाइन कैपेसिटी "सैचुरेशन प्वाइन्ट" पर पहुंच गई है। इसके बारे में मैं नहीं कहता क्योंकि वह तो

एक टेक्निकल बात है। लेकिन यह समस्या केवल एक दो बोर्गी लगा देने से या खाली एक या दो ट्रेन बढ़ाने से नहीं हल हो सकती है। इसके लिये रेगुलर प्लानिंग होनी चाहिये। लेकिन कहना पड़ता है कि प्लानिंग के वक्त इस तरह कोई ध्यान नहीं दिया जाता है कि ओवरक्राउडिंग को कैसे कम किया जाय जिस प्रकार हमारी पापुलेशन बढ़ती जा रही है, डेवलपमेंट बढ़ता जा रहा है, उसी के अनुसार परमिट्स निकालकर हमको एक परस्पेक्टिव प्लानिंग जिसको कहते हैं वह करना चाहिये। हम ज्यादा ट्रेन्स चलाएँ, ज्यादा लाइन्स बनाएँ और ओवरक्राउडिंग की समस्या को हम जल्दी खत्म कर सकें इसके लिये कोशिश होनी चाहिये।

दूसरी बात है लेट रनिंग आफ ट्रेन्स। कहा गया है कि डेवलपमेंट बहुत हुआ है। लेकिन जैसा मैंने कहा कि यहां भी स्टेटिस्टिक्स का हरेफरे है एक जगह ट्रेन पंचवत्ती पहुँचती है लेकिन बीच के स्टेशनों में देरी से पहुँचती है। मेरा डेढ़ साल का अनुभव है कि खालियर जैसे स्टेशन में भी गाड़ों कम से कम दस पन्द्रह मिनट लेट आती होंगी। अभी एक माननीय सदस्य ने इन्क्वायरी आफिस के बारे में चर्चा की थी। मैंने भी एक कम्प्लेंट की थी और वह अखबारों में भी आया था। बाद में कहा गया कि वहां काफी सुधार हो गया है। तो इन्क्वायरी वाले भी शल्ल बतते हैं। बड़ी बड़ी लाइनों में पैसेन्जर ट्रेन्स भी लेट चलती हैं, घंटे दो घंटे लेट आती है। तो इसकी तरफ ध्यान देने की जरूरत है। रेलवे मंत्रालय देश में नई लाइनें बना रहा है, इससे मुझे बड़ी खुशी हुई। हम सब लोग चाहते हैं कि देश में ज्यादा से ज्यादा नई रेलवे लाइनें बनें लेकिन पहले हमें डिफेंस के मामले में ध्यान देना चाहिये। इसके बाद हमें टूड और इन्डस्ट्री को ध्यान में रखकर नई रेलवे लाइनें बनानी चाहिये और उन क्षेत्रों को डेवलप करना चाहिये जिनका ट्रेड और इन्डस्ट्री से संबंध है इसके बाद नतीजा की मांग पर विचार

करना चाहिये कि वह क्या चाहती है और उसकी मांगों को ध्यान में रखकर हमें विचार करके नई रेल की लाइनें बनाना चाहिये।

अब मैं एंडीशनल ट्रेनों के बढ़ाये जाने के संबंध में एक दो शब्द कहना चाहता हूँ। दिल्ली से मद्रास तक एक नई रेल गाड़ी चलाने की घोषणा की गई है और इसको सुनकर हम सब लोगों को प्रसन्नता हुई। अगर इसी तरह से और लाइनों पर भी एंडीशनल ट्रेनें चलाई जाती तो किसी को कोई आपत्ति नहीं होती। लेकिन जब हम देखते हैं १०, १५ सालों के बाद भी सेंट्रल रेलवे में दिल्ली से बम्बई तक जो पहले रेल चलती थी वही अब भी चल रही है तो कुछ निराशा होती है। अभी तक इस लाइन में कोई नई रेल चलाने की घोषणा नहीं की गई। यह बात समझ में नहीं आती कि रेलवे विभाग का ध्यान इस लाइन की ओर क्यों नहीं जाता है? इस लाइन में नई गाड़ी चलाने के बारे में इस क्षेत्र के लोगों ने कई बार रेलवे मंत्रालय को लिखा, जॉनल कमेटी को लिखा और अखबारों में भी इसका बारे में मांग की गई कि दिल्ली से भुसावल के बीच भीड़ भाड़ कम करने के लिए कोई नई गाड़ी चलाई जानी चाहिये लेकिन इस ओर कोई ध्यान नहीं दिया जाता है। इस लाइन की ओर क्यों नहीं ध्यान दिया जाता है, यह बात समझ में नहीं आती है क्योंकि इस लाइन में बाबा आदम के जमाने से वही पुरानी गाड़ियां चल रही हैं। मैं चाहता हूँ कि इस लाइन में भी एक दो गाड़ियां अवश्य बढ़ाई जानी चाहिये।

अब मैं रेलवे का जो वूडन एडमिनिस्ट्रेशन है उसके बारे में एक दो शब्द कहना चाहूंगा। रेलवे एडमिनिस्ट्रेशन में लोग अपने को सुपर बास समझते हैं और एक प्रकार से वूडन ब्यूरोक्रेसी जो पुराने जमाने में हमारे देश में थी वही अब भी चली आ रही है। रेलवे अधिकारियों का व्यवहार जनता के साथ नरमी का नहीं होता है और उनका जो व्यवहार होता है वह आफोन्सिव और गुस्सा से भरा होता है। मैं इस चीज के कई उदाहरण आपके सामने रख

[श्री रमेशचन्द्र शंकरराव खांडेकर]

सकता हूँ लेकिन मैं यहाँ पर एक छोटा सा उषाहरण आपके सामने रखना चाहता हूँ।

मेरी एक महिला मित्र जिनके साथ इस तरह का व्यवहार हुआ था उसका जिक्र मैं आपके सामने करना चाहता हूँ। अभी माननीय श्रीमती सीता परमानन्द जी ने अपने भाषण में कहा कि महिला यात्री अगर वे तीसरे दर्जे का टिकट लिये हों तो भी वे सैकन्ड और फर्स्टक्लास के वेटिंग रूम का प्रयोग कर सकती हैं। मैं नहीं समझता कि इस तरह की बात है और इस बारे में मैं दो शब्द आपके सामने कहना चाहता हूँ। मेरी महिला मित्र जो दिल्ली से मुरैना पठानकोट एक्सप्रेस में जा रही थी। उसका मैं आपके सामने जिक्र करना चाहता हूँ। मैंने उनका रिजर्वेशन पार्लियामेंट हाउस से करवाया था। वे मध्य प्रदेश सरकार की एक सरकारी कर्मचारी हैं और दौरे में जा रही थीं। मैं जब स्टेशन में गया तो उनके रिजर्वेशन के बारे में पूछा और बहुत देर तक मुझे बतलाया गया कि यहाँ पर नहीं, उधर है, दू टायर में नहीं, थो टायर में उनकी सीट है और वह भी दरवाजे के पास थी। उस गाड़ी में न बिजली का पता था और न पंखे का ही पता था और जितने भी लोग उस डिब्बे में थे वे सब उन्हीं के वर्ष के पास हवा खाने के लिए आते थे। जब स्टेशन में इस बारे में कम्प्लेंट की गई तो कहा गया कि अब गाड़ी चलने को है इसलिए कोई बिजली का काम नहीं होगा और आगे देखा जायेगा। इस तरह से गाड़ी चल पड़ी जिसमें न रोशनी थी और न पंखा ही था। जब गाड़ी रात को मुरैना स्टेशन पर करीब दो बजे पहुँची तो वे महिला यात्री वेटिंग रूम में गई क्योंकि उन्हें डाक बंगले में जाना था जो कि स्टेशन से करीब दो मील की दूरी पर था और रात के समय वहाँ नहीं जा सकती थी। इस पर स्टेशन मास्टर ने कहा कि तुम्हारे पास तीसरे दर्जे का टिकट है इसलिए तुम फर्स्ट क्लास के वेटिंग रूम में नहीं ठहर सकती हो। इस तरह से उस महिला यात्री को रात

भर स्टेशन में ही गुजारनी पड़ी और बाद में यह देखा गया कि उस वेटिंग रूम में स्टेशन मास्टर का कोई पहिचान का आदमी सो रहा था। इस प्रकार से स्टेशन मास्टर वेटिंग रूम का दुरुपयोग करते हैं। मैंने एरिया सुपु० से इसके बारे में शिकायत की तो उन्होंने कहा कि तुम लिखकर दे दो ताकि उस स्टेशन मास्टर को सजा मिल सके, मगर मैंने ऐसा नहीं किया।

इस तरह की दूसरी घटना का जिक्र मैं आपके सामने करना चाहता हूँ। हमारे एक साथी मेम्बर लखनऊ से झांसी जा रहे थे और उन्होंने अपने लिए सीट रिजर्व करवा ली थी। जब वे स्टेशन पर पहुँचे तो गाड़ से उन्होंने अपनी सीट के बारे में पूछा। गाड़ ने कहा कि मैं नहीं जानता हूँ। जब उन्होंने कहा कि मैं गाड़ी को नहीं चलने दूंगा और अपने बारे में बतलाया कि मैं एम० पी० हूँ तब जाकर गाड़ ने उसको सीट बतलाई और इस झगड़े में करीब १५ मिनट तक गाड़ी लेट हो गई। इस प्रकार का व्यवहार हमें हर स्टेशन में देखने को मिलता है। मैं प्रार्थना करता हूँ कि माननीय मंत्री जी इस स्थिति को और अवश्य ध्यान देंगे ताकि इसमें जल्दी से सुधार हो सके।

अब मैं एक दो शब्द कैजुअल लेबर की बारे में कहना चाहता हूँ। ये लोग रेलवे में कन्स्ट्रक्शन का काम करते हैं और हजारों के तादाद में काम करते हैं। इन लोगों को न मेडिकल की सुविधा मिलती है, न भूकान की सुविधा मिलती है और रेलवे वाले इनकी बातें नहीं सुनते हैं। हजारों की तादाद में ये लोग बाहर खुले में पड़े रहते हैं, छप्पर बना लेते हैं और वहाँ रहते हैं। ये लोग बरसात, जाड़े और गर्मी में काम करते हैं मगर उनका कोई खयाल नहीं किया जाता है। मैं माननीय मंत्री जी से प्रार्थना करूंगा कि उनकी हालत की ओर वे अवश्य ध्यान देंगे।

अब मैं कुछ शब्द पे-क्लाक्स के विषय में कहना चाहता हूँ। इन लोगों की तादाद करीब ८०० या १००० के करीब हैं और भिन्न भिन्न रेलवेज में इनकी हालत भिन्न भिन्न है और इन्हें लाखों रुपए तनख्वाह के रूप में बांटना होता है। ये लोग तनख्वाह बांटने के लिये या तो ट्राली में जाते हैं या तो रेल गाड़ी द्वारा जाते हैं। रेलगाड़ी में इनके साथ जो गाई होता है वह तो तीसरे दर्जे में बैठता है और ये खुद सैकंड क्लास में बैठते हैं जिससे गाई का होना न होना बराबर के समान हो जाता है। इन्होंने अपनी डिमांड रेलवे मंत्रालय को भेजी थी मगर उसके बारे में कोई सुनवाई नहीं हुई। मुझे आशा है कि माननीय रेलवे मंत्री जी उनकी ओर विशेष ध्यान देंगे। जो मैनेजर हैं, सुपरवाइस हैं, वे इन लोगों की छोटी छोटी बातों की तरफ ध्यान नहीं देते हैं, इसलिए उन्हें अपनी शिकायतों को दूर कराने के लिए रेलवे मंत्रालय को लिखना पड़ता है।

अन्त में, मैं मध्य प्रदेश के बारे में आप से कुछ निवेदन करना चाहूंगा। मध्य प्रदेश में नैरोगेज है और आप से प्रार्थना है कि आप उसे मीटरगेज या ब्राडगेज में परिवर्तन कर दें। खालियर से भिड़ तक जो नैरोगेज है आप उसको मीटरगेज या ब्राडगेज में परिवर्तन कर दें और इसी तरह से शिवपुर से सवाई माधोपुर तथा कोटा तक और फिर शिवपुरी से गुना तक की लाइन को मीटरगेज या ब्राडगेज में परिवर्तन कर दें। मध्य प्रदेश के बारे में वैसे बहुत चर्चा करनी थी लेकिन समय बहुत कम है और मैंने दो चार मिनट ज्यादा ही ले लिया है जिसके लिए मैं आपको धन्यवाद देना चाहता हूँ।

SHRI JO SEPH MATHEN
(Kerala): Mr. Vice-Chairman,
anyone who has studied the performance of the Indian Railways carefully during the past one year will have great satisfaction and appreciation for their achievements. It was only in the year 1962-63 that we

heard in this House and in the other and throughout the country too aB extreme type of criticism against the functioning of the Railways, their incapacity to move coal, foodstuffs and other essential things to various places. During the emergency period also we heard a lot of criticism levelled against the Railways but to our great surprise, Sir, we have seen during this one year, within this short span of time, how the Railways have overcome all those hurdles one by one and have now come to this House with a Budget and with the hope that their past performance would be properly appreciated by this House.

To my great surprise, Sir, I have seen how even Members of the Opposition, while discussing this Budget and the performance of the Railway in this House, have been extending congratulations and appreciation and good wishes. Sir, it is not that they have shown progress only in the operational line; they have shown much progress in the production side too. As we know, Sir, the engines and the coaches turned out of the factories have attracted the attention of the people in general of this country and in the place of steam locomotives, we are now having diesel and electric locomotives. All the engines and coaches turned out of the railway factories are definitely comparable to the best engines and coaches turned out in other well-advanced countries. Sir, all this goes to the credit of the railways who have really earned the congratulations and good wishes of the people of this country. I hope that the appreciation and encouragement extended to them will help them to show better progress and better performance in the years to come.

Sir, while giving my appreciation and extending my congratulations to the Railway Ministry, I think it is my responsibility to bring to their notice some of the demands of the people in general, especially of the people of the South. During the discussions we heard that because of the

[Shri Joseph Mathen.] existence of the metre gauge lines in the South, the performance there was not comparable to the other places having broad gauge lines. There are so many difficulties, operational difficulties, overhead charges and the limited capacity of the metre gauge lines create a lot of disadvantage to the regions in which these lines exist.

So, it has been the demand of all persons concerned that we should take immediate steps to convert these important lines in the South to broad gauge. Because of the existence of metre gauge lines we have found that even the establishment of industries and major projects was found impossible in this region because the bauling of heavy machinery, equipment and such other things for these projects was found impossible in this region. We had to shift the site of the projects to other areas where broad gauge is available. So, it is my request that early steps should be taken to survey the important metre gauge lines that are existing in the South and early steps should be taken to see that some of the important lines are converted into broad gauge.

Again, we have been hearing a number of demands from the people of the South. They want through trains running from Delhi to Cochin, from Delhi to Bangalore, from Delhi to Mangalore and such other places. All these years these demands were not properly conceded, but the other day we had the pleasure to hear the Railway Minister expressing his views about the running of through coaches to Cochin, Bangalore and Mangalore, if possible, from Delhi. This was a great relief to the people of the South and they were all expecting a lot from it. The other day we have seen a notification in the paper that from the 1st of April they are introducing a through coach to Bangalore. But I do not know whether it is an omission and if it is an omission I have nothing to say. The Minister had said he would give due importance to both the places. People have started saying so many things about the way in

which the through bogie has been introduced. It is natural for people to say that blood is thicker than water. Such criticism should be avoided. After all, Cochin is also an important place. We should consider the importance of these places. If it is to be delayed, delay it for both. After all, the 1st of April is not so important. The people of Kerala should also receive consideration and given a through bogie, this matter has to be re-examined and if at all we do it I think we should do it for both the places.

Again, there has been a persistent demand from the people of Bombay—people working in Bombay from Kerala and other Southern States—that there should be a through train, a daily Janata Express. Most of the people who are matriculates and graduates have gone out job-hunting, to find a living in Bombay. They have gone there thinking that at times they may have a chance to come to their home States. Often they find it extremely difficult to find accommodation in train, not even standing space. They cannot get into the Bombay-Cochin and Bombay-Madras trains. They have been asking for reserved third class compartments, sleeping berths, sleeping accommodation, etc. At least a daily Janata Express train from Bombay to Cochin has to be run at the earliest possible opportunity. I know that the matter has to be examined. Power difficulties, hauling difficulties, track difficulties, all these technical difficulties are there. It is the responsibility of the Ministry, which has overcome all the other hurdles, to see to it. If they are properly interested they can definitely solve the problem and you will find a train running from Bombay to Cochin.

There are one or two points. One is regarding the establishment of new lines. Before establishing new lines, I will give a suggestion that the line from Arakonam to Madras may be doubled so as to meet the demands of the heavy traffic. Again, it has been the persistent request of the people

of the erstwhile Travancore State, when that State was integrated, with Cochin, the major port of Alleppey, the industrial town of Travancore should be connected to Cochin. Alleppey is famous for the coir industry, for its trade in pepper, lublaer, cardamom and other produce. They want Alleppey to be connected with the port of Cochin and connected by a broad gauge, so that it could be extended up to Kayamkulam. From Kayamkulam the existing metre gauge should be converted into broad gauge up to Trivandrum. The new railway line from Trivandrum to Cape Comorin also should be broad gauge. This is with a particular intention, with a specific purpose to see that at a later stage we can have, what you may call, a 'Land's End Express' or Cape Comorin Express or Delhi-Cape Comorin Express. It should run from Delhi to Cape Comorin so that national integration, of which we are talking so much, is effected in the best way possible. Every day people from Delhi are travelling to Cape Comorin, up and down. That will be better than any other scheme that is chalked out by our administration to effect national integration.

With regard to catering, departmental catering has deteriorated in quality, service and in everything. I endorse the views of Mr. Pattabiraman and this matter should be enquired into. I do not want it to be immediately handed over to private caterers. The matter will have to be enquired into and sufficient measures will have to be taken to improve catering. If it is impossible, it should be given to private caterers under strict supervision.

Since, my time is limited I congratulate the Railway Minister once again.

SHRI RAMPRASANNA RAY (West Bengal): Mr. Vice-Chairman, I am thankful to you for allowing me to take part in this discussion. Since I spoke last year on the Railway Budget much water has flown and it is most encouraging that despite our difficul-

ties on many sectors the Railways' performance throughout the country was excellent.

Many of my demands, or rather demands of the people, whom I represent in this august House, have been fulfilled no doubt, but some remain to be fulfilled and I would very much like to draw the attention of my hon. friends, the Deputy Ministers of Railways, to them. I come from the northern part of West Bengal, which is concerned mainly with the Northeast Frontier and Eastern Railways. The way the N.F. Railway is developing is commendable. The broad gauge railway line to and from New Jalpaiguri will be thrown open to passenger traffic from the 1st April next and this will undoubtedly be an improvement in the movement of passenger traffic between Calcutta and north Bengal. Speedy construction of the Farakka Barrage, work on which has already been taken up in right earnest, and to complete which within the target date of 1969-70, no less a person than the hon. Irrigation Minister, Dr. K. L. Rao, himself, is very anxious, will further improve the journey and cut down its time to a remarkable extent and remind us about the journeys of old pre-partition days when such a journey between Calcutta and Siliguri was a matter of a few hours only.

Sir, I would like to congratulate the hon. Railway Minister and through him the Railway Board and the N.F. Railway administration for the progress that is being maintained to construct new railway lines, metre gauge and broad gauge, between North Lakhimpur and Murgong-Selek, and between New Jalpaiguri and Jogighopa, respectively. I am, however, sorry to mention that nothing has been done so far to give us the much awaited railway line to connect Balur-ghat-Hili, on the one hand, and Raiganj on the other, in West Dinajpur District, severely affected by partition, with the Khejuriah-Malda project, survey of which was completed long ago. Even if the metre gauge section

[Shri Ramprasanna Ray.]

between Barsoi and Radhikapur is converted into broad gauge, for which I spoke last year, the people of Rai-ganj will have the facility of travelling through in through coaches from Khejuriaghat and Siliguri and *Vice versa*. Last year I spoke for such converbianj of the Siliguri-Haldibari Section also, and I am glad to hear that that proposal is coming through before the 1st April next as a result of which through bogies will be provided for Khejuriaghat-Jalpaiguri-Haldi-bari Section. Sir, we appreciate the problems of the railway administration during the emergency, still we hope that the aforesaid railway projects in the district of West Dinajpur will be given a token start now and completed during the Fourth Plan period. Time has also come to consider whether we should extend our railway lines to NEFA, Manipur, Tripura, and Jammu and Kashmir on account of the urgent situation on our borders.

Sir, I would now like to put some of the problems relating to Calcutta. I am sorry to state that there has been no progress regarding the finalisation of Circular Railway in Calcutta. There had been several meetings between the representatives of the State Government of West Bengal and the Ministry of Railways but no fruitful purpose was served. Calcutta is overburdened with problems and these are not of the people of West Bengal alone; these are national problems. As is known, Sir, Calcutta's road transport system has already reached saturation point and unless something else is done there is no way out. I would therefore request the Railway Minister in all earnestness to issue necessary orders for an engineering survey by the Railways of the proposed project and to take up the work as early as possible so that we may have a Circular Railway around Calcutta without further delay.

Sir, when I am speaking about Calcutta, may I draw the hon. Minister's attention to a sentimental aspect of a problem? It is most unfortunate that

the name of Calcutta does not figure in the railway map of India. I may, therefore propose that Sealdah Station be renamed as "Calcutta Central". This has also been demanded by the Passengers' Association of West Bengal and they have moved the State Government to recommend this change.

In the absence of adequate bus terminal facilities at Sealdah not only the railway passengers but also a huge section of citizens of Eastern Calcutta are inconvenienced daily. The remodelling of Sealdah approach roads and crossings brooks no further delay. May I suggest that the railway authorities in co-operation with the State Government should take steps to get the nearby Civil Court shifted to have necessary space for the remodelling of the station approaches?

Sir, the capacity of wagon ferry at Farakka-Khejuria is being doubled soon. This will certainly need improvement in path capacity of the sections leading to and from this ferry point. If a bridge over Bhagirathi at Azimganj is constructed to connect the Ranaghat-Lalgola Section of the Eastern Railway, this section could be utilised for far greater goods traffic. This link will open not only an alternative route to Farakka but at the same time will be an alternative route to the coalfield areas via Azimganj, Nalhati and Sainthia, avoiding the Howrah-Burdwan Chord and loop lines which are congested to saturation point. This will help in the matter of speedy construction of the Farakka Barrage project and will be a route for steady supply of coal and ballast to Calcutta, 24-Parganas, Nadia and Murshidabad Districts. The cost including ancillary works may not exceed Rs. 1 crore.

Sir, I have already congratulated the Railway Ministry for the broad gauge passenger traffic that is being opened between Calcutta and New Jalpaiguri from the 1st of April next. To the great advantage of the people the present North Bengal Express!

train renamed as Darjeeling Mail will be diverted via Farakka obviating the \ present hazardous change at Barhar-wa. While this will be a fast day service between Sealdah and Farakka for North Bengal passengers, we shall be looking forward for another fast through night service between Farakka and Howrah or Sealdah. Recently, it was examined by the Eastern Railway authorities whether 348 Dn. reaching Howrah at 10.25 hrs. could be made to reach there earlier, but no satisfactory solution was found. Our demand is that the 347 Up should leave Howrah not earlier than 21 hours and 348 Dn. should reach Howrah not later than 8 (hours). As these trains will connect long distance passengers to and from New Jalpaiguri by 115 Up and 114 Dn. trains of N.F. Railway, we hope this public demand of North Bengal will soon be met.

The name "New Jalpaiguri" of the present broad gauge terminus station situated near Siliguri Junction has become anomalous and is most confusing. The present New Jalpaiguri is situated about 24 miles away from Jalpaiguri. For all practical purposes it should be renamed as New Siliguri station, more so when another New Jalpaiguri station is coming up under the broad gauge extension scheme near Jalpaiguri station. In response to my request to the hon. Chief Minister of West Bengal for the State Government's concurrence to change the name, I have very recently received a copy of the State Government's communication to the General Manager, N.F. Railway, giving him their consent to the proposal. I would request the hon. Deputy Ministers to kindly see that this change in name is effected from the 1st of April next when the new Darjeeling Mail will run to and from this station.

Sir, last year during the Budget discussion I spoke for a through fast train in continuation of 3 Up/4 Dn. Assam Mail between Barauni and New Delhi via Patna. This is a persistent demand of Members of Parliament

from Assam, North Bengal and a large portion of Bihar. I hope the hon. Minister for Railways will kindly concede to this request. Sir, at the same time I spoke that until such a train was introduced the Toofan Express should be accelerated, but unfortunately this has not been done. May I request the hon. Deputy Ministers to kindly examine what is the average running rate of this train between Tundla and New Delhi?

It is gratifying to note that the frequency of express trains on the path of Vestibule trains between New Delhi and Madras is going to be increased with effect from the 1st of April next. We hope that similarly 81 Up and 32 Dn. Deluxe trains between Howrah and New Delhi also will be made to run more frequently from an early date, if necessary without the air-conditioned third class chair cars to manufacture which foreign exchange is necessary.

Sir, we are grateful to the N.F. and Eastern Railway authorities for making all possible arrangements last year for clearing mango traffic from Malda which is the largest mango-growing district of West Bengal, and I am sure they will make still better arrangements next year.

SHRI A. M. TARIQ (Jammu and Kashmir). The hon. Member himself sent a *tokri* of mangoes to the Railway Minister. It never reached him. I would like to know what happened to those mangoes.

SHRI RAMPRASANNA RAY: Before I finish, I would like to add a few words for the N.F. Railway employees. The N.F. Railway employees are working on the border areas in difficult conditions where the price level of daily necessities is very high. I would therefore suggest that the whole of the N.F. Railway be treated as a "Defence of India unit" and its employees given at least 25 per cent of their basic salaries as special allowance. For their quarters at least Rs. 2 crores may kindly be allotted.

Thank you.

श्री पंडरीनाथ सीतारामजी पाटील (महाराष्ट्र) : उपसभाध्यक्ष महोदय, आप के सामने रेलवे का विनियोग विधेयक, १९६४, आया है उनके ऊपर मेरे विचार आपके सामने रखने के लिये मैं खड़ा हुआ हूँ। पिछले वर्ष से जनता के लिये जो कुछ रेलों की सुविधायें रेल मंत्रालय दे रहा है जिसका कि उल्लेख मंत्री महोदय ने अपने भाषण में किया हुआ है उसके लिये मैं उन्हें बड़ा धन्यवाद देता हूँ और अगले साल जनता को अधिक सुविधायें देने का उन्होंने इरादा किया है, उसके लिये जो योजनाएँ बना कर समा के सामने रखी हैं, उसके लिये भी मैं उन्हें धन्यवाद दूंगा।

मुझे समय बहुत ही कम है इसलिये मैं ज्यादा विवरण न देते हुए आपके द्वारा सरकार के सामने अपने प्रदेश के लिये कुछ सुझाव रखना चाहता हूँ। मैं जिस प्रदेश में रहता हूँ, महाराष्ट्र में, वहाँ रेल रास्ते कुछ कम हैं। आपको मालूम है कि महाराष्ट्र एक ऐसा प्रदेश है। जो कि तरक्की के रास्ते पर बड़ी तेजी से जा रहा है। मेरे कहने की आवश्यकता नहीं है कि विकास के लिये रेलवे की नितान्त आवश्यकता होती है। उस प्रदेश में रेलवे के रास्ते पूरे न होने के कारण से वहाँ पर विकास के कामों में बहुत बड़े अड़गे पैदा हो रहे हैं।

जहाँ तक देश में नये रेल रास्ते बनाने का सवाल है, मेरी राय में पहले महायुद्ध और दूसरे महायुद्ध के पहले जो योजनाएँ नई रेलवे लाइनें बनाने के बारे में सरकार ने हाथ में ली थीं उन योजनाओं को सरकार ने पहले पूरा करना चाहिये। इस दृष्टि से जब मैं देखता हूँ तो महाराष्ट्र प्रदेश बहुत पिछड़ा हुआ मालूम होता है। महायुद्ध बंद होते ही दूसरे प्रदेशों में युद्धपूर्व योजनाओं को बहुत सा पूरा किया है अपितु महाराष्ट्र में नहीं। ऐसी परिस्थितियों में युद्धपूर्व योजनाओं

के अनुसार महाराष्ट्र के वह नये रेल रास्ते का काम तुरन्त सरकार को हाथ में लेना चाहिये। वैसे ही महाराष्ट्र में खामगांव और अमरावती, ये दो बड़े शहर हैं जिनमें कपास का बहुत बड़ा व्यापार चलता है। भारतवर्ष में जितना भी कपास का व्यापार चलता है उसमें सबसे बड़े जो बाजार, मार्केट, माने जाते हैं वह खामगांव और अमरावती, ये दोनों माने जाते हैं। लेकिन ये दो शहर, ये दोनों व्यापार केन्द्र, जहाँ लाखों गांठें कपास की बांधी जाती हैं और वहाँ से बम्बई भेजी जाती हैं, ये रेलवे की मेन लाइन के ऊपर नहीं हैं और दोनों केन्द्र मेन लाइन से दस किलोमीटर के करीब के अन्तर पर हैं और उसके लिए दो छोटे छोटे रास्तों पर अलग अलग रेल गाड़ियाँ चलती हैं। इसलिये वहाँ का कपास बम्बई की मार्केट में जल्दी जा नहीं सकता। जाने में देरी होती है उसका परिणाम किसानों को करोड़ों रुपयों का नुक्सान होता है। तो वहाँ के लोगों की बहुत दिनों से यह मांग है कि ये दोनों शहर, ये दो केन्द्र, बड़ी लाइन के साथ, जोकि बम्बई से कलकत्ता जाती है, जोड़ दिये जायें। वहाँ से मेन लाइन चलाई जायें।

अब मैं मंत्री महोदय का ध्यान एक महत्वपूर्ण रेल रास्ता बनाने पर आकर्षित करना चाहता हूँ। पूर्व महाराष्ट्र में मराठवाडा और विदर्भ, ये कपास पैदा करने वाले सबसे बड़े हिस्से हैं। वे एक से एक जुड़े हुये हैं। वहाँ पर ६० साल पहले, खामगांव से लेकर जालना तक करीब १५० किलोमीटर लम्बी रेलवे लाइन बनाने की योजना सरकार ने बनाई थी। उसके बाद वहाँ सारा "अर्थवर्क" यानी मिट्टी का पूरा काम हो चुका था और उसी जमाने में जगह जगह मिट्टी तोड़कर रख दी थी वह मिट्टी के काम के अवशेष तथा मिट्टी की गंजियाँ आज भी पूरे रास्ते में पड़ी हुई हैं। लेकिन मालूम नहीं किस कारण से उस वक्त यह रास्ता बंद कर दिया।

कहते थे कि उसका कारण पहला विद्वद् युद्ध था। उसके बाद, १९३० में यह रेलवे लाइन फिर बनाने का काम सरकार ने हाथ में लिया। करोड़ों रुपये का सामान जालम्ब रेलवे स्टेशन पर खामगांव के पास आ पड़ा था, लाखों टन वह लोहा लाया गया था, जोकि रेल रास्ता बनाने के काम आने वाला था। इंजीनियर तथा रेल रास्ता बनाने वाले अनेक कर्मचारी वहां पर आये। लेकिन अचानक ही दूसरा महायुद्ध शुरू हो गया। दो चार साल तक वह सामान पड़ा रहा तथापि इमरजेंसी के कारण कर्मचारी पहले चले गये, पश्चात् सरकार वह सामान भी उठा कर ले गई। तब से अभी तक उस रास्ते की तरफ किसी का ध्यान गया नहीं है। इस इलाके में कपास की पैदावार बहुत ज्यादा होती है। लाखों गांठें कपास वहां पैदा होती तथा उस विभाग में जितना भी खेती का माल पैदा होता है वह बम्बई तक पहुंचाने के लिये इस विभाग में रेलवे की अत्यन्त आवश्यकता है। वैसे वहां की जनता की सरकार से अति आग्रह की मांग भी है। इसलिये मैं रेलवे मंत्री जी से प्रार्थना करूंगा कि खामगांव से ले कर जालना तक रेलवे रास्ता बनाने का जो ६० साल पहले से शासन का इरादा था, उसको पूरा करके दिखाएँ और यह काम जितनी भी जल्दी शुरू हो सकता हो करें।

इसके बाद मैं फिर एक और रेलवे लाइन की बात बोल देता हूँ। विदर्भ इलाके में दारव्हा से लेकर पुसद तक एक रेलवे चलती थी लेकिन दूसरा महायुद्ध जब शुरू हुआ तो लड़ाई के जमाने में कहीं दूसरी जगह पर रेलवे बनाने की आवश्यकता है, ऐसा समझ कर उसको तोड़ दिया गया और यह रेलवे लाइन उखाड़ कर ले जाई गई। इस बात को अभी २५ साल हो गये हैं और अब वह लाइन बनाने का काम हाथ में लिया जायगा इसका भी अन्दाजा हमें मालूम नहीं होता। तो

फट से बड़े रेलवे लाइन बाँटी जाय ऐसा मैं रेलवे मंत्री जी से निवेदन करता हूँ।

इसी महाराष्ट्र में पाचोरा से लेकर जामनेर तक एक रेलवे लाइन अभी चल रही है इसी लाइन को चिखली होते हुए इंगोली जंक्शन पर जोड़ दिया जाना चाहिये। अगर इंगोली को वैसे जोड़ दिया जाये तो महाराष्ट्र के जो तीन हिस्से कई सदियों से अलग अलग पड़े हैं, जो व्यापार में, एजुकेशन में, खेती में, उद्योग में, पिछड़े पड़े हुए हैं वे प्रदेश, यानी पुराना पूर्व महाराष्ट्र, मराठवाड़ा और विदर्भ, वह लाइन बनने से जुड़ जाने वाले हैं और ऐसा करने से उनकी तरक्की जरूर होगी। इसके साथ, साथ बम्बई से लेकर कल्याण तक जो रेलगाड़ी चलती है उसके बीच में दीवा स्टेशन से ऊरण तक एक रेलवे बन रही है—जिसका काम अभी चल रहा है और मैंने सुना है कि महीने दो महीने के अन्दर इस रेलवे का उद्घाटन होने वाला है और वह गाड़ी चलने वाली है—तो मैं मंत्री महोदय का ध्यान इस तरफ आकर्षित करूंगा कि सिर्फ ऊरण तक यह रेलवे चलने से काम नहीं चलेगा इसलिये उसे कोंकण में, यानी रत्नागिरी और सावंतवाडी से लेकर गोवा तक जोड़ देना चाहिये, क्योंकि रत्नागिरी एक ऐसा जिला है जिसकी जनसंख्या २२ लाख है और वहां के लोग किसी हालत में अपने जिले के बाहर बरसात के दिनों में नहीं जा सकते। उनका लिये साल भर सिर्फ दो ही मार्ग हैं। पहला समुद्र से एक रास्ता है जिससे वे बम्बई आ सकते हैं लेकिन बरसात के दिनों में समुद्र में जहाज चलते नहीं क्योंकि हवा का रुख ठीक नहीं रहता और दूसरा मार्ग मोटर का है, लेकिन वहां २०० ई. च तक वर्षा होती है उस कारण से बरसात के चार महीने उस जिले में जगह जगह पर मोटर और बसेज के रास्ते भी बेकाम हो जाते हैं, लगातार बसेज नहीं चल पाती। उसके परिणाम स्वरूप उस जिले की २२ लाख की जनसंख्या बरसात के दिनों में बंदी की

[श्री पंडरी नाथ सीतारामजी पाटील]

तरह, जिले में बन्द, रहती है। इसलिये मेरा सुझाव है कि उस इलाके में ऊरण के बाद रत्नागिरी और सावंतवाडी के आगे गोवा तक रेलवे लाइन बननी चाहिये। वैसे ही, अभी सरकार का इरादा है कि पूना से मीरज तक मीटर गेज की जगह ब्राड गेज हो, तो मैं सूचित करता हूँ कि यह बनने वाली ब्राड गेज लाइन मीरज से आगे कोल्हापुर तक जोड़ दी जानी चाहिये क्योंकि उस विभाग में कोल्हापुर एक सबसे बड़ा शहर भी है और एक बड़ा व्यापारिक केन्द्र भी है।

ये कुछ सुझाव मैंने मंत्री महोदय के सामने रखे हैं। अब मैं एक छोटी सी बात कहूँगा। वह यह है कि सब बड़े बड़े रास्तों पर रेलवे मंत्रालय ने कुछ ज्यादा गाड़ियाँ चलाने की बात सोची है। लेकिन बम्बई से कलकत्ता जाने वाला जो बड़ा रास्ता है उसके ऊपर सिर्फ दिन भर में दो गाड़ियाँ हैं, और कोई ज्यादा गाड़ी नहीं है, यानी हिन्दुस्तान के दो सबसे बड़े शहर हैं, एक तरफ बम्बई और दूसरी तरफ कलकत्ता। इन दोनों शहरों में इस वक्त प्रति दिन बम्बई-कलकत्ता मेल, बम्बई-हावड़ा एक्सप्रेस, ये दो गाड़ियाँ चलती हैं उसके साथ साथ बम्बई हावड़ा या बम्बई-कलकत्ता जो भी नाम रखियेगा, तीसरी गाड़ी एक जनता एक्सप्रेस चलनी चाहिए ताकि जनता को बड़ी सुविधा हो। नहीं तो आज ऐसा होता है कि तमाम "सेन्जर्स डिब्बों" में ठूँसे जाते हैं कई पैसेन्जर्स को जगह नहीं मिलती और उनको दो दो दिन अपने स्टेशन पर पड़ा रहना पड़ता है।

उपसभाध्यक्ष महोदय, अन्त में रेलवे मंत्रालय से मेरा नम्र निवेदन है कि हमारे देश को शीघ्र से शीघ्र तरक्की करनी है और उस हेतु हमने पंचवर्षीय योजनाएं चालू कर रखी हैं और उसके साथ साथ चीन ने हमारे देश पर फौजी हमला किया है उसका मुकाबला करने के लिये जितनी भी हमारे देश को

जल्द है उनको पूरा करने में हमें कामयाब होना है इसलिये हमारे देश के अन्दर रेलवे का बड़ा महत्व है। इसलिए हमारे शासन को रेलवे की क्षमता भी बढ़ानी चाहिए और देश में नये रेल रास्तों का निर्माण भी द्रुत गति से करना चाहिये। इतना कहकर मैं आपने जो मुझे बोलने के लिये इतना समय दिया उसके लिये आभार प्रकट करता हूँ।

SHRI K. S. RAMASWAMY (Madras); Sir, while participating in the discussion on the Appropriation (Railways) Bill, 1964, I would like to congratulate the Ministry of Railways for their achievements, for their excellent record of work during the last year and for presenting a Budget, full of promises for development, amenities and all that. The Railways can really be proud of their public sector undertakings like Chittaranjan and I.C.F. They have not only produced excellent locomotives and carriages, but the cost also has been reduced considerably.

Sir, the Railway Ministry will appreciate the suggestion for converting narrow gauge and metre gauge into broad gauge. The cost will be enormous and the time taken will also be great, but they have to begin it somewhere, and I suggest that the new lines that they take up should be constructed on broad gauge. Take for instance the Salem-Bangalore line. Work has just started and they can convert it into broad gauge at a small cost. Also if they convert this metre gauge line between Bangalore and Guntakkal there will be a broad gauge line straight from Bombay to Cochin through Salem. So that should be done.

4 P.M.

Secondly, I think there should be a broad gauge line from Pathankot to Tuticorin and Rameswaram. The Trichy to Tuticorin line should be con-

verted into broad gauge. So many people in the extreme North travel to Rameswaram and other holy places in the South and they find it difficult to travel by the narrow-gauge, and with the development of the Tuticorin port I think the broad-gauge line will serve this hinterland better.

I want to make another suggestion for a new line; the Satyamangalam-Chamrajnagar line should be taken up. It is forty miles or fifty miles, or so, and if the link is made, then there will be a direct link from Delhi to Cochin, and the three or four States—Madras, Kerala, Mysore and Andhra—all will be inter-connected. I think all the State Governments support this line and I hope it will be taken up soon.

I would also suggest a new line in the South, between Salem and Coimbatore; that is, from Salem it can go through Gopichettipalayam and Satyamangalam to Mettupalayam and from Mettupalayam it can go to the Nilgiris. There are a large number of industries coming up on that line, and if this is taken up, it will certainly create an industrial belt. Sir, as the time is short I want to make: one or two points only.

Erode Junction is on the boundary of two districts and one HI Class bogie is attached to the Cochin Express. People find it difficult and even people from Salem come to that station to catch the train—they find it difficult to get accommodation. So a mixed bogie should be attached to the Cochin Express* and another mixed bogie should be attached to the Blue Mountain Express. That will solve the problem to some extent.

With this I conclude my speech. Thank you very much.

SHRI SUDHIR GHOSH (West Bengal); Mr. Vice-Chairman, I wish to speak for less than five minutes and I am doing so to record my em-

phatic protest against a decision—I think a very unfortunate decision—which the railway officials are about to take in one corner of my home State of West Bengal in the district of Purulia with regard to a small link of sixteen miles of railway between Purulia and Kotsilla on the Purulia-Ranchi section of the South-Eastern Railway. I am doing so, Mr. Vice-Chairman, because I have been inundated with shoals of letters and telegrams during the last few days from the people of that area, who are affected by this unfortunate decision, and urge me to take this matter up in Parliament and with the Railway Minister. I have handed over to my good friend, Mr. H. C. Dasappa, some of these representations, and I am mentioning this briefly here because I have again got a lengthy letter from the President of the Purulia District Congress Committee, who has written to me and pointed out to me that, in my capacity as Chairman of the Purulia District Development Board, it is my business to try and bring this matter to the notice of the railway officials as sharply as possible.

The direct railway link between Calcutta and Purulia was a broad gauge line and from Purulia to Ranchi it was a narrow gauge railway existing since 1908. In recent years, as part of the country's general development, which is welcome, a broad gauge line has been built from Chandrapura in the coal-fields to Ranchi over this Purulia-Ranchi narrow-gauge railway and from Ranchi I expect it will go right down to Rourkela. Now, this Purulia-Ranchi section, almost the whole of it, is today converted into a broad gauge railway leaving out a little gap of sixteen miles between the town of Purulia and a little place called Kotsilla, where the broad gauge line from Chandrapura meets this line, this little 16-mile narrow gauge line between Kotsilla and Purulia, and for the benefit of the local passengers they have been running a little narrow gauge railway train twice a day or so, or something like that. Now the argu-

[Shri Sudhir Ghosh.] ment of the railway officials is that this 16-mile railway is making no profit and therefore should be dismantled. I think this is an invalid argument. Why should a little section of 16 miles earn any profit? It is for the Railways to make profits as an overall job. Now, in that little place of Kotsilla there is a project to build a big industry, a cement plant, and if it is not connected with the district headquarters of Purulia, the industry will be affected, the development of the district will be affected and, in addition, the travelling public there, they will have no other means of travelling from Purulia to this interior of the district. The only reason why I am mentioning this is to point out to the railway officials that the logical thing would be to fill this gap of 16 miles also with a broad gauge line. It does not cost a lot of money, because the highway is there, the stones are there, the sleepers are there, the narrow gauge line is there, and all you have to do is to get some second-hand broad gauge rails and place them on both the sides of this narrow gauge line and thus convert these 16 miles of narrow gauge into broad gauge, and it should not cost them a very great deal of money.

Apart from other reasons, even for strategic reasons they may have to take a train suddenly from Ranchi to Calcutta because of the emergency in the North-East Frontier, and it may not be possible for them to take it through the other alternative route. For a variety of reasons and particularly in view of the very strong resentment that the local people feel about dismantling a public utility service, which they have enjoyed since the year 1908, I would urge them to take note of these sentiments and feelings of the people and not ride roughshod over them.

While we congratulate the Railways for their general overall performance and the very fine jobs they have done throughout India, we would advise them to be responsive to these little

problems, which may be local, which may be small in size, but we should respect the sentiments and the feelings of the people in such matters.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Are you anxious, Dr. Sapru, to speak?

SHRI P. N. SAPRU (Uttar Pradesh) : Yes, Sir.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : All right, but after three minutes I will call the Minister.

SHRI P. N. SAPRU: Mr. Vice-Chairman, I would like to draw the attention of the House to the fact that there are four Railway Service Commissions located at four different centres. Now these four Service Commissions recruit staff for class HI and class IV services and the volume of work that they have to do is given ; on page 51 of the Railway Board report.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAHNAWAZ KHAN) : We recruit only for class III.

SHRI P. N. SAPRU: Yes. Now these Commissions have no statutory basis. My suggestion is that they should have a statutory basis.

My further suggestion is that these Commissions should also be invested with powers of advising on disciplinary matters, powers such as the Union Public Service Commission or the State Public Service Commissions enjoy. That is about all that I desire to say.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Railway Minister.

SHRI DAHYABHAI V. PATEL: Like the Indian Railways Ministers are always late.

SHRI S. V. RAMASWAMY: Obviously, there is a good deal of chain-pulling.

Mr. Vice-Chairman, Sir, I listened With respectful attention to the speeches made by the hon. Members today and on the previous day. It is gratifying to note that almost all the hon. Members who participated in the debate have appreciated the work of the Railways and had good words to say. I am sure these good wishes and good remarks passed by the hon. Members will be a matter of encouragement to the 12 lakhs of men who are intimately connected with the working of the Railways.

Sir, while the appraisal has been uniform, the views expressed by the hon. Members on the various topics were not uniform. For instance, Prof. Ruthanaswamy asked, "Why pay 5.75 per cent, to the General Revenues? Keep back something to improve the passenger amenities." Just now we heard another hon. Member, Mr. Patil, say, "Why are you working on a profit of only 6.2 per cent.? The minimum should be a return of 10 per cent." The other day, hon. Shri Babubhai Chinai said, "Why did you raise the freight rates? Go on increasing the passenger fares." Other Members said, "You may increase the railway freight but can you not give some concessions in the railway fares?" Now, Mr. Patil here would say, "Look at the third class passengers. How they stand and go. It is a gruelling test. Abolish all first class and air conditioned compartments. Have only third class." Many hon. Members on the other side said, "Have more De luxe trains. Air conditioned compartments are good." So, Sir, I could multiply the conflicting views expressed from the different sides of the House. But in this conflict of views, what is it that we should do and what is it that we can accept, suggest that would be beneficial to the people, to the Railways and for the administration as a whole?

Sir, Mr. Patil was very vehement. He made out a very forceful case on behalf of the third class passengers. He forcefully pleaded for the reduction of the salaries of Members of the

ay Board. He said, "Look at What is their pay? Compare it to the incomes derived by people in the agricultural sector." Though in so many words he did not say that, but he said. "The railway men were being pampered", and more particularly he pointed out the Members of the Railway Board and other higher officials. He said that there have been no economies. In urging this point he said that we should associate with the Railway Board a non-official member. I could not follow the logic, the link between the two. Providing more amenities for the third class passengers, improving the comfort, improving the amenities for the users, etc. is one thing. How this will be achieved by the association of a non-official member with the Railway Board I could not quite follow. Anyway.

SHRI SONUSING DHANSING PATIL: On a point of personal explanation. I want that the Railway Board be constituted of officials as well as non-officials, so that they could formulate a policy which would be in the interest of the third class passengers.

SHRI S. V. RAMASWAMY: Sir, I would respectfully submit that this idea of associating non-officials with the Board is not new. In the report of the Enquiry Committee of 1947 itself—the Kunzru Committee—this was suggested. A documentary study of the Railway Board, tracing its genesis, composition, etc., was prepared by the Lok Sabha Secretariat in 1957. It is explained therein how the recommendation of the Railway Enquiry Committee, 1947—otherwise called the Kunzru Committee—for a controlling authority for the Railways, composed of non-officials—that part of the scheme which in effect my esteemed friend, Shri Patil, has been just now urging—was considered and ruled out by the Estimates Committee.

Now, Sir, may I ask in all humility, who is the Minister and who are the Deputy Ministers? Are they officials

[Shri S. V. Ramaswamy.]

or non-officials? We are, first of all, Members of Parliament, elected representatives of the people. The Ministership comes later. We have also got executive authority. What more can be gained by associating somebody who is not a Minister who, as I submitted, is a non-official? What exactly Shri Patil has got in mind is not very clear. That is why I asked about the function of these non-officials and whether it will be an executive authority or will it be only advisory. If it is only an advisory assistance that is sought, then there are so many forums for giving advice, not one, two, three or four but so many, at different levels. For instance in Parliament itself we have got a Standing Committee of Members of Parliament. They meet often. I think there is a directive that we meet twice at least in the Session, when we discuss matters with the Members of the Board; the Minister sits in that Committee. Hon. Members put forward their different points of view. Notes are taken.

SHRI SONUSING DHANSING PATIL: I did not say that they are drawing fabulous salaries.

SHRI S. V. RAMASWAMY: You are at liberty to mention that also. Simply because a non-official will be appointed, will it change the policy? It is a far cry. The mere fact that a non-official will be appointed on the Board, will it change the policy on appointments and all that?

Then, there are the consultative committees of the Members of Parliament for each of the eight zones. During Parliament Sessions these Committees meet at least twice in a year. Members come and represent this, that and the other. They give us their requirements. Then at the zonal level there are consultative committees. At the divisional, district level there are consultative committees. There is the National Railway Users' Consultative Committee on which 18 Members of Parliament are represented. Then

there are representatives of industries, agriculture and various special interests, in all about 50 to 54 hon. Members. They meet twice a year. Then there are the Catering Committee, Bookstall Committee, Time Table Committee and so on. So there are innumerable committees wherein non-officials are associated, to give us the benefit of their individual as well as collective wisdom, so that we can shape our policies in the light of the criticisms that they make, in the light of the suggestions that they put forward, so that all reasonable requirements, the needs of the people, the travelling public—the customers who use the Railways—may be met. Now, with all these facilities provided, it passes one's comprehension how the appointment of one—I do not know how many the hon. Member had in mind—non-official as a Member of the Board^{m am} advisory capacity would help matters. I am sorry the case lacks substance.

SHRI SONUSING DHANSING PATIL: Representing different interests, agriculture, industry, etc.

SHRI S. V. RAMASWAMY: My friend, Mr. Patil, has been urging often the interests of agriculturists. I have my sympathies too with them because agriculturists are the backbone of the nation and the agricultural economy is the basis of our economy. There are Members representing special interests like agriculture. For instance, my friend himself comes from Bhusa-val. It is a banana growing area. The economy of that particular area depends on bananas. Does my friend know how many telegrams are received from that area or on its behalf by me and my colleague here as well as the Members of the Board with regard to the allotment of wagons? Is there any hesitation in meeting just demands? None at all. A telegram is received or telephonic or wireless message is received and immediately wagons are provided to see that the perishable commodities are moved. What more is necessary? How does

the membership on the Board help? It is the execution of the thing which matters, the needs of the people are of greater importance than matters of policy which will certainly also be dealt with by the Ministers. During Budget debates there are discussions and they are not limited to local matters. Policies are also discussed. Operational efficiency, finance, building up of co-operation of all the interests that are concerned—everything is discussed. Over and above all this every five years there is a Convention Committee which goes into the whole question of railway finances and decides upon certain policies. Thus there are so many ways by which the opinion of the general public who are not mere officials can be obtained and the benefit of it can be availed of by the Ministry. Therefore, I do not see that there is any real case for associating any non-official member in the Board. The Board now consists of technical men, men eminent in their own fields. There is a Member (Staff), a Member (Mechanical), a Member (Engineering), a Member (Transportation).

SHRI RAMPRASANNA RAY: Member (Finance).

SHRI S. V. RAMASWAMY: Member (Finance) is there but he does not belong to the Railway Ministry only.

SHRI RAMPRASANNA RAY: But he is an *ex-officio* Member.

SHRI S. V. RAMASWAMY: But he does not belong to the Railway cadre. He comes from the Finance Ministry generally. He is an auditor so to say, a person having control or guidance in the matter of Railway finance on behalf of the Finance Minister also. This is the position. The Railway Board Members are technical men, each in his own specialised subject and they collectively think over and decide upon the matters of day-to-day administration. Should there be any important policy matter, of course, the policy is laid down by the Minister, and the Board have to carry it out. The Minister concerned also cannot do what he likes; he acts according to the wishes of the

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Parliament and the Members of the Parliament who represent their views and of the people.

Reference has been made to the fact that there has been a large expenditure in the Railway Board on higher officials. I would like to submit that this is not correct. A reference to the Book of Demands will show, under Demand No. 1, that the aggregate cost on account of pay of officers is consistently less every year than the aggregate cost on account of pay of establishment. The Budget Estimate for 1964-65 on account of pay of gazetted staff is Rs. 27.67 lakhs, against Rs. 33.01 lakhs for non-gazetted staff. It is also significant that the gross expenditure under Demand No. 1, that is, on account of the Railway Board, which was Rs. 108.48 lakhs in 1962-63 is expected to be only Rs. 107.70 lakhs in the current year, according to the Revised Estimate, and Rs. 109.50 lakhs in the Budget Estimates for 1964-65. The increased dearness allowance rates recently sanctioned are reflected in the small increase in the expenditure estimates of 1964-65. The total number of gazetted officers in the Railway Board has remained stationary at the figure of 201 in the last three years. It will be appreciated that, in a total Railway Revenue Working Expenses Budget of Rs. 517 crores for 1964-65, an expenditure of only Rs. 1.10 crores approximately on the top executive-cum-Ministry is very small. It is also necessary to compare the cost of the Railway Board's establishment of Rs. 1.10 crores with the total cost, in 1962-63, of all staff on Indian Government Railways of Rs. 233.09 crores, of which gazetted staff accounted for only Rs. 6.10 crores.

Far from being top-heavy, the top management is being run with a relatively small expenditure, which has been kept down in spite of the additional activities that have developed on this top executive on account of the emergency. About one crore out of Rs. 517 crores is 1/517. That is the expenditure on the Railway Board.

[Shri S. V. Ramaswamy.]

Also I might point out that it is not merely at the Board level but at the Zone level also the figures are very illuminating. Staff costs account for nearly 60 per cent, of the total working expenses of the Railways and it has been possible to keep down increases in staff strictly to what is required for the increased quantum of traffic year to year. The following figures may be of interest to the House: The number of open line staff on zonal railways per million train kilometres was 3,422 in the year 1946-47. I need not bother the House with the figures from year to year. I will only say that, in 1962-63, it came down to 2,883 after progressive reduction. These statistics reflect also the effect of introduction of incentive schemes in Railway workshops which have led to a large increase in production—nearly 40 per cent—with practically no increase in workshop staff strength in the last few years.

One other point I would like to mention in connection with the expenditure on staff. From what my friend Shri Patil said, it looked as if the railway staff were drawing fabulous sums. Let me analyse the position. Actually, out of a total number of railway employees of 12,12,045 only 5,311 belong to Class I and Class II gazetted ranks. Class III accounts for 4,88,765 and Class IV number 7,17,969. So in a vast organisation like this, spread throughout the length and breadth of India, Class I and Class II employees come to only 5,311 and even the small increase in cadres during the past two or three years has been caused by the necessity of having large construction works and the new lines which have been taken up and the steady increase in traffic. Now, let us take the cost factor. Out of Rs. 233 crores paid as salaries and other expenditure on staff, what is the proportion of the cost of the Class I and Class II employees? Class IV take away Rs. 91 crores, Class III Rs. 135 crores, and Class I and Class II employees, who are supposed to carry

away the bulk—the fabulous salaries that my hon. friend alluded to . . .

SHRI SONUSING DHANSING PATIL: I have not used the word "fabulous".

SHRI S. V. RAMASWAMY: I took the sense because actually my hon. friend compared the incomes of the agriculturists and those of the railway employees and he referred to imbalance and so on. Of course there should be no imbalance, and there should not be certain sectors which are not paid as well as others. There should be parity of course as far as possible. But it would be wrong to contend that the salaries of railway employees are very high, that the income taken away by Class I and Class II employees is very high. Actually the cost is only Rs. 6.1 crores out of a total of Rs. 233 crores.

SHRI BAIRAGI DWIBEDI (Orissa): What is the percentage of the employees of these categories?

SHRI S. V. RAMASWAMY: I have given separate figures, and also the total. It can easily be worked out: the percentage can easily be worked out.

SHRI BAIRAGI DWIBEDI: The percentage of the employees of Class IV I want,

SHRI S. V. RAMASWAMY: Out of a total of 12 lakhs, as many as 7 lakhs belong to Class IV, that means it is 7 out of 12. And Class III number 4,88,765 or roughly 5 lakhs. The position is that about 99.5 per cent, is accounted for by Class III and Class IV employees. A small percentage, less than even 5 per cent, is accounted for by Class I and Class II employees. So, I would respectfully submit that the Railways are managing their finances very well and husbanding their resources in a careful manner and there is no wastage on account of the cost of staff.

Now, I should like to answer a few other points that were raised during the debate. One hon. Member said

that departmental catering was bad, that it should be given up that catering should be handed over to private contractors. Let me give the House a few figures. The intention of introducing this departmental catering is well-known. At one stage it was all done by private contractors and there were enormous complaints. The Special Catering Committee was appointed. It went into the question and also prescribed certain menus and the modes of preparation and so on. In order to set up a comparable high standard for the private contractor to follow, this departmental catering was introduced. After all, it is not as if this departmental catering covers all sections of the Railways. At present departmental catering is done at 95 important stations and on 24 pairs of trains. 4,865 private contractors are providing catering and vending services at 2,458 stations and on 27 pairs of trains. We are constantly endeavouring to improve the services provided at these departmentally run catering units. It is not as if this departmental catering is bad everywhere. It is not so. Kindly come to Victoria Terminus. There the sales come to as much as Rs. 7,000 or Rs. 8,000 per day and sometimes during the races, the sales come to even Rs. 10,000. There it is very popular. There are certain other sections also like that where this departmental catering is being patronised. Even at Bombay Central station they have got sales of about Rs. 5,000. So it is not as if departmental catering is bad everywhere. I know my esteemed colleague Shri Shah Nawaz Khan has been worried about this aspect of service and he has been going round, shaking up the people, gingering them up. But human ingenuity is such that the people are finding ways and means of not doing the correct thing. Therefore, we have got to be continuously vigilant. My hon. friend Shri Patta-biraman says that departmental catering should be ended. It is a counsel of despair. We cannot end it till we have tried all possible measures for mending it. We are at it. We are try-

ing to mend it. We are constantly at it. But the House will appreciate the varying tastes and habits of passengers who travel on our Railways.

SHRI JOSEPH MATHEN: But we had the same taste when it was started on the Grand Trunk Express, some 4 or 5 years back. The same tastes remain with us, but the quality has gone down.

SHRI S. V. RAMASWAMY: We shall certainly take note. We are really worried about the whole matter. But with such varying tastes and habits of passengers, the House will appreciate that it is not easy to give satisfaction to everybody. Also, the rendering of satisfactory service, particularly in dining cars, is a matter of serious practical difficulty on account of restricted space available in such dining cars, both in the sitting portion and in the kitchens, *vis-a-vis* the great demand for meals from such dining cars. The third class passenger also now has the right to sit and have his meals there and the number of such passengers is much larger than the first and second class passengers. Of course, we are trying to effect improvements and we are designing a bigger type of dining car to enable better service to be rendered. We hope to put it into service shortly.

With regard to improvements in the passenger service. Shri Shah Nawa-Khan indicated what we propose to do in the direction of increase in the number of trains, extension of services, strengthening of the existing arrangements and so on. I need not travel over the whole ground again. I may mention, however, that in addition to 125 broad gauge two-tier coaches already completed in the current Plan, 75 partial three-tier coaches will be put into service in 1964-65; that is about broad gauge

DR. A SUBBA RAO (Kerala): What is this "partial three-tier each"?

SHRI S. V. RAMASWAMY: That is the sleeping-cum-sitting coach.

I am coming to another point. Similarly, in addition to 107 metre gauge sleeper coaches turned out already in the current Plan, we hope to get another 100 two-tier coaches in the coming year. Moreover, for the metre gauge we have designed 50 new type of metre gauge sleeper coaches. You may remember the criticism that the length of the berths was only 5 feet and so when sleeping the passenger's legs dangled over the end. That defect will not be there in these new coaches, where the berths will be longer. They will be 6 feet 2 inches long. There is the corridor and there is a single seat on one side in the existing design. In order to get over this difficulty, in the new 50 coaches, this single seat is dispensed with and the berths are longer and so I suppose it will suffice for the passengers and their legs will no longer dangle.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : For you much less would suffice.

SHRI S. V. RAMASWAMY: Instead of the old 5 feet, the sleeper upper berths will now be 6 feet 2 inches long. As regard the Janata Expresses it has been suggested by hon. Members that there should be more Janata Express trains run. The position is like this. The number of Deluxe trains which are run at present is only 6 each way per week as against 49 Janta Expresses each way on the broad gauge and 21 Janta Expresses each way on the metre gauge per week. The policy of the Government is to introduce these Janta Express trains on all the long-distance routes. This policy is being gradually implemented. But some of the routes on which Janata Expresses are not at present available, are running to saturation capacity, and it is not yet feasible to introduce Janata trains on these routes until such time requisite line capacity becomes available.

Works to increase line capacity, such as the electrification of Igatpuri-Bhusaval and Howrah-Khargpur sections, are in hand and when completed, it will be possible to introduce more Janata Expresses on some of the major trunk routes where they are not running at present. It has not been found possible to convert existing trains on these routes into Janata Expresses by eliminating upper class accommodation on such trains, as upper class traffic on these trains is too heavy to be cleared by the remaining train- on the sections. I hope, by and by, we will be able to meet the situation by introducing more and more of these sleeper coaches and also more and more integral coaches. I may mention that we have already taken in hand manufacture of some metre gauge integral coaches also. Hitherto we have had only broad gauge integral coaches. Now, for the metre gauge also we will have integral coaches which will be helpful in adding to the seating capacity.

SHRI RAMPRASANNA RAY: What about second class sleepers?

SHRI S. V. RAMASWAMY: I think my esteemed colleague Shri Shah Nawaz Khan has covered it, that was also introduced recently.

SHRI M. RUTHNASWAMY: (Madras) : What is an integral coach?

SHRI S. V. RAMASWAMY: These integral coaches are non-telescopic. Even in the event of an accident, the whole coach does not get crushed. It is bent. Only the end is crushed, not the body. The body and the under-frame take the entire load. So, even in case of an accident, the passengers will generally be safe because the impact is taken by the entire tubular structure of the coach shell. That was the purpose for which the manufacture of these integral coaches was started. The underframes are well-knit with the body.

There are one or two other points which I would like to deal. My hon.

friend, Shri Surjit Singh Atwal, referred to coal loading. These coal matters have been looked into. The coal owners 'have represented several times against shortage of the time allowed and we are examining these provisions. We have allowed some concessions. Formerly, we used to give five hours only for loading up to twenty wagons and ten hours when it is beyond twenty wagons. We have revised it now and we have introduced another slab in order to help the coal mine owners who come in between ten and twenty. This is new slab, Sir. From one to ten, five hours; from eleven to nineteen, seven hours and from twenty and over ten hours as usual. This will go a long way to help the coal mine owners to load with greater ease. Unloading time has been extended and a new slab has been introduced and for the slab eleven to nineteen, eight hours time has been given. This should satisfy the coal industry considerably.

Sir, the other point that we are thinking of is with regard to the loading of BOX wagons with reference to which also we have received some complaints. We have set up twenty-one weighbridges of varying capacity from ninety to two hundred tonnes so that there may not be any complaint with regard to loading. It has been estimated that for cent per cent weight of BOX wagons loaded with coal, it would be necessary for the Railways to install another twentyfour hundred tonne weighbridges, in the different coalfields. We have already placed orders for these weighbridges which will be installed as early as possible. This also will go a long way to help the collieries to load the correct weight and give no reasonable ground for complaint.

My hon. friend, Mr. Atwal, mentioned electrification. He said that there was a gap between Burdwan and Howrah. Sir, let me go into the history of this. Originally all these electrification schemes were started on the D.C. system. There was D.C.

in the Calcutta area, D.C. in the Bombay area and D.C. in the Madras area. Calcutta "Was having three thousand, and Bombay and Madras were having fifteen hundred volts D.C. That was the situation when owing to technological developments, it was found that A.C. 25 Kv. gave better performance. We waited for some time and studied the results in foreign countries and then the Ministry took the decision that thereafter the standard electrification should be 25 Kv. A.C. because of economy in current consumption, economy in the consumption of materials, sub-stations and so on. Once this decision has been taken, you cannot leave one gap between Burdwan and Howrah having the D.C. system. From Burdwan to Mughalsara and beyond, right up to Kanpur, it is going to be A.C. and you cannot have D.C. only between Burdwan and Howrah. How is it convenient? We have to have one set of locomotives there and another set to change over the engines "to another system of traction at Burdwan. There will be no continuity. Therefore, it is that we decided that this line should be converted so that from Kanpur down to Howrah and *vice versa* there may be one system of traction, namely 25 KV. A.C.

SHRI SURJIT SINGH ATWAL: My point is this: Why was it not possible to put between Howrah and Burdwan 25 Kv. A.C. instead of D.C. current? Why was not the A.C. system resorted to at that time? Why was no proper planning undertaken then?

SHRI S. V. RAMASWAMY: Sir, this was taken up some fifteen years ago when A.C. had not been proved even in other countries.

SHRI SURJIT SINGH ATWAL: No. Sir.

SHRI S. V. RAMASWAMY: I do not know the exact date but it is ten or fifteen years old now'. This 25 Kv. A.C. is a later development, all within five to seven years. We could not anticipate this. We had our own,

[Shri S. V. Ramaswamy.]

doubts whether A.C. or D.C. should be used. We studied the matter and then we came to the conclusion that 25 Kv. A.C. should be used. Similarly in Madras we have 1500 Volts D.C. between Madras Beach and Tambaram.

SHRI SURJIT SINGH ATWAL: It was done not fifteen years ago but only ten years ago and" ten years ago all the Western countries had A.C. Why was not that system adopted here?

SHRI S. V. RAMASWAMY: This A. C. system was perfected only comparatively recently and even the railways in other countries have not all changed over to A.C. yet, even though they are feeling that that is the thing to be adopted. Some of them also went in for D.C. even until seven or eight years ago. Till a thing is proved to be better we cannot put our foot into it and get into deep waters. It has been proved now and we are now changing over. That is the very reason why we are converting into A.C. the D.C. system from Egmore to Tambaram.

There are certain matters—I see Mr. Dahyabhai Patel is going away.

SHRI DAHYABHAI V. PATEL: I will come in a minute.

SHRI S. V. RAMASWAMY: My friend raised certain issues with regard to the Tarapore line. He said that certain sums had been given definitely for the purpose of laying the Tarapore line from Bhavnagar, the Railway Ministry has not done anything and that it is putting up all sorts of excuses. Sir, the fact of the matter is that certain funds were given by the ex-States to the Central Government at the time of merger for extension and development of the railway system within Saurashtra. It is true, but then he said that these sums were

not utilised there but elsewhere. The position is that the reserves taken over by the Government of India pertaining to the ex-Saurashtra State Railways as a result of Federal Financial Integration from 1st April 1950 amounted to Rs. 1.47 crores of which the portion that accrued from the ex-Bhavnagar State Railway was Rs. 74 lakhs. Against this sum of Rs. 1.47 crores, taken over from the ex-State Railways in Saurashtra an amount of Rs. 3.21 crores has been spent on various improvements within Saurashtra itself up to the end of 1956-57. It is, therefore, not correct to say that the funds which had been taken over from the Saurashtra Railways have been utilised elsewhere. My hon. friend mentioned about Jhund-Kandla.

SHRI DAHYABHAI V. PATEL: I did not say that the funds taken over from the ex-Saurashtra State Railways had been spent elsewhere. I said that the funds paid by the Baroda Maharaja's Government for connecting Bhavnagar has been utilised elsewhere which is immoral and wrong.

SHRI S. V. RAMASWAMY: Sir, I submit that the sum received was only Rs. 74 lakhs from the ex-Bhavnagar State and the estimated cost of this Bhavnagar-Tarapore line is Rs. 10 crores.

SHRI DAHYABHAI V. PATEL: But why did the Railways agree to it then?

SHRI S. V. RAMASWAMY: I do not know where and how a line can be laid, line costing Rs. 10 crores with Rs. 74 lakhs. Whatever it is, Sir, we are examining each case on merits.

SHRI DAHYABHAI V. PATEL: Are you getting anything from where you have laid new lines? Have you got something?

SHRI S. V. RAMASWAMY: We examined the matter. The return was very little and there was no financial justification for it.

Sir, my friend, Mr. Jethalal Joshi, and earlier Mr. Chavda and Mr. Patel and other Members hailing from Saurashtra and Gujarat mentioned about the Jhund-Kandla line. There seems to be difference even amongst the top ranking leaders of the Swatantra Party itself with regard to this. In the other House, one hon. Member who is a top leader of the Swatantra Party, appeared to be in favour of the line being extended up to Rajkot. My hon. friend, Mr. Dahyabhai Patel, says that it should be like this. Possibly the hon. Member who mentioned about Rajkot hails from Rajkot. Perhaps that was a local interest.

SHRI DAHYABHAI V. PATIL: Hailed into Parliament from Rajkot. He hails from Bombay.

SHRI S. V. RAMASWAMY: The point is that even the top leaders of the Swatantra Party themselves have difference of opinion. This shows that there is a case to be studied.

SHRI DAHYABHAI V. PATIL: The hon. Minister is just finding out a pretext to delay matters. Sir, this line was planned at the time when Kandla Port was planned and it should have been taken up straightway.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): That is true, Mr. Dahyabhai, but he is explaining his difficulties.

SHRI DAHYABHAI V. PATEL: He is taking shelter under the differences of other people which is no argument.

SHRI S. V. RAMASWAMY: Even amongst the top leaders of the Swatantra Party, there is difference of opinion. Is it not natural to expect that there may be difference, conflicting interests in other quarters also? It is, therefore, necessary, Sir, that we should bring an impartial mind to bear upon this, study this question, the pros and cons, take all the views of the hon. Members into consideration and then arrive at a just and proper decision.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The point is that they are very anxious that you should arrive at a decision as early as possible.

SHRI DAHYABHAI V. PATEL: It is ten years now.

SHRI S. V. RAMASWAMY: I assure the House, Sir, that it is the intention of the Railway Ministry to arrive at a decision as early as possible.

SHRI DAHYABHAI V. PATEL: After fifteen years, you are telling this. The work in connection with the Kandla Port was taken up fifteen years ago.

SHRI J. H. JOSHI: May I say a word? There is no dispute about the Kandla-Malia link. That is common between both alignments. I would request you to commence it from Kandla.

SHRI S. V. RAMASWAMY: My friend, Mr. Joshi, has thrown out a very good idea. His contention is, whether you choose this alignment or that alignment, what is common to both is the section between Kandla and Malia and you please start with that. That is a point which is worthy of consideration.

SHRI DAHYABHAI V. PATEL: He says it is worthy of consideration. He does not agree to that even.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Please go on.

SHRI S. V. RAMASWAMY: My friend from Kerala, Mr. Mathen, mentioned certain difficulties with regard to attaching a coach direct to Cochin. There was a question today and my esteemed colleague, Mr. Shah Nawaz Khan, mentioned the difficulties about that line. The real difficulty is there is accommodation for only one more coach and that has been given to Bangalore. That is not the real reason. This coach also could be attached instead of that. The real diffi-

[Shri S. V. Ramaswamy.] culty is beyond Madras. My friend suggested: Why not attach it to the Link Express? As a matter of fact, I studied the matter and I examined my officers also on this point: Why not attach it to the Link Express? It could be attached, but how to bring that coach back on the return journey? On the return journey there is a difficulty. There is no proper train by which it can be brought back.

SHRI JOSEPH MATHEN: The very same Link Express could bring back the coach.

SHRI S. V. RAMASWAMY: My friend knows that the Link Express reaches Madras Central at 19.30 hours. By that time the G.T. Express and the Southern Express would have all left. Will my friend remain there for another day? That is the difficulty. The solution for this is we are doubling that section from Jalarpet to Erode. As soon as that is over, it is proposed to introduce a train between Trichinopoly and Bangalore, taking away certain of the coaches which are now attached to the other mails and thus creating capacity in the Mangalore or Malabar Express to take on more. That I am afraid will take about six months' time or a little more. I would humbly request my friends from the South to kindly bear with us for a few more months. In the meantime we are making certain provisions. To give relief to through passengers from Delhi Junction and New Delhi to stations west of Poda-nur and Coimbatore, it is proposed to allot the following quotas by the Madras-Cochin Express and Madras-Mangalore Mail :—

Madras-Cochin Express to stations on the Shoranur-Cochin Harbour Terminus section (Shoranur excluded) 2 first class berths and 3 third class sleeper berths.

Madras-Mangalore Mail to stations on the Fodanur-Mangalore I

section—2 first class berths and 3 third class sleeper berths.

These quotas will be controlled by the Northern Railway. Fixation of quotas in the return direction is under examination. That will be done by the Southern Railway. Therefore, I humbly submit again to hon. Members from the South, who feel so upset over this, that they may kindly bear with us for a few months more, after which we shall certainly give the coaches.

SHRI JOSEPH MATHEN: What about Bombay to Cochin?

SHRI S. V. RAMASWAMY: With regard to that there has been a representation from Bombay. We have examined it. We were examining a proposal to provide an additional train between Jalarpet and Erode. It is that section which is difficult. It comes to Arkonam and it has got to be taken to Jalarpet and linked on and taken further South. That train will be coming, as I said, in about six months' time Or a little more. Even the feasibility of increasing the load on the GT Express is under examination. We are making experiments with engines to be run not merely on coal, but simultaneously with oil firing. This pushes up steam a little more and increases the capacity of the engine to haul more coaches. Our tests have proved to be successful. If that is so, it will be possible to add one or two more coaches. The through coach facilities between Bombay and Cochin, which consist of 1 two-tier sleeper coach daily and an FT thrice a week, have been found to be inadequate and the feasibility of augmenting these facilities is also under examination. I may tell my hon. friend that I have been insisting on strengthening the Bombay-Madras Mail by one more coach at least to provide increased facilities for people coming from Bombay and moving towards Cochin. The Railways expressed some difficulties about the gradient in the section between Renigunta and Cud-

dappah. They said a banker should be *used*. If a banker is used than an additional coach can be attached. That is being done. I am sure hereafter from 1st April there will be less of pressure and more of comfort for these Keralities who move from Bombay to Kerala.

One hon. Member, Mr. Kumaran, raised an interesting point about technical education to be given to railway-men. It gives me an opportunity to tell the House what facilities we are providing for railwaymen in the matter of education generally. As you are well aware, education is a State subject. Nevertheless, we have provided the following facilities.

THE VICE-CHAIRMAN (SHRI
AKBAR ALI KHAN): They want
more.

SHRI S. V. RAMASWAMY: They also want technical education. I am going to tell you that we are giving facilities for technical education also. We are running 715 schools, which number includes 2 intermediate colleges, 36 higher secondary high schools, 25 middle and 652 primary schools at different places. Not merely that. We give assistance to non-railway schools. I forgot to mention that our total education bill comes to Rs. 80 lakhs per annum. This is the amount that we have been spending year after year on the general education of the children of railway employees. We give assistance to non-railway schools also. We have given grants-in-aid amounting to Rs. 72,000 per year. In addition, grants totalling Rs. 1.6 lakhs were given from the Staff Benefit Fund. The total aid thus is Rs. 2.32 lakhs. We also give on low rent or on a nominal rent buildings so that people in railway colonies may run schools. These are the facilities that have been given. I will come to subsidised hostels a little later.

Assistance for education is also given to railway employees, both class III
17 RSL—7.

and class IV drawing a pay up to Rs. 349 per month, who have to send their children away from their place of duty for receiving education. They receive a flat rate of Rs. 10 and Rs. 15 for primary and secondary classes, subject to a maximum of Rs. 60.

Now I come to scholarships for technical education. To afford further relief to railway employees in the matter of education of their children, 1,000 scholarships varying from Rs. 15 to Rs. 70 per month are awarded every year to the children of railway employees from the Staff Benefit Fund in addition to the scholarships continuing from the preceding years, for prosecution of technical education. The scheme was introduced in 1956-57 and the facility is admissible to railway employees whose pay does not exceed Rs. 425 per month. In 1962-63 there were 2,644 scholarships involving Rs. 9.5 lakhs. The Staff Benefit Fund, as the House is aware, is financed by the Railways. An annual contribution of Rs. 4.50 per head of non-gazetted staff is made to the Fund from Railway Revenues. The education of the staff and their children is partly met from out of this fund. A sum of Rs. 6.3 lakhs was spent in this respect in 1962-63.

Now, with regard to technical education, the interesting facts are: There are on the whole of Indian Railways 48 training schools. The total annual capacity in all these railway schools is 25,329. There are 37 Basic Training Centres which have a total capacity for 3,923 students. Besides these, we have provision at the C.L.W. for 500 students, at the D.L.W. for 138 students, and at the I.C.F. for 230 students. We are thinking of starting an Electrical Loco Training School at Asansol. We will provide for some more there. Then at a higher level we have got the Staff College for officers at Baroda and then the advanced Permanent Way School at Poona. Then the Signal Engineering and Telecommunication School is at Secunderabad. These institutions are all there. The funds are available, and there are the scholarships. All these are available.

[Shri S. V. Ramaswamy.] for giving a technical bias to the employees and the children of the railway employees.

5 P.M.

Before I take up the question of subsidised hostels, I might also mention that the scheme of vocational training centres aims at imparting technical training to unskilled and semi-skilled workers during their off-duty hours with a view to improving their prospects of promotion to higher grades. This scheme also provides for imparting vocational training to the children of railway employees and infusing in them a bias for technical jobs.

SHRI M. RUTHNASWAMY: What is the total number of such unskilled people who are getting technical training?

SHRI S. V. RAMASWAMY: I have given you the seating capacity in those various schools. That comes to about 25,000. Apart from that, regarding basic training, it comes to about 4,000. In all about 30,000 seats are there in various parts of the country,

SHRI M. RUTHNASWAMY: Do they include unskilled workers?

SHRI S. V. RAMASWAMY: Unskilled workers get night schools, vocational training schools. I have not got those figures with me, but I shall be able to furnish them to the hon. Member.

With regard to the subsidised hostels, as the House is aware, we have got 12 subsidised hostels with a total targeted capacity of about 1400 and present capacity of about 600. Some of these hostels are full. Others are not so full and there are some vacancies. In the subsidised hostels we give special benefit to the children of railway employees. To mitigate the difficulties of the railway employees who have to send their children away

from the headquarters for the purpose of education, 12 subsidised hostels have been set up in major linguistic areas served by different Railways. The Subsidised Hostel Scheme is an alternative to the assistance admissible to the children of railway employees, and under this scheme only boarding charges are subsidised and not the tuition fees, and this facility is available to both Class IU and IV employees whose pay does not exceed Rs. 349 per month. The boarding charges payable by the railway employees range between Rs. 7.50 and Rs. 20.00 per month according to the pay of the employee, and the remaining expenditure is borne by the railway revenues.

SHRI DAYALDAS KURRE: May I know what the places are where those are available?

SHRI S. V. RAMASWAMY: Secunderabad, Poona, Patna, Lucknow, Muzaffarpur, Trichinopoly, Mysore, Olavakkot, Kharagpur, Cuttack, Anand and Ajmer. The Pay Commission also had a very good word to say about our system of education and the schemes that we have introduced. They had a good word about these subsidised hostels and they commended these for the other Central Government services also. I need not read that which is in page 480 and 481 of the Commission's report.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The scope of technical education should be extended.

SHRI S. V. RAMASWAMY: We should take that also into consideration.

Then one of the points that the hon. Members mentioned was about the grainshops. Some hon. Members suggested that instead of giving them D.A. we might give them the necessities of life through the fair price shops. Some of them perhaps confused the fair price shops with the grainshops. The grainshops has got a history of its own. There were cer-

tain grainshops during the war which continued.

AN. HON. MEMBER: Fair price shops.

SHE. S. V. RAMASWAMY: They were called grainshops. Those that are run by the State Governments are called fair price shops. These are called grainshops. It may be recalled that the 1948 Grainshop Enquiry Committee, on which there were two hon. Members of the Constituent Assembly including Shri Khandubhai Desai did not favour the continuance of the Grainshop Organisation on the Indian Railways. The Indian Railway Enquiry Committee, 1947, and the Railway Corruption Enquiry Committee, 1954, did not also favour the Grain-shop Organisation. The Public Accounts Committee in their first report published in 1962, while commenting on the Railways' accounts for 1960-61, recommended that running even the reduced Grainshop Organisation serving some 4,000 old persons on four Railways, was not economical, and desired that efforts should be made to persuade these persons to give up the grainshop benefits and come over to uniform scales of pay. The matter has thus been carefully reviewed at different levels, and it has not been considered desirable to again start grainshops and supply foodgrains at subsidised rates.

Even though State Governments will assist in the establishment of fair price shops, the Railway Board have also taken measures on their own to afford whatever relief is possible to enable railway servants to get their requirements of essential commodities at reasonable rates. The railway administrations have been asked to help the existing railwaymen's consumer cooperative stores in getting fair price shops opened, wherever possible, and to extend wherever possible assistance. (Interruption.)

SHRIMATI TARA RAMCHANDRA SATHE (Maharashtra): Are, we going to increase the dearness allowance?

SHRI S. V. RAMASWAMY: We shall have to follow the general pattern for all Central Government employees. Whatever may be decided elsewhere will have to apply Railways also.

Shrimati Ammanna Raja mentioned one difficulty. The distance between Bombay and Hyderabad is 495 miles, Now we have fixed the limit at 500 miles for travel in a third class three-tier sleeper without extra charge. It is just short by five miles. I think she pleaded a good cause. As a special case we shall extend this facility to Hyderabad.

One more point and I have done. Hon. Members mentioned about efficiency and criticised that the Railways were not so efficient. Some hon. Member mentioned that they were not so efficient as was made out to be. I will just give these facts and figures.

On broad gauge there has been intensive use of track, locomotives, wagons and rolling stock. On broad gauge the equivalent of 20 W.G. locomotives in 1962-63 provided traction for the same quantum of traffic as hauled by the equivalent of 25 W.G. locomotives in 1950-51, the corresponding figures for metre gauge are 43 Y.Gs. in 1952-63 as against 65 Y.Gs in 1950-51 summing up, the actual reduction achieved during the twelve years is approximately the equivalent of about 5 W.G. and 22 Y.G. locomotives and 409 broad gauge and 661 metre gauge wagons of standard capacity for each million tonne kilometres of traffic per day. The computation of saving in capital investment from this of Rs. 280 crores is quite realistic. Sir, it must be remembered that the traffic density on the Indian Railways is higher than on the Canadian Railways, the British Railways, the U.S. Class I Railroads, the Italian State Railways, the French National Railways and the German Federal Railways. Sir, I will conclude with quoting this last passage. The Coal Transport Study team of the World Bank has submitted an interim Report and I will read out only one small paragraph.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : They have paid compliments to you.

SHRI S. V. RAMASWAMY: It has been placed on the Table of the Sabha.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You can read it out.

SHRI S. V. RAMASWAMY: They say;

"This general comparison of the operating performance of the Indian Railways with those of other countries leads to the conclusion that the performance of the Indian Railways is a creditable one, especially in the light of the conditions under which operations are conducted. Traffic is exceptionally heavy, line capacity intensively used, signalling and types of motive power and wagons are antiquated by modern standards."

(Interruptions.)

You will kindly hear this also the concluding portion. Please hear this.

"Nevertheless, the operating performance compares very well those of other more highly developed countries, indicating that the managements are to be commended in this respect."

Sir, this credit goes to all railway-men.

(Several hon. Members rose.)

THE VICE-CHAIRMAN: (SHRI AKBAR ALI KHAN); I think the Railway Minister made it clear in the beginning that you will get answers for the points that have not been specifically answered now, in due course. Is it not so, Mr. Ramaswamy? You will reply to them on the specific points on which you have not now replied.

SHRI S. V. RAMASWAMY: Yes, Sir.

SHRI J. H. JOSHI: May I know whether the estimate of the Jhund-Kandlt

is Rs. 8 crores or it has risen to Rs. 14 crores during these three hours?

AN. HON. MEMBER: Three years.

SHRI J. H. JOSHI: Three hours.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : That you consider and say.

SHRI S. V. RAMASWAMY: The cost does not increase by hours.

श्री श्रील भद्र याजी : देखिए मनीपुर के सदस्य भी पूछने के लिये खड़े हैं, उनको भी जवाब दे दीजिए ।

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): He has said it.

श्री एल ० ललित माधव शर्मा (मनीपुर) : सात वर्ष हो गए । हर एक रेलवे मंत्री से मैंने रेलवे लाइन अपने यहां लाने के लिए पुकार की । लेकिन तीन मिनिस्टर हो गए, बाबू जगजीवन राम, उसके बाद स्वर्ण सिंह और अब मिस्टर दासप्पा हैं । हमारे यहां डिफेंस की वजह से रेलवे के बारे में आपको पहले सोचना चाहिये ।

THE VICE-CHAIRMAN: (SHRI AKBAR ALI KHAN) : What about Manipur?

SHRI S. V. RAMASWAMY: I will give a general answer for all the several requests made for new lines, conversions and so on and so forth. All the moneys are committed so far as the Third Five Year Plan is concerned. Unless there is an emergency like the one that has arisen necessitating new line constructions, new lines are not ordered. The Planning Commission and the Ministry are requesting the several State Governments to send their proposals; then they will be discussed and finally decided upon in the context of the overall availability of resources.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : And Manipur will be given due consideration?

SHRI S. V. RAMASWAMY: Yes, Sir.

THE VICE-CHAIRMAN: (SHRI AKBAR ALI KHAN) : The question is:

"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 motion was adopted

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : We shall now take up the clause by clause consideration of the BUI.

Clauses 2 and 3 and the Schedule were added to the Bill

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI S. V. RAMASWAMY: Sir, I move;

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN: (SHRI AKBAR ALI KHAN): The House stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at sixteen minutes past five of clock till eleven of the clock on Tuesday, the 10th March 1964.