

Rates for manganese ore for export

Distance in Kms.	Present tariff rate inclusive of surcharge	Concessional rates in force upto 31-12-1962 (extended up to 31-3-63)	Percentage reduction involved in col. 3 compared to col. 2	Concessional rates to be effective from 1-4-63*	Percentage reduction involved in col. 5 compared to col. 2
	(Per tonne)	(Per tonne)	(Per cent)	(Per tonne)	(Per cent)
1	2	3	4	5	6
	Rs. nP.	Rs. nP.		Rs. nP.	
100 . . .	9.24	7.80	16	8.80	5
200 . . .	13.55	11.90	12	12.90	5
300 . . .	17.33	14.00	19	15.00	13
400 . . .	21.00	14.00	33	16.00	24
500 . . .	24.57	14.00	43	17.20	30
600 . . .	27.62	14.00	49	18.90	32
700 . . .	30.66	14.10	54	20.40	33
800 . . .	33.81	15.60	54	21.70	36
900 . . .	36.44	16.85	54	23.30	36
1000 . . .	38.96	18.05	54	24.60	37

*The general surcharge proposed to be levied from 1-4-63 will not be levied in the case of export manganese ore for which the concessional rates will apply without any further addition.

THE BUDGET (RAILWAYS), 1963-64

SHRI K. SANTHANAM (Madras): Mr. Chairman, I rise to welcome the Railway Budget. I may perhaps begin with the latest concessions regarding exports just announced by the Railway Minister. I am glad that the Railways are doing their part in promoting exports, but I would like to make a suggestion to the Railway Minister. For proper accounting I think these concessions should be properly estimated and shown in the Railway Budget. In fact it amounts to a gift or a subsidy in favour of the General Budget. Normally speak-

ing, all these subsidies should be given by the Central Government and the Railways should be treated as a purely business organisation, but probably trade agreements and G.A.T.T. conditions may come in the way of a formal subsidy and so these railway concessions may be necessary. But in any case it is essential that the country should know how much of this subsidy is being given by the Railways year by year.

Sir, there are two ways of judging a Railway Budget. One is whether the Railways have kept up the pace

of progress and improved upon their performance in the previous years. That is the short-term way of looking at things. The other is whether the Railways, as they stand now, are in a position to cope up with the needs of a developing economy like that of India. So far as the short-term is concerned. I am sure all the Members of the House will agree that the Railways have done well, both financially as well as in their physical performance.

On page 18 of the Explanatory Memorandum there appears a short statement of the traffic receipts and expenses. We are particularly glad to note that the operating ratio has come down from 78 per cent, in 1961-62 to an estimated 76.5 per cent, in the Budget Estimates of 1963-64. Similarly, if we look at the performance of the Railways, we will find that with reference to engine kilometres as well as loads of trains, and other particulars, they are quite satisfactory, and, therefore, the Railway Minister is entitled to the congratulations of the House on the working of the Railways during the current year, and the fairly optimistic prospects he has held forth for the next year.

He has made some changes in the contributions to the Depreciation Fund. While the Convention Committee had recommended Rs. 70 crores, he has decided to give Rs. 80 crores to the Depreciation Fund. On merits I do not think any one can object to this additional contribution to the Depreciation Fund. But there is one aspect of it which I would like the Railway Minister to consider. It is not quite right that every five years a Convention Committee should be set up and its recommendations should be changed year to year according to the judgment of the Railway Minister. I think a better way is to give up this idea of a Convention Committee and put the Depreciation Fund contributions

on the basis of capital. It is obvious that every year, as we are pumping in Rs. 150 crores more of capital in getting all kinds of equipment, more of depreciation should be charged. And, therefore, there is no meaning in having the same amount of contribution to the Depreciation Fund for five years together because then during the five years, Rs. 750 crores of capital would have been added and the original contribution would not suffice. Therefore, I suggest that the Depreciation Fund should be put at a percentage of the total capital-at-charge. I suggest that probably a percentage of 4 may not be far short of the burden. Of course, this is much higher than the old percentage on capital. But we have to remember that half the capital is the capital calculated at the 1939 prices, and so if they are revalued we will have to multiply it by 3 or 4 and then add the latest capital added during the last ten years. Therefore, on the present current rates a 4 per cent, contribution to the Depreciation Fund would be reasonable. It will be automatically growing and, therefore, there may not be any need for arbitrary decisions from year to year.

Now, I may say a word about the new taxation of about Rs. 19 crores—Rs. 2 crores on parcels and Rs. 17 crores on goods. It is obvious from the speech of the Railway Minister that these increases are not needed by the financial position of the Railways but they are intended to help the General Budget. I think there is nothing wrong about it; there is no reason why the entire burden should be put only on excises or customs or income-tax. There is nothing particularly wrong in the Railway Budget bearing some burden. But I do not see why he should have gone out of the way by increasing the contribution to General Revenues from 4½ per cent to 4½ per cent. In fact, the amount could have been credited either in the Depreciation Fund or in the Development Fund and it would have come

[Shri K. Santhanam.] handy for the way« and mean* position . of the General Budget. This raising of the contribution from 4J per cent. to 4£ per cent, may be all right but it may handicap the Railways in the future. Therefore, these things should be done with a little more care and deliberation and it should not be in the spirit of patronage or of generosity.

Sir, as I have said, the performance of the Railways for the current year has been very good. But that doe3 not mean that there is not much scope fox improvement. As a matter of fact, one of the causes which has enabled the Railway Minister to have . a comparatively smooth time is the reduction in the rate of growth of the Indian economy. We find from his booklet on the Review of the Performance of the Indian Government Railways that the general index of the agricultural production as a whole for 1961-62 la the same as that of 1960-01.

JTOT Dmmr CHAIRMAW in the Chair]

If this production had increased, as it should have, by 5 per cent., then probably he would have found some difficulty about movement. Today the position of the Railways is that it is just managing, but it has not got that margin which is necessary to cope with sudden increases in production. It is a very anomalous state of affairs that the comfort of the Railways should depend upon the stagnation of the Indian economy. In fact, there should be sufficient margin to provide for sudden spurts in agricultural production or in industrial production, and It should be a primary objective of the Railway Minister to create a satisfactory margin of 15—20 per cent, both for passenger and for goods traffic. Now, there are many ways of getting this margin, and I wish to spend the rest of my time in giving a few constructive suggestions.

First of all, I would like some radical operational changes. It has been shown that 40 per cent, of the entire goods traffic carried by the Railways is of coal. Now, the movement of coal is very important and it is likely that this percentage may even increase in the future. Therefore, a rationalisation of the cOal movement is of fundamental importance. I humbly suggest, Madam, that all coal in India should move only in train loads. There should be no wagon loads at all. If coal movement can be only by train loads from the coal-pit to the consumer then the capacity of the Railways to move coal will be tangibly increased. Movement by train load means that there should be rationalised distribution. In every State there should be 10 or 15 centres where the coal will be dumped. It will be taken by train loads and from there it will be distributed to the various consuming places mainly by trucks. Therefore, the entire coal should be bought at the pit-heads and sent to these consuming centres by the National Coal Development Corporation or th, State Trading Corporation or whatever agency may be most suitable. Therefore, there should be no question of one wagon load going here, another going there, transhipped and taken out. All these cross movements will be stopped. Also, this movement of coal by train loads will have the advantage that a return traffic also could be properly organised. Therefore, the movement of empties also will be reduced. I have suggested this particularly for coal but in due course such an arrangement may be very advantageous for other bulky commodities like steel and cement. Therefore, I do suggest that this proposal should be seriously considered by the Railway Minister and the Railway Board.

A second suggestion I wish to make is that the time has come to abolish the movement of smalls by goods train. I know that this smalls traffic is still a valuable traffic. I do not want to under-estimate it. But if separate cal-

dilations are made about the cost, including all kinds of wastage of wagons, transshipment, other charges ...

SHRI M. RUTHNASWAMY (Madras): What is smalls?

SHRI K. SANTHANAM: Those that are less than wagon loads.

The movement of smalls by goods train in the long run will become more and more uneconomic. Therefore, I suggest that all smalls should move as parcels. We may have to create a new category of parcels by having a tariff rate between the present parcel rate and the present small goods rate and let them move by parcels. It will also enable the smalls to be moved more quickly because the people who consign smalls want these things to move more urgently than the people who indent in wagon loads. Therefore, I do suggest that as a policy they should take steps for the abolition of movement of smalls by goods train. That is to say, all goods traffic should move ordinarily only in wagon loads and for heavy traffic like coal and steel as well as cement, you should move them only by train loads. This will mean such a great deal of rationalisation of railway movements that we shall be able to get the maximum benefit out of the minimum wagons and minimum tractive power of locomotives.

Again, I think the present railway planning is not satisfactory. Railways, and generally transport, should not be treated as one of the items of planning. If a steel mill does not produce the quantity of steel, we can import it but you cannot import transport capacity. Therefore, transport planning must be treated as entirely a separate thing and the whole Plan should not be for 5 years. It should be for at least 15 or 20 years. It is one thing to pay Rs. 150 crores a year for every five-year period but another thing to say: 'For 20 years I am going to give you a lump sum of Rs. 3,000 crores, you plan on a 20-year basis.*

Then everything can be planned much more economically and much more rationally. Therefore, I do suggest that- at the end of the Third Plan, the Railway Ministry should boldly ask for a total of Rs. 3,000 crores for the next four Plans and the entire railway plan should be on a 20-year basis. If this is done, many of the things which are done half-heartedly today can be done much better. It has been recognised and it is the policy of the Railway Ministry today to increase track capacity by doubling and to increase the operational capacity by dieselisation and electrification but today these are done in patches and bits. Now, we find that a few miles in one place is doubled and then after 5 years another patch is done and this goes on. Similarly, we find the strange phenomenon of electrification of single track and dieselisation of single track. It is obvious from elementary economics that dieselisation of single track may give some advantages for one or two years; but in the long run, dieselisation or electrification of single tracks is essentially an uneconomic proposition and if you spend money on it, then when you come to doubling the entire expenditure will have to be doubled. Therefore we want a long-term view about these matters.

One other matter is that every year in the reviews of performance, we are told under present conditions the metre gauge is wholly uneconomical. It is evident from the figures that even in such a Railway as the Southern Railway, the metre gauge both for passenger and for goods, is working at a loss and this loss will go on increasing year after year for the simple reason that one metre gauge locomotive requires the same number of reason that one metre gauge locomotive and one train will require the same number of personnel, whether it is M.G. or B.G. Therefore, I think some steps should be taken to convert at least some of the main M.G. lines into B.G. in order to put the entire railway system on an economic basis. For instance, I would suggest that

[Shri K. Santhanam.J from Madras to Trivandrum and from Poona to Mysore the lines should be doubled—the^e ar^e more or less the main lines so far as the South is concerned and because they are M.G., the economy of South India is suffering—steps should be taken to convert them into B.G. It cannot be done in one year. It may take 10 or 15 years; it does not matter s₀ long as the plan is taken in hand to convert them even if it is done in 20 years. The whole Southern Railway system will become one 'of the most economic systems in the country in India instead of being a drag, as it is today. A long-term view has to be taken and I hope ' Sardar Swaran Singh will not be content with carrying on from year to yea_r but will leave his mark on the railway system by carrying out long-term improvements.

Then there are only two more remarks which I would like to make before I end. Our railway is becoming capital-intensive. During the last 10 years th_e increase of track has been only 2,000 km. but our capital has doubled. Whenever any institution becomes capital-intensive, the personnel will automatically decrease. I think this emergency offers a unique opportunity to the Railways to retrench its personnel and hand them over to the needs of Defence and other Ministries. If they lose this opportunity, they will not be able to do it later. If you calculate the personnel used in India for the same milli'on kms. of passenger Op ton mile, you will find that we are using 3 persons to 4 persons against one used in the T.T.K. or the U.S.A. Our ambition should be that the personnel here operating the railways should be in the same proportion as in the advanced countries. Of course, I do not want the railwaymen to be thrown out of work. I want them to be kept in their jobs while the efficiency of the railways is increased. That is why, now, when so many new personnel are needed for all kinds of work for defence, this is the opportunity to take

out superfluous people without retrenching them. Det them have a lien on the Railways, and let them when the time comes be retired from the Railways and let them get their pension. I do not want a single railwayman to be retrenched. At the same time, will it not become ultimately uneconomic if it is to carry too much personnel for too little work?

I greatly regret to find that the Railway Board reports—the two volumes—have been condensed into one volume and many valuable statistics are not available to Members. I do not know if they are available to the railway staff. For fifty years the Ministry and its officials have sat down and considered what statistics ought to b_e available to the public, for students or economists or other railway technicians. It is not right, from any false sense of economy, for saving Rs. 10,000 or Rs. 20,000, to practically nullify the work so far done. I Would suggest that all the reports or the statistical tables which were contained in the former volumes should be given. I have tried to find out the difference. Now, the information withheld relates to detailed statistics of the finances and working of the individual Railways. It refers to the detailed statements relating to capital and finances of the different Railways, the equipment maintained on them, the traffic handled, cost analyses of working, transportation statistics relating to utilisation of engines, wagons, coaching stock, train mileage, density 'of traffic, repairs and maintenance, fuel consumption, commodity statistics, operating expenses by abstracts and sub-heads, suburban traffic, value of stores purchases, staff statistics, accidents statistics, etc. You will find that these are vital and very important and they should be available both for the critics and for those who want to operate the Tail-ways. They are also necessary for Members of Parliament, as well as for the railway officers. Therefore, I hope no attempt will be made to save a small amount of money by cutting

down this information that should be available to the public. Thank you, Madam.

THE DEPUTY CHAIRMAN: The lunch recess will be cut down by half an hour Mr. Narasimham.

•SHRI GANGA SHARAN SINHA (Bihar): Shall we sit up to 1:30?

THE DEPUTY CHAIRMAN: We will reassemble at 2 P.M.

SHRI K. L. NARASIMHAM (Andhra Pradesh): Madam Deputy Chairman, before I commence my remarks on the Railway Budget, I would like to join the hon. Railway Minister in congratulating all in the Railways, people of all ranks on the splendid response that they have made to the call of the nation. Railwaymen not only carried increased burden of work during the emergency but also made voluntary contributions from their wages to the National Defence Fund. They subscribed to various defence savings schemes. In addition to normal traffic they carried the emergency movements of men and material for defence requirements, without any interruption. It is very significant to note that on the North East Frontier Railway the additional transport performance has been of the order of 65 per cent over the normal transport.

The main features of the Budget that has been presented to us are, firstly, the imposing of new burdens on the railway users and secondly, the Railways going beyond the recommendations of the Railway Convention Committee of 1960 in financial adjustments. The Railway Minister in the name of strengthening the national exchequer is taxing the railway users by increasing the surcharge on freight rates by 5 per cent, and the parcel rates by 10 per cent. I humbly submit that this present increase is unwarranted. This morning the Railway Minister has made a statement giving concessions to traders who are really ex-

porters. Even after considering this concession that has been given I feel that the surcharge imposed on the railway users and the levy on the parcels will hit hard the small units. My point is that the smaller units will suffer. The smaller units require their goods in time and they want their raw materials when they are necessary so that they may be able to stand in the market. But the imposition of further taxes on these people in the form of these surcharges will hit the smaller units. Madam, I come from an area where there are a number of small units which have to get their materials from long distances. They will now be at a disadvantage and I feel this is an additional burden imposed on them.

Now, let us examine the position and see whether it is necessary now to do this. For this we have to go into the financial position of the Railways. The financial position of the Railways, if I may put it in one or two words, is now better. The Railways are now in a better position than before, though there is scope for improvement. The Railways' net traffic receipts are increasing year by year. To give a few figures, in 1955-56 it was Rs. 58.1 crores and in 1962-63 the figure is Rs. 119 crores. Even taking the figures of gross traffic receipts we find that with the figure for 1950-51 as Rs. 100 crores, that for 1961-62 is Rs. 190.3 crores and for 1962-63 it is Rs. 209 crores. With this picture of the finances of the Railways there was no necessity to impose this new burden. This is being done in the name of the emergency. During the emergency the Railways have done well. You are giving concessions to Defence and to the P. & T. Department for the materials carried. You are contributing to the exchequer by way of dividend and you are giving all this surplus of passenger tax of Rs. 12.5 crores for distribution. Therefore, when you are doing all these things, why impose this new burden? I am for your doing all these things and in a better way. You can give even better service to the

[Shri K. L. Narasimham.] country and to the exchequer and to our defence needs by not creating a problem, this problem of discontent in the smaller units. If you examine the levy imposed on freights on parcels, you will find that this will act as an incentive to the inflationary trend. This will add to the inflationary trend because no trader will agree to part with his profits for meeting this additional levy and so he will add to the working expenses, the cost of production will go up and so the prices that we have to pay for our goods will go up. Therefore, this additional burden you are now imposing will only add to the inflationary trend. There is already this inflationary trend in the land and this new levy will only add to that and that will affect the common man and you will thus be creating discontent among the common men in this way without bringing any benefit to the country. That is my humble submission. One trader has put it in this way. The freight on a full wagon-load of 220 quintals of mustard from New Delhi to Calcutta will be Rs. 1,294 against Rs. 1,235 which is the present rate. Thus there is an increase of Rs. 69/-. That is the estimate of the trader. Madam, I come from the South and there we have to import pulses and we have to import many other things from the North. Also for the many small units that we have there, we require coal to be brought. All these things will cost more and that will affect the position of these small people. My submission is that this new imposition is not necessary and it cannot be justified on financial grounds. Secondly, as I said, this additional burden will add to the spiral of inflation.

My other point is that you are going beyond the recommendation of the Railway Convention Committee. The Railway Convention Committee examined the matter and made their recommendations. The Convention Committee of 1960 examined the finances of the Railways *vis-a-vis* the general finances and made the neces-

sary recommendations. These were accepted by Parliament. Both the Houses of Parliament discussed them and they were accepted by Parliament. That was to be the arrangement for the Third Five Year Plan period. When this is the position, why should they all of a sudden come here and make their own adjustments without a proper study or enquiry? Here the Depreciation Fund allotment is increased. The general dividend rate is increased from 4.25 to 4.50 per cent. You are doing it in the name of the emergency to come to the rescue of the general exchequer from the Railway Budget. But in the history of the Indian Railways from their very beginning, if I remember aright, the General Revenues and (the Railway Revenues have all along been kept separate. The General Revenues need not be linked on to the Railway Revenues. You may desire to strengthen the exchequer. I have no objection if you do that. The dividend may be increased from 4.25 per cent, to 4.5 per cent., if necessary. All that money is not needed now for replacement, as is stated in the Budget Speech but only for adding to the exchequer. You are only adding to the General Revenues' ways and means position and you are also adding Rs. 10 crores to the Depreciation Fund. Mr. Santhanam has posed an important problem and he has suggested that the rate of contribution to Depreciation Fund should be on the percentage basis. I will not go into details on that. My main point is that Parliament approved the different allocations after discussion and after considering the recommendations of the Railway Convention Committee. Why should you all of a sudden now come and change it without the necessary enquiry? You are going beyond the recommendations of the Railway Convention Committee and it is not necessary for you to do that now. If you stick to those recommendations, then there is no necessity to add more burdens on the people. If we examine the recommendations of the Railway Convention Committee, we will find that

it is satisfactory and that the arrangement recommended by that Committee is the proper one.

Coming to the performance of the Railways, I have to say that the Railways have carried more traffic. The haulage has, of course, increased. But this haulage has increased not because of increased efficiency in performance at all levels, but because of electrification, dieselisation, construction of loop lines and so on. During the two Plan periods there were replacements of rolling stock and we were able to move things and we are seeing prospects of moving more goods. But is that enough? I have to say that I cannot, as the hon. Minister has stated, call the performance of the Railways as showing "all-round improvement" and meeting the requirements of the country. In the case of a developing economy, you have to view ahead to be in a position to say that you move your goods in time and meet the needs of the travelling public. Viewed from that point of view, the performance needs to be improved much. If you examine the figures supplied, especially in regard to engine usage, it is 134 in the case of steam engines and 137 in the case of all traction in 1960-61 and in 1962-63 it is put at 131 for steam engine and 136 for all traction. This is at a time when the percentage of old-aged locomotives is reduced. When the old-aged engines are replaced and the track capacity is improved yet the engine use is maintained at the same level. The speed of the goods trains in 1960-61 was 15' 6 and in 1962-63 it is shown as 14' 7. If you come to the net tonne kilometres per goods engine hour, there is a slight setback in broad gauge in 1961-62. If you take the wagon usage, there also you find that the wagon usage as percentage of loaded wagon kilometre to the total wagon kilometres, it is 69' 6 in 1960-61 and 69-3 in 1962-63. In wagon turn-round, there is a slight improvement from 11.2 in 1960-61 to 11.5 in 1962-63. Even on the overall operating-cum-efficiency index, I have to say that the figures do not seem to show any improvement. You are maintaining the

same old position and from these figures, can we come to the general conclusion that there is also efficiency? I judge it from a different angle and I say that efficiency needs to be improved much. You have to see that the rolling stocks, engines and wagons are put to effective use and in a planned and co-ordinated manner and there is scope for doing so. For this reason, I say that the efficiency of the Railways needs to be improved.

Madam, a study is being made about the transportation of coal and we expect certain suggestions from that study so that the bottlenecks may be removed. One Mr. D. C. Driver, President of the Coal Consumers' Association of India, has pointed out that there is inordinate delay in the turn-round of wagons on the Railways and that the wagons are on the run only for 200 minutes in every 24 hours and are detained for as many as 10J hours in the different marshalling yards. There is the problem of bottlenecks in the marshalling yards. You are trying to improve that. Even now, while you are planning, you have to see that this problem is tackled properly. Coming from the South, I can say that we are finding it very difficult to get wagons even to move rice from the surplus districts. The Merchants Association has to send a memorandum and agitate. It is also difficult to get coal for tobacco curing and even if they get, coal is pilfered on the way and they have to pay for the full wagon whereas they actually get less coal. All these problems are there and they need immediate attention.

Madam, I come to another point relating to accidents on the Railways. Safety on the Railways is supreme and today, in this emergency when you have to strengthen your defence efforts, safety on the Railways is all the more important. The figures given to us show that derailments have increased in 1961-62; there has been an increase in engine failure, failure of couplings increased. From all this you

[Shri K. L. Narasimham.] will find that sixty per cent of the accidents are attributed by the Railways to the failure of the human element. What is the cause for this? It is not enough to say that human failure is there and that is the reason why these things are happening. What is the cause of this? Have you enquired into it? My submission is—I do not fully subscribe to it but partly—human failure is there because you have not tackled the question in the proper way. The main problem here is the strain you are putting on the railwaymen. The number of hours of work for the goods engine driver has been increased; the hours of work for the running staff has been increased and similar is the case in respect of the station staff. The intensity of work has also been increased. I do not subscribe to the proposition put forward by Shri Santhanam. He compares the Indian Railways with foreign railways and then comes to the simple conclusion that we can get rid of some men. I have to submit to Mr. Santhanam that he is comparing an unmechanised unit with a mechanised unit. That being the case, how can we reduce men in the unmechanised units where everything has got to be done by human labour? My point is that we do not have adequate staff to cope with the jobs to be done. You do not have an adequate number of persons to check all your material and you do not have enough persons to attend to the repairs. These are the problems. You have added new engines but that does not mean that you can reduce the number of persons. You have to tackle the problem properly. You have to consider all these things. The Railway Accidents Enquiry Committee has submitted an interim report and the Minister has said that he has accepted all the propositions. The fuller report is awaited and I hope, when the report comes, the Ministry will give more thought to it and implement all these suggestions and see that the number of accidents is reduced.

Coming to the question of planning of the railway lines, I have to say that

planning has to be done ahead. You cannot plan for a short time. The railways play a key role in the developing economy of our country. As a matter of fact, while planning, you have to think in terms of opening up new areas, the backwardness of the areas has got to be taken into account and you cannot have new lines only to connect certain industrial centres. You must also think in terms of the Vaist area not covered by railways and this would give an impetus to the people to industrialise and open up new areas. The Third Plan envisages the construction of about 12,000 miles of new lines required for operational reasons, for mineral development and for opening up of some areas. I suggest that the Railways should also have a perspective to construct new lines to meet the needs of the developing economy in different regions. Madam, I submit that transportation has necessarily to be geared to the growth at both sectional and regional levels. The neglected areas need immediate attention.

In Andhra Pradesh the present route mileage is 2,902. Of this 56 per cent is broad gauge and the rest metre gauge. Most of the districts have the problem of break of gauge. A block of 16,000 sq. miles has no lines at all. Andhra Pradesh is the gateway to the southern zone and it has a central position as a link between north and south. Even for strategic reasons there is necessity for linking up this gap. A techno-economic survey of Andhra Pradesh was done by the National Council of Applied Economic Research. They recommended the following new lines:

A line between Hyderabad and Ongole *via* Nagarjunasagar (180 miles) to remove the existing congestion on the Hyderabad-Vijayawada main line and to move the increased agricultural production from areas irrigated by Nagarjunasagar.

Another line between Ramagundam and Latur *via* Nizamabad (108 miles)

to open up a region with large forest and coal reserves and no railways.

A line, 110 miles long, between Bailadalla and Kothagudam *via* Bhadrachalam to meet the requirements for moving the Singareni coal to the Madhya Pradesh areas.

A rail link between Kothagudam and Rajahmundry (80 miles) to supply the coal requirements of the proposed industrial complex around Visakhapatnam and for meeting the bunker needs of ships using the ports. In the survey they have estimated also the cost and I think the link between Kothagudam and Rajahmundry, a distance of 80 miles, costs only Rs. 6-80 crores and the line between Bailadalla and Kothagudam *via* Bhadrachalam costs Rs. 9'35 crores. These are the estimates made by the techno-economic survey and these can be taken up and examined. I agree that this cannot be taken up immediately but at least you can start making the survey and examining the project so that after five years or six years we can hope that these backward areas will receive attention. Every time you come forward with a plan and whenever some industrial units come up in some area you rush in there and start linking it up eternally neglecting the backward regions where there are no rail links at all. So the plan of the Railways should have a perspective and a long-range view for developing the backward regions. I think that only will help the country.

The Railway Minister has referred to the operational, organisational and administrative improvements. I welcome all these methods by which he is meeting the movements of traffic. A study in 1961 by the Efficiency Bureau of the Railway Board has indicated that the indices of workload for Borne of the Railways, in particular the Southern, Central and Northern Railways, has increased further. There is the necessity of creating a separate zone there. By whatever name you

may call it, there is necessity for a separate zone on the basis of the workload itself and I am voicing this request on behalf of all the hon. Members of Andhra Pradesh. The Andhra Pradesh Assembly has been repeatedly urging the Railway Ministry to take up this question. When previously you bifurcated the former Eastern Railway into the present Eastern and South-eastern in 1955 and similarly you bifurcated the former North-eastern into the present North-east Frontier Railway and North-eastern Railway, the advantage of it was amply realised during the present emergency. So, there is a case for a separate zone. Taking into account the workload in the Southern Railway and the Central Railway, I hope the hon. Minister will see that a separate zone is formed as early as possible with minor adjustments necessary for operational requirements and smooth flow of traffic.

Madam, coming to the problems of production in Railway workshops, it is gratifying to note that production has gone up by 18 per cent, and even in Chittaranjan, I.C.F. and other places the workers have done well and productivity has gone up. The unions of workers in various units have contributed in seeing that the production rate goes up. I am for increasing production and the rate of productivity but at the same time I have to humbly submit that when you fix norms per individual worker you should consult them. You take them into confidence, discuss with them and see that agreed norms are evolved and with such agreed norms you can enthuse the worker in a better way. Fixing norms arbitrarily will not help. If you are going to extend the incentive scheme to a large number of workers, you take the workers into confidence, consult the workers' councils and see that agreed norms are evolved. You should also see that their avenues of promotion are not barred. If you do that way, I think the worker will be one with you in seeing that production goes up. The indigenous manufac-

[Shri K. L. Narasimham.] ture of parts will also go up quickly. This is a suggestion I have to make in this connection.

Coming to the problems of railway-men, I have to suggest many things. The hon. Member who follows me will go into details but at this stage I have to say that the labour policy of the Railways needs proper implementation without discrimination against any section. I have got one case of the Dakshin Railway Employees' Union. That Union alone is not recognised. You recognise one union, two unions, three unions in different centres. Here you want to recognise, I think, only one union; and why deny this Dakshin Railway Employees' Union recognition? We have suggested that pending your efforts to unite the labour, give us a tentative provisional recognition. And I am voicing the feeling of all those people. That Union commands influence and it is doing good work for the amelioration of the labour there. Its representatives are there in the Staff Council, in the Canteen Committee. Wherever you hold elections they are elected. Please do not have political considerations only in giving recognition and see that political discrimination is not allowed in that form.

Coming to the industrial truce resolution, recently I read in the papers that even the N.F.I.R. has come out with a resolution that the industrial truce resolution is not being implemented. The bureaucracy, the officers at the lower level, have not understood the spirit with which the workers are extending their co-operation in the emergency. When they come forward voluntarily to work more and contribute their wages, they think that this is the time to attack them and take drastic action against them. I think this spirit should not be allowed to prevail. This should be curbed at the proper time and the industrial truce resolution in its true form should be implemented. For that, my suggestion is, evolve committees

at different levels; evolve production committees at workshops, evolve other committees at different levels where you will get the suggestions of the workers. That way you can improve matters.

About labour legislation and implementation by the Railways, I have to say that the Indian Labour Conference has pointed out that the public sector cannot be exempted from this and they will have to implement all the labour legislation. Why exempt the loco sheds and the running staff shedx from the application of the Factories Act? The Factories Act applies to all the factories. Why deny that to the Railwaymen? It means that calculation of overtime under the Factories Act is being excluded and the running staff and the loco shed staff have to work for a number of hours in a month to get overtime calculated. Why this special treatment to the Railways in the matter of implementation of labour legislation? So also the Industrial Disputes Act. When you do not recognise a union, under this Act resort can be had to the industrial machinery and the case can be referred to the tribunal. So why is not this Industrial Disputes Act implemented here?

Another important point which is worrying the mind of the railwaymen is about the increase in the house rent for the quarters that you are providing them. You have increased the rent cent per cent in the case of class IV staff and more than 50 per cent, in the case of class III staff. And if the increased rent is 1 p.m. calculated, according to my rough calculations, it will come to your taking away nearly Rs. 2 crores from the railwaymen. The concessions you give in the name of the Pay Commission's recommendations you take away in the name of increased rent. Why is the increased rent calculated on the basis of the pooled rent, on the basis of the market rates? I think it is very unfair and unreasonable and the Ministry should

think in terms of revising its decision. You should calculate it on the basis of the interest rate that you give to the general exchequer. You pay the general exchequer at a particular rate. You should calculate it on that basis and I think this case of rent needs your immediate attention.

I would say one word more and that is, in the general strike of 1960 some workers were victimised, some were dismissed, and I know coming from Secunderabad Division there are 19 cases there. I think there are 60 persons like this and these cases need your immediate attention. They have made several representations and I hope the Railway Minister will review their cases.

Lastly, I would conclude my speech by saying that you can do a better job by taking the whole-hearted co-operation of the railwaymen. The railwaymen have shown their patriotic zeal in attending to their work. So, evolve a co-operative machinery at different levels taking them into your confidence and see that your efficiency on the Railways is improved. But do not treat it as a means of attacking the smaller units or users by adopting bureaucratic methods against the workers.

Thank you.

THE DEPUTY CHAIRMAN: The House stands adjourned till 2 P.M.

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

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

SHRI N. SRI RAMA REDDY (Mysore): Mr. Vice-Chairman, I rise not only to welcome the Budget presented by the Railway Minister but also to congratulate him for the excel-

lent Budget and most acceptable Budget that he has been able to produce and present to this House. Sir, it could be seen from the Budget that gross earnings have been estimated to be about Rs. 599.69 crores roughly we can take it for our discussion purposes as Rs. 600 crores—which is an increase of nearly Rs. 50 crores over the performance during the last year. Thus, the rate of increase in the railway earnings have been kept up over these two or three years. In 1961-62 it was about Rs. 500 crores; in 1962-6* it was Rs. 549 crores; and during 1963-64 it is nearly Rs. 600 crores. This increase of Rs. 50 crores is made up of the additional earnings through the extra haulage of goods and passenger traffic and also the enhancement of rates for goods traffic as well as parcel traffic. Of course, the small increase of rate in freights in the goods traffic works out to about 5 per cent. It is 5 per cent, increase actually, and so far as the parcel traffic is concerned it is 10 naye paise per rupee or 10 per cent. This works out to a very small increase which has been necessitated probably on account of the necessity of keeping our railway finances very strong.

Sir, it is very well known that railway lines are the nation's lifeline. Therefore, the nation's lifeline has got to be kept sound financially and otherwise too. Therefore, the Minister has seen the wisdom of enhancing the rates in respect of these categories of goods only by a small percentage. The claim made by the hon. Member of the Communist Party that this would increase the price level and that inflation would come about is only a matter of exaggeration according to me, because if you closely analyse it, this works out with regard to salt to 5 naye paise per maund over a distance of 600 kilometres, which is less than 1/8 naya paisa per kilogram. Similarly, it works out to less than 1/4 naya paisa per kilogram—with regard to sugar. With regard to pulses—and my friend on the other side was complaining that the South

[Shri N. Sri Rama Reddy.] was in need of these pulses—it is less than 1/10 naya paisa so far as food-grains are concerned. Therefore, this small increase by which only about Rs. 4 crores or so is expected to be earned by the Railway Ministry should not be grudged especially on account of the need to keep the railway finances very strong. Therefore, I wholeheartedly endorse and support the proposal of the Railway Ministry to enhance the rates for these two categories of goods.

Now, Sir, coming to the expenditure side, we find that from Demand No. 4, which is Administrative Expenses, to Demand No. 10, which is Labour Welfare etc., there has been a considerable increase in respect of Demand No. 5, Repairs and Maintenance. I do not know on what basis this has been worked out. This looks to me a little on the side of excess. Similarly, Sir, what is more mortifying is that the operational cost especially in respect of fuel has increased enormously. From 1961-62 to 1962-63 the increase in expenditure has been of the order of Rs. 8 crores. For 1963-64 there has been an increase of Rs. 6 crores over the figure demanded during the year 1962-63. This probably is also explained in the Explanatory Memorandum that this is Warranted by the fact that a lot of dieselisation has been going on in the railways and that the coal cost at pithead has also been increasing of late. Whatever that might be, my own feeling is that the Railways have not been exercising proper control to obtain the proper quality of coal. This is the experience outside the Railway Ministry also. The private people also have been complaining of late that fraud in the coal trade has been very great, because mud, stone, everything goes very well with coal. Mud forms an excellent admixture for coal, and it goes in the form of coal. So, I do not know what control the Railway Ministry is exercising with regard to obtaining the proper quality of coal. The public at large have failed to

get the proper grade coal. That is the experience of everybody. I want to know if that is also the experience of the Railway Ministry and whether this extra cost of nearly Rs. 8 crores and Rs. 6 crores respectively for 1962-63 and 1963-64 is due to that fact. Barring that, all the other Demands that are put forward are warranted by the necessity both of expansion and of increase in the volume of traffic, goods as well as passenger traffic.

Sir, last year while I was speaking on the Railway Budget, I had suggested that contributions to the general funds by way of dividend was on the basis of the decision taken by the Railway Convention Committee in 1960; that is, at the rate of 4-25 per cent, on the capital at charge. I was complaining that that was too meagre a sum and that the rate should be enhanced. I am very happy to note that the Railway Minister, probably not mainly due to my speech but in his own discretion . . .

AN HON. MEMBER: It is because of your speech.

SHRI N. SRI RAMA REDDY: Thank you for the compliment. The Railway Minister in his own discretion has seen it worth while to raise it to 4.5 per cent. The hon. Member, Mr. Narasimham, was complaining about this. You know, Sir, that the rate of interest has been raised by 1/4th per cent, and also on the borrowings that are made from foreign countries they are paying a high rate of interest, as much as 6 per cent. Therefore, there are not only these two considerations but after all it is a public undertaking, the Railways are the biggest national and public undertaking. If such a big undertaking, well established and reputed undertakings as the Railways do not contribute to the General Revenues and improve the ways and means position of the general finances, I should think that the purpose of the Railways may not be well served. After all, even 4.5 per cent, that has been contributed by

way of dividend to the General Revenues is too small. The self same Railways were being managed in the British days by various Companies. They have been declaring a dividend of 5 per cent., 6 per cent., 8 per cent, 10 per cent, or even 12 per cent. I have seen and I have analysed the figures. If that is so, why should not the Government who are entirely the shareholders of this undertaking—of course, the money is not made available to them in the form of share dividends—derive benefit? Therefore, I congratulate the Railway Ministry for departing from the usual convention and allotting to the General Revenues funds at the rate of 4-5 per cent. I am very happy.

Then, with regard to the Depreciation Reserve Fund also, some objection has been raised on the other side as to why it should not be only Rs. 70 crores and why it should be raised to Rs. 80 crores. I say, surely it is a measure of wisdom and foresight and, therefore, I whole-heartedly welcome this measure in increasing the Depreciation Reserve Fund by Rs. 10 crores.

Now, in the balance, a sum of Rs. 31 crores has been left and this has got to be utilised for the Railway Development Fund. This is probably the highest amount that we have been able to spare so far and I am sure that this money will be very well utilised and that great benefits will flow not only for the development of the country but also for the defence of the country which is, of course, the dire necessity of the day.

Sir, the Railways have got to play, and I mentioned just now, a vital role not only in the development of the country, but in the defence of the freedom of the country also, and the way in which the Railways and the railwaymen have worked during the emergency, especially in the north-east part of the country, is really commendable. I am one with the Railway Minister in paying glowing tributes for the services rendered by

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the Railways in defending the freedom of the country. Sir, it has also been pointed out that over and above the normal increase in freight and other traffic, as high an extra burden as 65 per cent, on account of the emergency measures has been tackled by the Railway Ministry. What bigger compliment can there be than that? I am sure the entire House will compliment the Railway Ministry for the wonderful job done during this emergency and I hope that they will do it with much greater speed. I know that everyone of them, man or woman, is patriotic and they will bend their entire energies, put greater effort in their jobs or performance for increasing efficiency.

Sir, I am also happy that the Railway Ministry has been taking measures to conserve its resources mainly for defence, by way of reducing administrative overheads, strict control over contingent and travelling expenses, postponing routine maintenance to buildings and reducing building costs to austerity standards. I am very happy that they are doing it but I hope that the Railway Minister who gave me a promise last year, that he would undertake the remodelling of the railway station at Bangalore city will not sacrifice . . .

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
SHAHNAWAZ KHAN): No, no.

SHRI N. SRI RAMA REDDY: There is great necessity for it even during the emergency. I am sure that everyone will have seen that the City Railway Station is the most outdated railway station that is found in our Railways.

In respect of expansion of transport, certainly, a wonderful job has been done. Shri Narasimham has ungrudgingly admitted that a considerable amount of expansion has taken place though he has been complaining that his own State of Andhra Pradesh has not been so well looked after. But I have seen that there is a completely;

[Shri N. Sri Rama Reddy.]

new railway line in Andhra Pradesh also already laid and probably commissioned. I am not able to recollect which one it is. But anyway it is there. On the other hand, Sir, I have a small complaint against the Railway Ministry. All our leaders also had been expressing that it was the Mysore State that was most totally neglected till very recently. Only very recently has the Railway Ministry been pleased to take up the construction of the Bangalore-Salem line. A part of the railway line lies in Mysore. We cannot say that new line has not been laid in Mysore State. We cannot say that. Anyway . . .

AN HON. MEMBER: What about the Hassan-Mangalore line?

SHRI N. SRI RAMA REDDY: I will come to it a little later.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY): You should conclude. Your time is up already.

SHRI N. SRI RAMA REDDY: No, Sir. I have been asked to speak for 20 minutes. Anyway, I leave it to you. I have been making my speech on the basis of 20 minutes' duration.

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

SHRI N. SRI RAMA REDDY: Yes.

Both in regard to electrification and dieselisation, they have done a wonderful job and I have no complaint with regard to them. Doubling of lines has also been there; wagon manufacture also has been going on. On every single account, the Railway Ministry requires to be congratulated by this House. Now . . .

SHRI LOKANATH MISRA (Orissa): Except in the case of Bangalore Station.

SHRI N. SRI RAMA REDDY: Coming nearer home, I have already referred to the Railway Ministry taking up the Salem-Bangalore line. Now, the Hassan-Mangalore line is also sanctioned. I am told. But having sanctioned it, why do you put a metre gauge line? I cannot understand this. I have been reliably given to understand that at the recent Zonal Council meeting, the Zonal Council has decided that wherever there are ports, they must always be connected by broad gauge lines and not by metre gauge lines. When it is the decision of the Zonal Council, I do not know why plans are being made for putting up only a metre gauge line from Hassan to Mangalore. Mangalore is going to be one of the biggest ports and the line connects a rich hinterland in the plains on this side of the Western Ghats. When this is the case, when it is a great necessity and when a great desideratum has been made by way of requesting the Railway Ministry to put up only a broad gauge line and not think of any metre gauge line, I do not understand this. And in addition, we are given to understand by the working of the Railways that metre gauge is definitely a loss whereas broad gauge is a gain and will save working expenses. For an expense of Rs. 100, an amount of Rs. 110 will be realised in the case of broad gauge while in the case of metre gauge, for every Rs. 100 spent, you realise only Rs. 70 or Rs. 80. Therefore, both from the commercial point of view as well as from the national point of view, it is absolutely necessary that the Hassan-Mangalore line should be a broad gauge line only.

Now, Sir, Mysore State is very rich in ores. You know that there is plenty of iron ore, manganese ore, etc. I agree with Mr. Santhanam, and Mr. Narasimham also, that there must be perspective planning. The East Coast ports have been developed while the West Coast ports have not been developed at all. Apart from Bombay, we do not have any major

port there. There is Goa on which the Government of India seems to be concentrating. There is Karwar and then there is Mangalore. These ports have got to be developed in the interests of the nation. If that is the idea, you must have a long-range plan for developing the entire hinterland in Mysore and put up broad gauge lines. There are great possibilities of developing trade with the Western countries, especially in ores, through these ports. Therefore, I commend the scheme of putting up broad gauge lines. You are putting up one broad gauge line from Guntakal to Hospet. Please be good enough to extend it right up to Hubli, from Hubli to Londa and from Londa to Goa also. We will have rail connection straightway with Goa. Sir, from Hubli to Karwar, it is only 133 kilometres. It is a very small distance. It will be highly useful to Mysore State. Please, for heaven's sake, be good enough to connect it.

AN. HON. MEMBER- Not for Mr. Reddy's sake.

SHRI N. SRI RAMA REDDY: For the country's sake, for Bharat Mata's sake.

Now, Sir, I want to point out how well the press has received the entire Budget. The entire country has welcomed the proposals whole-heartedly. "The Times of India" says—

"The emergency has, if anything, only added to the pressure and it is only natural, therefore, that the Railway Minister, Mr. Swaran Singh, has again sought to raise new taxes."

The Railways can meet the new challenge only if they develop a spirit that permeates the entire rank and file of the railway administration. It should be done like that. Now, Sir, this morning I saw a very good poem in the papers and the composer of it is one Colonel Gregory and what he says is this. If all the 450 million people did their little jobs properly every day to the minutest detail, then this

country can get over not only the problems of it is facing today but the problems of tomorrow also much more quickly. We can get over them and make this country very prosperous. A porter can prevent accidents by being more careful, by attending to the minutest details of his work. Sir, the bane of our Railways hitherto has been that they were not employing efficient men for the jobs, little though they may be but very important. The men appointed were not qualified; mentally they were not giving their all to the job. On grounds of caste, creed and so many other extraneous considerations they were being appointed or promoted. That way a certain amount of laxity has come on the Railways, I am told—I do not know. The Railway Minister is a better judge of the situation. He has got to take stock of things and he has got to see that efficiency must be the only keynote of the entire range of appointments, promotions, etc. in the services. So long as we proceed in that manner probably accidents would get reduced. From the reports that have been given we have seen that there are more accidents due to . . .

SHRI B. D. KHOBARAGADE (Maharashtra): Will the hon. Member enlighten us as to whether any enquiry has been made to come to the conclusion that the accidents are due to the reservations given to the Scheduled Castes and Scheduled Tribes and other Backward Classes in the matter of their appointments, promotions, etc?

THE VTCE-CHATTRMAN (SHRI M. GOVINDA REDDY): Order, order, no interruptions please. Your time is up..

SHRI N. SRI RAMA REDDY: Certainly, Sir, I am out and out for efficiency, and if efficiency is sacrificed, then this country has got to be sacrificed. Let us all beware of efficiency being sacrificed in the name of caste or creed or any other extraneous consideration. Efficiency should be the criterion. If the country prospers, not

[Shri N. Sri Rama Reddy.] a single individual or section of people or anybody for the matter of that will be allowed to suffer as long as our freedom is intact.

Thank you very much, Sir.

SHRI LOKANATH MISRA: Mr. Vice-Chairman, Sir, while going through the Budget Speech of the Minister, the point which he has supposed to be interesting is really of top-most interest. The Minister says:

"It may be of interest to mention in this connection that one diesel locomotive, by utilising one gallon of high speed diesel oil, will give nearly 400 net ton-miles of performance, against about 60 net tonmiles that a road truck will give for the same consumption of diesel oil."

Now, Sir, if we calculate according to the statistics given by the Minister, then the railway freights should have been much lower than they are. I shall point out to the House some statistics for the information of the Members; it may be of great interest to Members because there has never been a comparison between the railway propulsion cost and other transport propulsion cost. It used to be a trade secret and I am really thankful to the Minister that he has given out a trade secret now and from the figures that I give now we can have a comparison between the two, freight rates by rail and freight rates by road. Now, Sir, taking item 130B, which relates to household goods and which constitute the maximum quantity of goods that are transported, for a consignment for 400 kilo-metres and below, for every 100 kilogrammes the railway rate is Rs. 3.51 nP plus 20 per cent, supplementary charge plus 5 per cent, surcharge. For goods weighing more than 400 kilogrammes also the railway freight for every 100 ki'ogrammes is Rs. 3.51 nP plus 5 per cent, surcharge but no supplementary charge except in the case of wagon-

loads, in which case it is Rs. 3.12 nP for every 100 kilogrammes plus 5 per cent, surcharge and no supplementary charge. Now converting these kilogrammes into maunds, because with the trucks the unit of maund is still prevalent, and calculating the freight charges by rail and road for the same weight, I have arrived at some comparative figures and they are these. If a truck carries one maund of goods from Delhi to Agra, it costs Rs. 0.75 nP and our Railway Minister takes Rs 1.31 nP, and this Rs. 1.31 nP I have calculated at the rate applicable to consignments weighing more than 400 kilogrammes—it does not include the supplementary charge of 20 per cent, applicable to 400 kilogrammes and below. When I compare the figures for wagon-loads, it is Rs. 1.29 nP per maund for wagon-loads—not for smalls—while the same Rs. 0.75 nP holds good in the case of a truck.

When I come to passenger traffic, I have these figures to give; I got these figures from the D.T.U. They do not have long-distance runs and so they have given me the figures for 10 miles equivalent to 16 kilometres odd, say, 17 kilometres. Now for 17 kilometres by bus it is 35 nP per passenger, while our Railway Minister charges a passenger for the same distance by III Class in a passenger train 40 nP. By express or mail train it is 45 nP, and a passenger by II Class, which is definitely comparable to a seat in a bus, he charges him 70 nP if he travels by a passenger train, and 75 nP if by mail or express train. This is how, Sir, it compares.

SHRI ARJUN ARORA (Uttar Pradesh): Still there is overcrowding in railway trains.

SHRI LOKANATH MISRA: There is; I will come to that. Now, even when it compares like this, on the one hand the Railway Minister says that the propulsion cost of a diesel locomotive is one-seventh of the cost of a diesel truck. At the same time he adds a surcharge of 5 per cent, and I cannot see the analogy really. If

really your staff, your maintenance and the expenses have gone very much higher up because you have not been able to control them, then it must be your responsibility to see that not so much is being wasted. Since you have the advantage of coming to Parliament and getting things passed because your party is in power here, you are going a step further and adding a surcharge to the existing freight rates. That does not look nice. If there is something wrong in the administration, in its efficient operation, then it is the responsibility, the primary responsibility of yours to get at the administration and throw it out. Railways are the largest and the oldest enterprise that India has. Generally we find wastage in the initial years of an undertaking, but once it is established, once it is running on for a pretty long time, we do not expect wastage. All the same I shall give you some instances to show how no heed has been paid to wastages even though it has been brought to the notice of the Minister or to the notice of the Administration. The other day, Sir, there was a question in this very House, to which the hon. Deputy Minister replied by saying that the D.C. Line would be shifted to somewhere else. There was a D.C. Line between Howrah and Burdwan.

SHRI SHAH NAWAZ KHAN: I did not say so.

SHRI LOKANATH MISRA: Well, if you did not say so, I suggest it to you, because that should not go waste, that should not lie waste. Now there was that electric line between Howrah and Burdwan. It as a patch-work. Any work in the largest undertaking in the country should not be taken in patches. It should be always a coordinated scheme, a comprehensive scheme. If something is done today and if tomorrow some other Minister comes and says, "This is not working; replace this", are they playing with the public exchequer? It is the

poor man's money that they are playing with. Therefore, sufficient precaution should be taken before getting anything done. The entire thing should be taken as a whole, so that nothing has to be substituted later on because of some difficulty somewhere. We are not very much perturbed about difficulties but we are perturbed about public money. The public exchequer loses enormous amounts. The D.C. electrification that was done between Burdwan and Howrah cost about Rs. 5 crores. Now, they are dismantling the entire thing and something else is coming up in its place. It is a colossal waste only because it was allowed to be a patch-work between Burdwan and Howrah. The rest of it was A.C. from Burdwan to Moghal Sarai. One part of the track is D.C. and the other part is A.C. That should have been pre-planned before taking up the thing.

Now, Sir, an hon. Member made » reference to metre gauge lines. The Brahmaputra, which is the widest river in the country, has now been bridged recently, and I am told—I read from papers—that it will be open for traffic. But, unfortunately, Sir, it is a metre gauge line. And I am sure that after two or three years the hon. Minister will come before the House and say that they are going to construct a broad gauge line instead

SHRI SHEEL BHADRA YAJEB (Bihar): That can be done on the same bridge.

SHRI LOKANATH MISRA: You are not an expert. So, Sir, it will be opened . . .

SHRI SHEEL BHADRA YAJEE: It has been opened.

SHRI LOKANATH MISRA: That is what I said. I read in the papers that it has been opened. But it is a metre gauge and may not cope up with the traffic, goods traffic, that would be necessary for N.E.F.A. or the eastern regions of India. Naturally, the Minis-

[Shri Lokanath Misra.] ter will have again to reconsider it. The entire bridge will be dismantled or they will have to add a portion to it.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY) : Even now in case of necessity it can be converted into broad gauge without dismantling it.

SHRI LOKANATH MISRA: If it is so, it is better and I thank you for the same. But it should have been a broad gauge line. It should not have been metre gauge because subsequently it has to be changed to broad gauge.

THE MINISTER OF RAILWAYS (SARDAR SWARAN SINGH) : If there is broad gauge line on the bridge itself with long metre gauge sections on either side, how will the wagons go over it? It is a very simple thing.

SHRI LOKANATH MISRA: But, Sir, at least one side of it could have been broad gauge so that whenever a broad gauge line was required it could be easily connected up.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY): The Minister says that it is quite possible.

SHRI LOKANATH MISRA: Then it is quite right.

SARDAR SWARAN SINGH: Moreover, the important thing is that this connects two railway systems which are entirely metre gauge. You cannot have broad gauge bridge to connect two metre gauge systems.

SHRI LOKANATH MISRA: On either side of it there is metre gauge . . .

SARDAR SWARAN SINGH: This is again stressed!

SHRI LOKANATH MISRA: But it should have been a co-ordinated thing. That is what I said.

SARDAR SWARAN SINGH: It is co-ordinated. That is why it is metre gauge because it has to be co-ordinated with the metre gauge system on either side.

SHRI LOKANATH MISRA: While going through the Audit report, Sir, I find that there have been many discrepancies in accepting tenders. In some cases higher tenders were accepted only because a specified time limit for supply was envisaged. But one contractor, I find, also stipulated some limitations—provided that he is supplied with foreign exchange or an import licence to enable him to supply materials in time. Ultimately it resulted in the contractor, who had offered higher tender, supplying the same things two years later while other men could have supplied it much earlier without needing either an import licence or foreign exchange.

SHRI B. D. KHOBARAGADE: And some of the items have not been supplied so far.

SHRI LOKANATH MISRA: That goes further to their credit.

Then, Sir, in this House our ex-honourable colleague, Dr. Kunzru, made sufficient complaint against corridor compartments. I now join him in his complaints. I think the hon. Minister has plenty of regard for his views because he is now the chairman of the Railway Accidents Enquiry Committee. With his experience, with his knowledge, he had been suggesting that corridor compartments were not very useful. In the corridor compartments we have about 24 berths and in the morning, particularly after travelling in the night, passengers travelling first class have to stand in a queue to have entry into the bathroom. Unless you wake up early enough, you have to compete with others for the bathroom. If you wake up at the usual hour, there is bound to be a queue.

SARDAR SWARAN SINGH: It seems that the Swatantra Party Memoers sleep more.

SHRI LOKANATH MISRA: What I suggest is that mail and express trains should not have these bogies. Since the hon. Minister or the Deputy Ministers probably do not travel in these corridor compartments, they do not realise these strains and troubles.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY): The passengers seem to like them.

SHRI LOKANATH MISRA: No. Nobody like them. It is because there is no unity among the railway users, the Ministry is taking advantage of it.

SHRI DAHYABHAI V. PATEL { Gujarat): Ladies do not like it

SHRI LOKANATH MISRA: Yes, ladies have their own difficulty too about it. When somebody travels in » coupe along with his wife and family, he expects the use of his own compartment bath room. But here she had also to stand in the queue.

SHRI N. SRI RAMA REDDY: How many bath rooms does it have?

SHRI LOKANATH MISRA: Please do not interrupt me. You must be knowing it better since you have to cover a much longer distance than I do. Therefore, I suggest that the manufacture of these compartments be immediately put a stop to.

SHRI SONUSINGH DHANSING PATIL (Maharashtra): No, no

SHRI LOKANATH MISRA: You are not the Minister.

Secondly, what I suggest is that this type of compartment is now being tagged on to mail and express trains. Corridor compartments should be tagged on to passenger trains because

normally long-distance passengers do not travel by passenger trains. It is only in mail and express trains that people travel long distance. It is particularly difficult for people who have to travel in the night as also in the morning to use the bath rooms.

What is more, corridor trains do not allow wider trunks inside. There is a virtual jam sometimes. There is a queue when you board the train as also when you get down. Each man tries to rush off. So, there also there is a queue. It is particularly so at the terminal station. The Ministry will come to realise the public difficulty only when there is protest two, three years hence. Prior to that, let them not rush ahead with their own ideas. Let the passengers give their opinion about it. Ultimately if they are found to be useful, only then they should go on manufacturing them

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY) : Would that not afford more security?

SHRI LOKANATH MISRA: Probably, comfort is also necessary along with security.

Since 1948, there have been regular and periodical increases in the freight rates in one form or other. This easy method has almost become a tradition which should be definitely discouraged. Especially now, when much is being said of the need to maintain the price line, any increase in freight charges is bound to be reflected on prices. The Railways, if they had maintained the freight line, would have set a salutary example for others. Moreover, the proposed increases make no exception in regard to exports, the promotion of which is considered by all in the country to be of supreme importance.

I am thankful to the Minister that he has made a statement immediately after the Question Hour after having allowed some concession for some of these commodities.

SHRI MULKA GOVINDA REDDY (Mysore): Only for export purposes.

SHRI LOKANATH MISRA: It will be recalled that the Import and Export Policy Committee, 1962, had re-Commended that the Railways should give a general rebate on the goods put on board as a help to our export effort. The Committee had also stated that there would be commodities where the freight concession required might even be larger in the interest of export promotion. Since export traffic is only a fraction of the total traffic carried by the Railways, it was to be hoped that some helpful concessions would come to be granted for encouraging export effort.

SARDAR SWARAN SINGH: You will agree that your brief has become out of date.

SHRI LOKANATH MISRA: There are many more. It is not out of date. I can even speak extempore about some other commodities. These commodities, small in number as they are, would not have proved to be a strain on the Railways. In this connection, it is relevant to note that the Chairman Shri Ramaswami Mudaliar, Of the Railway Freight Structure Enquiry Committee to whose report the Railway Minister had approvingly referred in the course of his speech was also the Chairman of the Import and Export Policy Committee.

The Railway Minister has referred to the phenomenal rise in the volume of traffic that the railways have had to handle during 1962-63. During the 10 months 'period from April 1962 to January, 1963 goods loading registered an increase of about 13.2 million tons over the loading during the same period of the previous year, thereby indicating the prospect of achieving the budget anticipation of 15 million tons increase. This increase is the highest recorded so far in any year, and this came about despite the failure of the steel plants to offer the expected

traffic; and the increase does not take into account the traffic arising out of the emergency. The additional traffic moved by the Northeast Frontier Railway was as high as 65 per cent over normal transport. The passenger services, even during the peak of emergency, were kept practically intact. This is indeed heartening. But the point is whether this does not give real force and substance to the oft-repeated complaint that the Railways have not been exerting their utmost during normal times.

The Third Plan envisaged originating traffic of 245 million tons by 1965-66, an increase of 91 million tons over the Second Plan period. This has since been revised to 260 million tons. Will the Railways be able to carry this traffic? This is a question to which the Railway Administration must seriously address itself. This matter must be taken up urgently, for a shortfall of 8 million tons in goods traffic in the final year of the Second Plan was made good only in the first year of the Third Plan.

A more fundamental point is whether the Railways alone will be able to cope with the increase in traffic and, if not, what has to be done to generally strengthen the transport system as a whole, that is, railways, roads, inland waterways and coastal transport. Roads and other forms of inland transport constitute as much an essential link as the Railways in our transport system.

I shall now come to the Railway Service Commission.

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY): I am afraid you have taken more than your time.

SHRI LOKANATH MISRA: Our group will take one hour.

SHRI A. D. MANI (Madhya Pradesh): He does not want to give chance to Mr. Patel.

SHRI LOKANATH MISRA: No, he will have.

Under the Constitution, we have provision for the U.P.S.C. and the State P.S.Cs. This is a third kind of Service Commission which is not on the Statute Book. It is not a statutory body. It is a legacy from the British administration and as such now probably it has outlived its utility. What is now happening is that the Railway Service Commission is being used as a tool to fit in persons who are in the good books of the administration.

SHRI SHEEL BHADRA YAJEE: Question.

SHRI LOKANATH MISRA: I knew that you would question it. Since it is not a statutory body and the appointments of the Members of the Commission are made by the Ministry, they are also liable to be influenced by the Ministry.

SARDAR SWARAN SINGH: I would only state that the appointments of the Members of the Railway Service Commission are made after consultation with the U.P.S.C. So, they are not gifts of the Ministry.

SHRI LOKANATH MISRA: But the recommendations are made by the Ministry.

SARDAR SWARAN SINGH: Several people are recommended . . .

THE VICE-CHAIRMAN (SHRI M. GOVINDA REDDY): That way all the Commissions are.

SHRI LOKANATH MISRA: But a statutory body should recruit for higher appointments. Now, the convention or tradition in the Railways is that no class II appointment is made by the Railway Service Commission or by the U.P.S.C. It is purely by promotion and promotion also allows for many malpractices. It is only the class I officers who get recruited by the U.P.S.C. The rest get recruited in fact directly off in-

directly by the Railway Service Commission and the Railway Service Commission has only a semblance of justice because it is not a statutory body. Any day the Ministry thinks of getting away with it, it can do because it does not have the sanction of the Constitution. I would suggest that the scope of the U.P.S.C. should be widened. They should take charge of all recruitments. That would add to the efficiency of the Administration. I would sincerely suggest that the Minister should give some thought to it and not reject it because a Member of the Opposition is suggesting it. There may be something in it and if the Minister will kindly go through the recruitment made during 1957—62, he would probably think the same way as I think about the Railway Service Commission.

I would now come to my State. If you look at the railway map, my State looks clean, while all the others are dotted. Of course, Andhra also is looking a bit clean as Orissa. There are only two railway lines running through Orissa, one is on the coast and the other is in the western districts.

SHRI SHEEL BHADRA YAJEE: Both are main lines.

SHRI LOKANATH MISRA: Not like Gaya or Patna line. One is a main line because it connects Madras with Calcutta and it was because of the necessity of connecting them that it was constructed, not that it had to serve Orissa. The other line is connecting Raipur to Vizianagaram.

(Interruptions)

You did not construct it. The second line connects Raipur with Vizianagaram. It is also the line connecting Central India with coastal India. Orissa, in fact, needs many railway lines and I do hope that the hon. Minister will kindly give some attention to the requirements of Orissa in the matter of railway lines. I have

[Shri Lokanath Misra.] made suggestions to the Consultative Committee and one of them is that there should be a through coach either from Waltair or from Puri going to Delhi. I cannot now say the trains to which the through coach should be attached. If this through coach is provided then that would be a great favour to those coming from Orissa I may point out that all other important towns in the different States of India and definitely all the State capitals are connected with through trains unless it be that they have different gauges, a gauge different, from the broad gauge. As you know, Madras is connected. Bombay is connected. Calcutta is connected. Nagpur is connected. Patna is connected. Lucknow is connected. Hyderabad too is connected.

SHRI SHEEL BHADKA YAJEE: Important towns in three States are not connected.

SHRI LOKANATH MISRA: That is because they have *no* railway lines at all. Probably, the hon. Member did not understand what I said. They are not connected just because they have no railways at all or as I have already stated they do not have the broad gauge lines. Therefore, I was submitting that there should be a through coach attached to different trains, the coach to start either from Puri or Waltair and to go right up to Delhi. That is what I was submitting and I would request the hon. Member to kindly understand me and then interrupt. I would really implore the hon. Railway Minister to look into this matter and oblige the people coming from Orissa and save them all the hurdles and hardships that they have to undergo at Howrah station in getting a berth even though telegrams had been sent much ahead of their scheduled day of travel. Thank you, Sir.

SHRI RAMPRASANNA RAY (West Bengal): Mr. Vice-Chairman, Sir, first of all, let me thank you for giving

me this opportunity to speak today on the Railway Budget. At the very outset I would like to speak about the problems facing us in that part of the country where I come from. These problems deserve special attention of the Government because of the emergent situation that has been created by the Chinese aggression on our north-east frontier.

Sir, the Railway Ministry deserves to be congratulated for the speed with which the new broad gauge railway line was constructed from Khejuria-ghat to New Jalpaiguri *via* Malda even though there was no emergency when this project was taken up. This route was found extremely useful to rush supplies to different places of North Bengal and Assam. Now in the situation created by the Chinese aggression no time should be lost to extend the broad gauge service from New Jalpaiguri to Assam via Cooch-Bihar and Alipur Duar as the alternative Assam Rail link. Assam and North Bengal, I regret to say, have been neglected so far, to some extent, in the matter of communications and now when we are faced with a very grave situation in our north east frontier, no time should be lost in the development of communications in that area.

Then comes the question of bridging up the Ganga for through rail communication between upper and lower parts of West Bengal.' The turbulent river Brahmaputra has already been bridged at Pandu resulting in through rail communication between the south and north banks of the river in Assam and for that the Administration of the North-east Frontier Railway deserves congratulations. Now, Sir, all our attention should be diverted towards the speedy construction of the Farakka Barrage which will also serve as a railway bridge across the Ganga. As I have already said, this will connect the broad gauge system we have in the two parts of West Bengal,

We understand, Sir, that the Minister of Economic and Develcne Coordination, after his recent tour of North Bengal and Assam has suggested immediate construction of a railway bridge at Farakka. In reply to my letter, the Minister of Irrigation and Power wrote to me thus on the 21st December, 1962, on the question of the Farakka Barrage and I quote here the extracts from his letter:

"There is no question of withholding or delaying the work on the Farakka Barrage Project. On the other hand, consensus of opinion in the Planning Commission, the Ministry of Finance and Ministry of Transport is that the work on this Project should not be slowed down and that it should continue to receive the same priority which had been accorded to it before the present emergency arose. We are, therefore, continuing to treat this project as one of 'Top Priority' and are taking all possible steps to execute the scheme, if possible, even ahead of the schedule."

As has been stated in this letter, in view of its importance, every effort should be made to complete the work of the Barrage in record time, working round the clock rather than spending a huge sum of money in constructing a separate road bridge now. Apart from the railway line, on the top of the Barrage it will have a road for vehicu^r traffic. As you know, Mr. Vice-Chairman, the very question of the existence of the Calcutta Port and the supply of drinking water to the millions of people of Grjeater Calcutta depend upon the construction of this Barrage. It may be that a question may come up, whether to have the bridge at an early date, say, within two or three years, or to wait for the Barrage for five or six years, because the Planning Commission has fixed the target at 1969. If the choice is given between the two to the people of Bengal, they would certainly prefer to wait a little more for the Barrage in order to save Calcutta.

I have already suggested for extension of the broad gauge railway line from New Jaipaguri to Assam. Everyone knows how the civil supplies line to Assam through the riverine route was paralysed by the strike of the Pakistani crew in the Joint Steamer Company. We can avoid such difficulties if we have an alternative broad gauge rail route to Assam.

To another project also I would like to invite the attention of the hon. Railway Minister in the hope that it w 11 receive his sympathetic consideration. Sir, a survey was undertaken, together with the survey of the Khejuria-Malda Project, of the Ek'akhi-Chhilampur-Raiganj and the Chhilampur-Balurghat-Hili Project. Most of that portion falls within the district of West Dinajpur which was severely' affected by the partition. Whereas the Khejuria-Malda Project has already come into being, no sign seems to be visible of the taking up of the other project. Conversion of Barsoi-Radhikapur section and the New Jalpaiguri-Haldibari section from metre gauge to broad gauge can brook no delay for obvious reasons because both the sections terminate on the Indo-Pak border.

Mr. Vice-Chairman, in the Railway Budget, I have to point out that we do not find any poposal for the construction of a circular railway around Calcutta. Everyone knows that Calcutta has ever-increasing transport problems. If the circular railway is constructed, the hon. Railway Minister will have the gratitude of the citizens therefore having solved a part of their many standing problems.

Sir, I have already mentioned about the very great advantage derived by the construction of the Brahmaputra Bridge at Pandu. By that it has been possible to run a through train named the Assam Mail, from Dibrugarh "town to Barauni to the great advantage of the people of Assam,

Loan itamprasanna Ray.] North Bengal and a part of Bihar. Two broad-gauge through bogies are provided from Barauni to Delhi for Delhi-going passengers arriving there by the Assam Mail and they are transferred to the Toofan Express at Mokameh Junction and *vice versa*. As the two bogies are insufficient to cope with the large number of passengers, including our defence personnel, arriving by the Assam Mail, we would request the hon. Railway Minister to put on a through fast train from Barauni to Delhi *via* the shortest route for the convenience of those long-distance passengers. In the meantime, efforts should be made to accelerate the speed of the Toofan Express and thus reduce its running time easily by 4 to 5 hours.

I would also request the hon. Railway Minister to run daily services of the 81 Up and 82 Down Vestibule De-Luxe trains between Howrah and New Delhi in place of the present biweekly service each way, because these trains have proved to be most popular.

Mr. Vice-Chairman, the people of North Bengal have been anxiously waiting for the North Bengal Express train to be diverted *via* Farakka, to run by broad gauge, from Khejuria-ghat to New Jalpaiguri. The distinguished predecessor of the present hon. Minister of Railways promised us a night train from Calcutta to Farakka *via* the B.A.K. Loop after restoration of the eroded portion near Nimtita and Dhulian. This portion has since been restored and has been opened to goods traffic. The railway users hope that the promised train will be put on and the North Bengal Express diverted with effect from the 1st April next, the date on which the new summer time-table will come into force.

Sir, as the days are passing we feel that the standard of departmental catering is gradually deteriorating. Complaints are increasing that the quality and the quantity of the food

supplied by the departmental establishments are poor. It is high time, Sir, that the whole policy regarding the catering system on our Railways should be reviewed and such steps taken by the hon. Railway Minister as he deems proper to ensure better service to the passenger.

3 P.M.

Time has come, Sir, to review the question whether II class should be retained or abolished altogether. Whatever decision might have been taken in the past, the general public feeling is that it should not only be retained but should be restored in the trains from which II class accommodation was withdrawn.

Sir, the locomotives supplied to the N. F. Railway by the other Indian Railways to run the newly constructed B. G. railway line in Katihar Railway District are so old and overaged that long detention of trains has occurred from time to time due to failures. In this respect, the Railways concerned, we are afraid, have treated the N. F. Railway very badly. Though during the emergency some locomotives of better quality have been supplied to N. F. Railway, there is still more to be done. Due to dearth of powerful locomotives full length ballast trains cannot run on the newly constructed B.G. sections. As a result ballasting of trucks has been subject to long delays.

Provision of diesel locomotives for goods trains in the N. F. Railway has become very effective. To shorten the running time of trains on the narrow gauge between Siliguri Jn. and Darjeeling, by avoiding watering of steam locomotives, etc., it may kindly be examined if dieselisation of locomotives on this section will be useful. At present, a train takes more than six and half hours to run between Siliguri and Darjeeling resulting in diversion of passenger traffic to road transport which takes about half the time and unless effort is made to reduce the running time the train ser-

vices on this section will not be »s , attractive as they should be.

Sir, as is known, Malda is a mango-growing district and from almost every station of this district a large number of gift parcels are booked to different parts of India. I am sorry to narrate here the last year's incident that ninety per cent, of the mango parcels thus booked *via* Farakka and Barharwa either never reached their de-tination or reached there with contents having become unfit for human consumption due to heavy detention in transit. We hope steps will be taken by the Eastern Railway authorities in consultation with the N. F. Railway authorities for the speedv and efficient movement of mango parcels during the next mango season. Supply of sufficient number of wagons also should be ensured for movement of the mango traffic from Malda in wagon loads.

Sir, at Katihar the B.G. railway station has been located at a long distance from the M.G. junction with the result that passengers have been put to much hardship to travel from one station to the other. Steps should be taken to take the B.G. train at Katihar to the junction station for the convenience of the passengers.

My last but not the least important point is, Sir, about provision of staff quarters for the traffic staff at Malda town and the marine staff at Farakka. I hope the hon. Minister for Railways will be pleased to look into this matter.

We know, Sir, how difficult it is to run such a huge railway system in a big country like ours. Still there are *so* many things to be d'one. And before I conclude, I congratulate the Railway Minister for his proposal not -to increase the passenger fare in the Budget and ^{withn} these words, Sir, I lend m_y wholehearted support to it.

SHRI A. D. MANI: Mr. Vice-Chairman, I, on this side of the House, offer my Congratulations to the "ail-way Mmister on the account tuat he has presented of the remarkaDie per-

formance of work of the Railways during the period of the emergency. The financial results of the work of the Railways have been quite satisfactory and we find that as against actuals, under Receipts, of Rs. 500 crores in 1961-62, the Revised Estimate for 1962-63 is Rs. 549-62 crores and the Budget Estimates of the coming year are a little higher. While the House should be satisfied that the traffic receipts have been considerable and have been on the rise, the House will note with alarm the proposal of the Railway Minister to increase the surcharge which is already operating on rates and also his proposal to levy a ten nP. per rupee cess on parcel traffic excepting vegetables, milk and newspapers. Excepting these .three categories, all the others will be taxed. Mr. Vice-Chairman, the Railway Minister will agree that while the country would be prepared to accept increased financial burdens for maintaining the railways, there must be an unanswerable case for increase in traffic receipts. There is a good deal of dissatisfaction with the operating ratio and the working expenses of the Railways. I have gone through the figures set out in Appendix VII of the Explanatory Memorandum and I find that in almost all the important Railways, the operating expenses have gone up from the 1957 figures to an extraordinarily bigger figure compared to the figures of the year that is ending. For example, in the Eastern Railway, in 1957-58. the operating expenses were Rs. 43-87 crores while in 1962-63 it rose to Rs. 59-31 crores.

SHRI SHAH NAWAZ KHAN: What about the ratio?

SHRI A. D. MANI: Ratio I have ntot worked out but the rise has been considerable and sixty per cent, of the rise is due to expenditure on the staff. At the same time, expenditure on the maintenance of lines has been more or less stationary. For example, in the Eastern Railway, the expenditure on the maintenance of lines was Rs. 14-30 crores in 1957-58 and in , 1961-62 it was Rs. 14-48 crores. I am

[Shri A. D. Mani.] suggesting the point that while we go on increasing expenditure in working expenses largely on account of the concessions given to the staff, there has been a great deal of reduction in the efficiency performance of the Railways. This is a matter which should engage the attention of the Railway Minister. If we expect the country to bear a heavier burden of indirect taxation—and these increases in freight rates and parcel traffic would amount to some form of indirect taxation—the country must be satisfied that the Railways are operating on an economical basis. I should like to mention here in this House that we have so far not undertaken a proper work study of the efficiency performance of the Railways. I know that there is a statistical organisation at work but so far the Houses of Parliament have not been furnished with the figures relating to the assessment of the organisation that they have in the Railways for studying the performance of Railways. I would like to invite the attention of the Minister for Railways to the Report of the British Transport Commission which was placed before Parliament in 1959. We do not have the latest Reports. In a paragraph, they say:

"There was an overall reduction in 1955—58 . . ."— They take a three year period—

"... of nearly five per cent, in the total number of staff employed by British Railways from 577,010 to 550,000. The figures have fluctuated, the greatest reduction being in 1958 when there was a decrease of four per cent. This reduction in staff has been made possible by greater rationalisation, mechanisation and measures to increase productivity combined with reduction in traffic. Close consultation has been maintained with the trade-unions whose support in obtaining greater productivity has been most helpful." I am afraid that no such comparative study has been made of the efficiency

performance of our railway system. On the contrary, the findings of the Railway Accidents Enquiry Committee, which unfortunately have not been circulated to Members of Parliament in the form of a printed brochure but are available in the Library, show that fifty-three per cent of the accidents that take place on the railways are due to negligence on the part of the personnel. They have examined many cases and point out that signals were given to allow a train to come at a platform when another train was standing on the platform and on the same line and an unfortunate collision took place. Fifty-three per cent of the accidents are due to negligence and these have been responsible for many fatalities and for destruction of Government property. The Country is not satisfied with the performance of railwaymen in regard to the normal operation of the railway system in our country. The Railway Minister has referred to the great effort put forward by Railwaymen during the present emergency when they carried a larger volume of traffic than they had at any time in the past. If that was possible during the emergency, why can't the same tempo be kept up in normal times. Ours is a continuing emergency. If there is no Chinese aggression on the frontier there is this question of economic reorganisation of our country and the success of our Plans. An impression has spread that whilst the expenses have been going up there has been a gradual let-down in efficiency in our railway systems. The Railway Accidents Enquiry Committee also points out that in many cases the station masters have been at fault and I would like to ask the Railway Minister whether the time has not come, in view of the increasing burdens that he proposes to place on the shoulders of the people in the country in the form of increased passenger fares, in the form of increased freight rates or parcel rates, for the Railways to conduct a sample survey in every railway system regarding the work performance of the railwaymen.

Mr. Vice-Chairman, I referred to the stationary character of the expenditure on maintenance of railway lines. What I am afraid of is that we are overworking the railway system so much that a stage will soon be reached when some of our railway track will become extremely unsafe for traffic. It is necessary, therefore, for the Railway Board to consider making a comprehensive survey of track renewals and track maintenance for the next five-year period. I am sure that the Railway Board in its own office might have such plans but if the country is to be taken into confidence on the question of expenditure it has to incur for running the railway system, a comprehensive blue-print ought to be published by Government and the Railway Board giving their estimate of what the track renewals and the proper maintenance of railway lines are going to cost them during the next five-year period. The British Transport Commission publishes such figures. As far as the Indian Railways are concerned, they give a wealth of statistical material which they do not give but we would like the Indian Railways to match their performance in regard to the publication of the costs for the modernisation of our railway system.

Sir, I referred to the question of the gradual deterioration of the efficiency of railway personnel which is reflected in the findings of the Kunzru Committee report. It has been axiomatic among the railwaymen so far to consider that as far as the railway job is concerned, it is better to choose the son or the nephew of a railway servant and this attitude seems to have been upheld by the International Railwaymen's Union. It is true in our Country, we regard that leadership runs in the family. If a person happens to be a Member of Parliament and he is no longer there, his son is considered to be a suitable substitute for him because he has had the advantage of living in a parliamentary tradition.

SHRI B. D. KHOBARAGADE: That happens in the Congress Party on y.

SHRI A. D. MANI: That also happens in the Railways on a very large scale. In the Railways, recruitment has been so far on the basis that members of the families of railwaymen would make better railwaymen than outsiders, and on that basis recruitment has been done so far. I do not want to stand in the way...

SHRI SHEEL BHADRA YAJEE: Not now.

SHRI A. D. MANI: It is mentioned in the Kunzru Committee report. On your side, you do not need to read any report. As I said, it is mentioned* in the Kunzru Committee report that that is the basis of recruitment. Sir, I would like to suggest to the Railway Minister that now that we are entering on an expanding era of railway economy, when we are expanding our expenditure and also increasing our receipts, we should have a comprehensive enquiry conducted into the matter of recruitment of railwaymen. For example, in the British Railways,—I mention British Railways because it is also a nationalised undertaking—they send actual scouts to British universities to talk to them about railway work. They want to get the best material for running their railways. I am not suggesting that we should send out scouts to our colleges and universities but a systematic attempt should be made by the Railways to present the attractions of railway service so that qualified men, men who are qualified in science in schools and colleges may be available for responsible jobs on railways, not necessarily as officers, but as station masters, cabin men, signallers, etc. For all these, a knowledge of science is required. I think an all-out effort is called for on the part of the Government to consider new methods of recruitment of railwaymen. Mr. Vice-Chairman, I should like to mention here that a good part of the unsatisfactory character of per-

[Shri A. D. Mani.] formance of railway personnel is due to the absence of any insistence on rigorous tests for those who run our engines and maintain the track. If a person becomes an aviator or a pilot, he has to undergo very rigorous tests at stated intervals to prove that he is worthy of flying. For example, a Wing Commander wh'o might have got his wings, cannot rest on his laurels. He has to appear before a medical board and be subject to constant medical and other tests. It is necessary that such tests should be conducted on railways a^o in order to weed out inefficient personnel. In the enquiry which has been instituted info railway accidents, it has been found that a number of drivers have been over the age of 50. At the age of 50, a man wants to go home soon and he is inclined to drive the engines at excessive speed. When I said that there should be a comprehensive enquiry into the methods of recruitment, I had also in mind that Government should . . .

SHRI SHEEL BHADRA YAJEE: You can work up to 100 years, but the drivers are not fit to work at 50 years?

SHRI A. D. MANI; You can make him a Cabinet Minister, there is no objection but do not make him a railwayman. That is my point. These are the causes which have been pointed out in that report which you Would not read. Sir, we must have continuous and rigorous medical tests conducted from time to time.

I would also like to make an observation on the working expenses of the Railways. I 'ooked in vain for a statement On the working of metre gauge railways taken as a separate unit. I made a ,eference in my speech last year that the metre gauge system is becoming costly and uneconomical, and the largest number of railway accidents have been on the metre gauge railways and not on the broad gauge railways. If some of the

lines are uneconomical, it is better to close them "down. There is one part of the country where, for a distance of three miles, a train service is being run, when there are competing bus services also there. It is time when we have an expanding railway economy that we shou'd have statis-cal figures regarding the working of the metre gauge and narrow gauge lines, and I hope that though the figures have not been published in the Explanatory Memorandum, the Railway Minister would take the House into confidence about the performance of the metre gauge railways.

I would like to make a suggestion about the present cess that the Railway Minister wants to place on parcel traffic. It is my considered opinion that the trend ot passenger and goods traffic is steadily on the rise on account of the increase in the general economic tempo in the country. The Railway Minister wil be able to get the surplus that he wants to give to the General Revenues even by adhering to the present rates instead of imposing a new cess on parcel traffic. For three categories of goods there is exemption but still there is no d'oubt that the levying of the increased cess on parcel traffic will lead to a general rise in the cost of living in the country. We do not want the Railways on the one hand to increase the cost of living in the country and at the same time p'ead that the increase has been justified on account of the need for maintaining the railway finances on an even keel. There ought to be some co-ordination between one Ministry and another in regard to these matters. I do not know whether the Minister of Economic Coordination has been consulted regard-in? the increase in the rate of parcel traffic, which the Railway Minister proposes to impose. Tt is necessary that we should keep down as far as possible, anv increase in the freight rate so that the economy may be kept going and we may be able to expand our export trade. I may mention in this

connection that in regard to the British Railways I have been trying to find out the precedents which they have been following. Whenever the question of raising the freight rate was considered, the Railways took the public into confidence. They do not announce what exactly is going to be the rise in the rates, but they try to understand the difficulties of businessmen and the Chambers of Commerce are always called for consultations in regard to this matter. I would like the Railway Minister to make a welcome departure from past policy by taking the affected people into consultation and ask them for their opinion on the general question so that he may have the opposite point of view presented to him in the course of the discussions which might be helpful in coming to a reasonable conclusion.

I would also like to suggest that in regard to the railway system itself we should have area boards at various centres. Such area boards are working in the United Kingdom. The area boards advise the Railway Administration and the members of the area boards consist of men of business from various walks of life and bring to bear a non-official outlook on the Railways' problems. While there are the Railway Users' Consultative Committees, these Committees meet only at certain intervals and the Railways do not have the benefit of continued guidance from them and continued information on matters which may not come to the Railways through their normal channels.

I would like to make a mention about defence expenditure. Now, while we have been talking a good deal about stepping up our defence effort against the Chinese aggression, there has been no estimate of the probable increase in defence expenditure in the next two or three years in the Railway Minister's speech. If the defence effort has to be strengthened, it has got to be strengthened first on the railway level because both the NEFA

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and the northern region have got to be connected by rail-roads. We should like to know from the Defence Minister what the burden of expenditure on account of the defence effort would be during the next two or three years. I do not want to anticipate what the Finance Minister is going to say in his Budget speech, but I am told that the defence expenditure is likely to be doubled. If there is an emergency, we must know how we are going to meet the emergency from the railway point of view. I would suggest, therefore, that the Railway Board may consider the question of publishing a general blueprint on railway expenditure on account of defence during the next three or four years. Further, it is necessary that this question of increased defence expenditure should also be co-ordinated into a considered policy.

[THE DEPUTY CHAIRMAN in the Chair.]

Regarding passenger traffic, there has been a substantial increase in passenger traffic in our country, but it is necessary, in order that the economic life is placed on an orderly basis, that facilities for transport are available easily in various cities. I know that there has been a substantial increase in suburban traffic. There are many people who have to stand in queues for half an hour or forty-five minutes at the bus stands in Bombay and this is also the case in Delhi, but there is no question of suburban traffic here. In view of the increased turnover of suburban traffic, I would suggest that the Railway Minister should reduce suburban traffic fares in order to promote the economic well-being of the country.

Madam, I would like to go on to the question of workloads. I have made a reference already to the example set by the British Railways in conducting studies on workloads on their railway system. Somehow the impression has gone abroad that everything is centralised in the Railway Board. There have been state-

[Shri A. D. Mani.] ments made by the Government in the past wherein they have stated that there has been a good deal of decentralisation. But by and large the people believe that the persons who decide matters of policy and almost matters of important detail are Members of the Railway Board. If the Railways are to function satisfactorily, there has got to be considerable decentralisation of work. This is not only a problem on our Railways, but it is a problem all over the world. The general trend has been in the direction of decentralisation and I would like to ask the Railway Minister what attempts have been made so far at securing decentralisation of work on the Railways and particularly at the zonal level.

There was a suggestion made this morning, I believe, by one of the speakers who wanted a separate zone for a certain State. I do hope that the Railway Minister would put his foot down firmly on any suggestion for a separate railway system based on territorial identity. No State, however big it may be, however important it may be, can demand that there should be a separate railway zone because it happens to be a separate State in the Indian Union. The zonal system should continue but it should continue on the basis of cohesion in economic operation and not on the ground that some State would like to have the honour and satisfaction of having a railway zone located in its capital.

SHRI MULKA GOVINDA REDDY: What he said was that the Southern Railway and the Central Railway should be regrouped as they are unmanageable. There should be re-organisation.

SHRI A. D. MANI: Yes. This is what I wanted to ask the Railway Minister[^] viz., whether he has found that in the case of the Central and Southern Railways the charge has been made as being unmanageable, whether there has been decentralisation of work

and whether the work is being done according to the normal practices and there is no let down in efficiency on that account.

A reference was made to departmental catering. I believe there are 97 stations where departmental catering has been undertaken and there are about 5,000 contractors at work. I am a believer in State enterprise in some directions and I think the Railways have offered an excellent opportunity to Government to show that they are good employers as any. But if the Government thinks that while it can fit locomotives with Suri transmission with commendable competence, it can also make *gulab jamuns* and *jilebis* with commendable competence, they are entirely mistaken. I hope that the Railway Minister, at least as a person coming from a part of the country which loves the good things of life, would appreciate the fact that our catering has come in for a good deal of criticism all over the country. It is a standard meal and standard sweetmeats that are being supplied and the standard sweetmeats and standard meals are often below standard. It is, therefore, necessary for the Railways to give up the idea of departmental catering at a number of places, excepting where it is necessary, and allow the people in the private trade to come and take up catering as they did in the past.

I would like to make one final point before I sit down. That is about the question of sabotage on the railways. The matter was gone into in very great detail by the Railway Accidents Enquiry Committee and it has been disclosed that in the case of one accident the railwayman was sleeping, the policeman was sleeping. The policemen who had been detailed to guard the track were found to be sleeping. In one accident—I forgot the name of the place, I think Padali station—the railwayman, the policeman, was charged with sleeping while on duty and on account of their negligence of duty the accident took place. Now, I find that or*

account of the recent amendment of the Indian Railways Act, the punishment for sabotage has been enhanced. For the first offence, three years' imprisonment has been provided under the recent amendment. In view of sabotage occurring as a matter of regular operation on the railways, a continuous operation on the railways, I would suggest to the Railway Minister and to the Home Minister to consider enhancement of the penalty for sabotage. I do not like death penalty at all. I am in favour of removal of capital punishment. But I may mention that during the period of World War II the Defence of India Rules were amended to provide that any case of sabotage to railway lines leading to destruction of life would be punished with death. Unless enhanced penalties are imposed on those who destroy track, I am afraid sabotage would continue because most of the acts of sabotage are done not for the rails but to detain the train so that the goods may be looted. It is only for that purpose sabotage is being attempted on many railways. In regard to this, I would also suggest that in respect of track supervision concerted measures will have to be taken by the Railways with the State Governments. At present the State Governments co-operate with the Railways at a number of points. But the track is run through the States, and it is necessary that there should be a joint board in every State which will go into the question of the safety of railway property and the safety of the people travelling in trains. I believe that the Home Ministry is going to convene a conference shortly, and I hope that it would be urged on the State Governments that unless complete co-operation is given, if necessary in the form of a joint organisation set up by Railways and the State Governments, it may not be possible for the Railways to discharge their responsibility of supervising and examining the railway traffic on those lines with any degree of certainty.

Madam, I would like to make only one more point. I find that ticketless

travel has acquired a stability of performance in the railway figures, and also the expenses on the maintenance of lines are more or less stationary. In the year which ended last year ticketless travel accounted for about Rs. 1-83 crores in the form of recoveries, and in the current year about Rs. 2 crores were received in the form of excess fares; that means to say, ticketless travel continues as it was in the same proportion. I know that Railways have been taking steps to check ticketless travel, but I wonder whether the time has not come when we should consider any involvement in a ticketless travel offence a disqualification for certain jobs. A number of people who really travel ticketless on trains are students; not the *Sadhus* and *Sannyasis*, they will never pay and you are not going to recover any money from them. The large number of people who travel ticketless on trains are students. If a conviction under the Railways Act for ticketless travel amounts to a disqualification for Government employment, it will have a deterrent effect on ticketless travel. I am not suggesting that we should penalise the student community immediately, but they should have the benefit of a punishment that may fall on them if they are detected in a ticketless travel offence. I do hope that in the years to come the Railways would be able to check ticketless travel and augment the revenues under traffic receipts.

In conclusion I would like to say that the railways have done a remarkably good job, and we do hope that while they will continue to keep up their performance, the Railway Minister, when he presents the Budget next year, will be able to give a more satisfactory account in the form of reduction of working expenses.

SHRI N. K. DAS (Orissa): Madam Deputy Chairman, I rise to make a few observations on the Railway Budget presented to Parliament on the 19th instant. In doing so, the first thing that comes uppermost to

[Shri N. K. Das.] my mind is to offer our hearty and sincere congratulations to the Railway Minister, Sardar Swaran Singh, and to the noble army of railwaymen beginning from the Members of the Railway Board down to the workers at the lowest level for the steady all-round improvement effected in the railways through their joint efforts.

Madam, it is not yet one full year since our Railway Minister has assumed charge of his office. But even during this short period he has not only been able to keep up the tempo of improvement initiated by his two illustrious predecessors, Shri Lai Bahadur and Shri Jagjivan Ram, but he has added considerably to their splendid record. A large volume of literature is normally circulated to Members of Parliament along with the Budget every year. The Railway Ministry appears to have taken considerable pains this time to bring each and every aspect of Railway Administration prominently to light. This has necessitated the preparation and distribution of more papers this year. A thorough study of these papers brings to our mind a clear picture of the position of our railways as it was in the past, as it is in the present and as it is proposed to be developed in the years to come. The most redeeming feature of the Budget for the next year is that it contains no proposal for the enhancement of passenger fares even though additional resources to the tune of Rs. 19 crores have been sought to be raised next year. The last increase in the passenger fares took effect from July 1962. The programme of planned development of the country including the programme of expansion and development of the railways needed huge resources. Added to this, the emergency due to the Chinese incursions came before the year was out. It was, therefore, natural to expect that next year's taxation proposals might include enhancement of passenger fares. The Railway Minister deserves the thanks and gratitude of the general travel-

ling public of the country that he has spared them this burden. A small increase in the goods and parcel traffic rate has however been proposed, and this will undoubtedly cause some hardship to the people. The Railway Minister has however, elaborately explained in his Budget speech, pages 17 to 19, that the effect of this increase will not fall heavily on the railway users. In that view of the matter I venture to think that people will not mind this additional burden to strengthen the Railways' financial position and thereby make a definite contribution to the general exchequer and assist in the way, and means position of the General Revenues. The exemption from the proposed levy of a surcharge of 10 paise per rupee on parcel traffic granted to vegetables, milk and newspapers will be quite welcome, but it will be much more appreciated if a few more items particularly children's elementary textbooks and medicines are added to the exemption list.

Another happy and admirable feature of the Railway Budget is an appreciable increase of the Depreciation Reserve Fund and the Development Fund. The two Funds together constitute what may be called the two lungs of the Railway finance, and in that view of the matter a rise in these two Funds will be welcome. Increase of the annual dividend payable to the General Revenues on the Railways' capital at charge, which stands at Rs. 2000 crores, from 4.25 per cent to 4.50 per cent, is a step in the right direction. I would, however, venture to think that the next Railway Convention Committee which is going to be set up in the year 1965 will see its way to recommend an increase of this dividend to six per cent., keeping in view the general rise in the borrowing power of the Central Government. The additional contribution that will come from this increase of the dividend will amount only to Rs. 4 crores.

The Budget Speech also contains a fairly comprehensive and exhaustive assessment of the Railways' performances during the last several years from which it is quite clear that the Railways have not only succeeded in implementing the targets fixed for the First and the Second Plans but will also fulfil the targets fixed for the Third Plan. The drive for indigenous manufacture of all categories of railway equipment has also reached a high-water mark, and the day is not far off when our Railways will not only be entirely self-sufficient in all its requirements but will be able to earn foreign exchange by exporting their products abroad. The Chittaranjan Locomotive Works at Asansol, the Diesel Locomotive Works at Varanasi, the Heavy Electrical Works at Bhopal and the Integral Coach Factory at Madras have all been geared up to accomplish these objectives. The most creditable thing about indigenous production is that the cost of locomotives and coaches manufactured in India is much below even the ex-factory cost of similar articles imported from Europe. These performances, when added to the number of amenities that the Railways have been providing us for the last several years, do constitute what may be called a brilliant record of our Railway Administration and but for the railway accidents which have been occurring rather too frequently within recent years, this record will be an all-white record. These accidents, though regrettable, need not be construed as a serious black mark on the good name of our railwaymen in general, and I agree with the observation contained in the Kunzru Committee's Report that the failure of railwaymen and the accidents resulting therefrom constitute only an insignificant part of their achievements in the context of the vastness of their fields of operation.

Madam, I made a critical and careful study of the Budget just to find out what development works are proposed to be taken up in that part of the South Eastern Railway which goes

through the State of Orissa, the State to which I have the honour to belong, and also to see whether our longstanding needs and grievances are going to be met. I may tell the Railway Minister straightway that I have been greatly disappointed. Orissa was for long years an industrially backward State. It is just making heroic efforts under the inspiring leadership of its young and energetic Chief Minister, Shri Patnaik, and his Deputy, Shri Biren Mitra, to catch up with the rich States of India, not only to catch up with the other industrially advanced States but even to outdo some of them. A railway line to the deep-sea port of Paradip from the base of the iron ore and manganese ore would give a fillip to the potentialities of the Paradip Port. I was sorry not to find any indication of this railway line in the Budget papers. The ex-State areas of Maurbhunj, Keonjhar and Bonai containing rich mineral wealth are promising areas where money could be safely invested on new railway lines to earn rich dividends both to the Railways and to the exchequer, both of the State and the Centre. This has not been unfortunately done. Even the existing narrow gauge line from Rupsa to Baripada and to Banjriposi in Maurbhunj District which was promised to be converted into broad gauge and extended up to Rairangpur has been put into the cold storage.

The Budget speech makes proud mention of the fact that as many as 45 new trains have been introduced up to the end of October, 1962, involving additional train kilometres of nearly 6,200 daily, but not even a single train out of these forty-five has fallen to the lot of Orissa, even though representatives from Orissa, have cried themselves hoarse for one more passenger train from Howrah to Puri to ease the almost inhuman overcrowding of the only one such train now running. I once made a reference to this particular grievance in my speech in this House. In reply, I was told by the Deputy Minister, Shri

[Shri N. K. Das.] Ramaswamy, rather bluntly that I should not forget that much water had flowed down the river Mahanadi since the time I had referred to. If there has been much flowing down of water in the Mahanadi, there has been much flowing down of water also in the Ganges and the Krishna and the Godavari and other rivers which are nearer to Shri Ramaswamy's State, and has there been withdrawal of any trains there? Probably, as an act of grace, the parcel express which was formerly running from Kharagpur up to Bhadrak has been recently extended up to Khurda Road with more stoppages at road-side stations. Extension of this parcel express which is more than 90 per cent goods train and less than 10 per cent, passenger train can never be a substitute for a full-fledged passenger train which was for long years running from Howrah to Puri and back and stopping at every station and which the Railway Administration stopped absolutely unthinkingly.

SHRI LOKANATH MISRA: Because they have converted passenger trains into goods trains.

SHRI N. K. DAS: Another demand of the people of Orissa was that the South Eastern Railway which has the bulk of its lines and route-mileage through Orissa and Oriya-speaking areas, should have the headquarters of one of its divisions in Orissa. It appears from a study of the Budget papers that Khurda is going to be the headquarters of a new division. On behalf of the people of Orissa I would like to convey our thanks to the Railway Administration for having at long last conceded this demand of the people of Orissa, assuming of course that the proposed Khurda Division would be a full-fledged division and would cater to all the needs of the railway-users of our State. Thanks are also due to the Railway Administration for taking action for the removal of another long-standing grievance, namely the proposed doubling of the railway line from Kharagpur to Jagannathpur, a dis-

tance of more than 230 miles. The proposed doubling, when completed, will ensure trains running to regularity in Orissa.

Before I resume my seat I should like to support strongly and wholeheartedly the demand put forward by my hon. friend, Mr. Lokanath Misra, for a through bogie for passengers travelling from Orissa, for long-distance passengers, I mean. It is a fact that travellers from Orissa experience great difficulty at Howrah Station in spite of the highly courteous behaviour of the men who are in charge at Howrah Station. I hope the demand put forward by my friend will be conceded.

Madam, I thank you for the opportunity you gave me for taking part in this debate.

श्री विमलकुमार मन्नालालजी शीरडिया

(मध्य प्रदेश) : उपसभापति महोदया, माननीय रेलवे मंत्री जी ने जो भाषण दिया उसे पढ़ कर ऐसा मालूम पड़ा कि उनके दिमाग में गुड्स के ट्रैफिक के बारे में जितनी चिन्ता है उसकी तुलना में पैसंजर्स के बारे में उनके हृदय में कोई भी चिन्ता नहीं है। गारे भाषण में यही है कि कोयले की इतनी खराब व्यवस्था थी हमने ठीक कर दी, गुड्स के बारे में यह तकलीफ थी और हमने वैगंस की यह व्यवस्था कर दी। उन्होंने मुख्यतया गुड्स के बारे में ही चर्चा की।

मैं उनसे निवेदन करना चाहूंगा कि आपने बड़ी कृपा की जो कोयले के बारे में व्यवस्था कर दी और इंडस्ट्रीज के बारे में भी सब कुछ ठीक कर दिया मगर गुड्स से भी खराब हालत जो तृतीय श्रेणी के यात्रियों की है उसके बारे में आपने कुछ भी प्रयास किया नहीं है। वैसे कहने को तो आपने अपनी फिंगर्स वगैरह सब दी हैं कि जो ओवरकॉर्डिंग थी वह तुलनात्मक कम हुई है मगर यदि किसी वैगन में कुछ कोयला ज्यादा बढ़ जायें तो वह आप

बढ़ने नहीं देंगे, क्योंकि ओवरलोडिंग कर नहीं सकते हैं और ओवरलोडिंग करने तो रेलवे के वेग्स फेल हो जायें, लेकिन जहाँ तक यात्रियों के ओवरक्राउडिंग का सवाल है उसकी कोई सीमा नहीं है। आपने जो फिगरस दी हैं उनमें बताया है कि १९५५ में ओवरक्राउडिंग बहुत ज्यादा थी और अब उसके मुकाबिले में बहुत कम हो गई है। उसकी फिगरस इस तरह से हैं—१९५५ में मीटरगेज में ३० प्रतिशत थी और १९६१ में १५ प्रतिशत रह गई है और १९५५ में ब्रडगेज में १६ प्रतिशत थी और १९६१ में १४.६ प्रतिशत रह गई है। तो जहाँ तक आंकड़ों का सवाल है एक ओवरआल पिक्चर हमारे मंत्री महोदय ने दी है मगर कुछ क्षेत्रों में इतनी अधिक ओवरक्राउडिंग होती है कि उसका कोई ठिकाना नहीं है। अगर मंत्री महोदय किसी अपने संतरी को भी भेज कर पता लगा लें तो उन्हें मान्य पड़ जायेगा कि जैसे कोटा स्टेशन पर, सर्वाई माधोपुर स्टेशन पर या रतलाम स्टेशन पर क्या हाल है या यहाँ दिल्ली स्टेशन पर ही शाम को टहलते हुए वह निकल जायें या किसी को भेज कर पता लगा लें कि तृतीय श्रेणी के यात्रियों की क्या हालत है। वे जिस तरह से भयंकर संकट का सामना करते हैं उसको वह थोड़ा सा भी महसूस कर लें और जैसे कॉन्प्ले और इण्डस्ट्री के सम्बन्ध में व्यवस्था करने के लिये ध्यान दिया है वैसे ही तृतीय श्रेणी के यात्रियों की समस्या के बारे में कुछ थोड़ा सा ध्यान दें तो मुझे विदवास है कि जैसा गुणगान उन्होंने अपनी माल के यातायात की प्रगति के बारे में किया है उसी तरह का गुणगान तृतीय श्रेणी के यात्रियों की व्यवस्था करने के बारे में सम्भवतः वह कर सकें। जैसा उनका गुणगान उससे लगता है कि आप में बहुत क्षमता है और आप अच्छा काम कर सकते हैं, तो ऐसी स्थिति में हमारी यह प्रार्थना

है कि तृतीय श्रेणी के यात्रियों को जिस भयंकर कष्ट का सामना करना पड़ता है उसको दूर करने के लिये उनकी तकलीफ को थोड़ा सा महसूस कीजिये और उस व्यवस्था को भी ठोक करने का प्रयास कीजिये। आपने अपनी क्षमता का जो गुणगान किया है उसे पढ़ कर लगता है कि सचमुच में आपकी क्षमता ऐसी है कि वह अलादीन के चिराग के रूप में काम करेगी और आपकी योग्यता बहुत अधिक है और आप बहुत जल्दी तृतीय श्रेणी के यात्रियों को उचित आराम दे सकेंगे, ऐसा लगता है।

जहाँ तक अमेनिटीज का सवाल है उसकी बहुत चर्चा की है कि हमने ठंडे पानी की व्यवस्था कर दी है, आगे और कर देंगे, इसके अलावा बिजली के पंखे लगा देंगे और यात्रियों के लिये शोड वगैरह बना देंगे। बहुत प्रसन्नता की बात है, परन्तु जो सबसे मुख्य जिम्मेदारी आपकी है वह यह है कि तृतीय श्रेणी के यात्रियों को गाड़ी में बैठने की जगह दें और इस मुख्य जिम्मेदारी को पूरा करने में आप बिल्कुल असमर्थ हैं, असफल हैं। जब तक यह नहीं करते तब तक बिजली के पंखे लगाना या ठंडे पानी की व्यवस्था करना या शोड की व्यवस्था करना कोई मायने नहीं रखता है अगर मैं किसी को भोजन के लिये बुलाऊँ और वह मेरे यहाँ खाने के लिये आये तब उनको इत्र लगाकर दूँ कि मैंने आपको इत्र लगा दिया है जो कि काफी है तो उससे काम चलने वाला नहीं है। अगर हम सचमुच राहत देना चाहते हैं तो हमारी जो फोरमोस्ट ड्यूटी है, हमारा जो सबसे पहला कर्तव्य है वह करें कि जितने भी तृतीय श्रेणी के यात्री हैं उनको जगह दें। वे गरीब हैं, एफोर्ड नहीं कर सकते हैं, ज्यादा पैसा नहीं दे सकते हैं, उनका कोई इस तरह का प्लानिंग नहीं हो सकता है कि अमर नाथ सार्वभौम—१२२५, आर० एस०

[श्री विमलकुमार मन्नालालजी चौरङ्गिया]
 बहुत पहले से यह सोच सकें कि १५ तारीख को या १४ तारीख को या अमुक तारीख को अमुक स्थान पर जाना है और उसके लिये रिजर्वेशन करवा लें, तो ऐसे लोगों के लिये हमको सबसे पहले ध्यान देना चाहिये। इन लोगों से ही हमारी सबसे अधिक आय होती है और हम सोशल वेलफेयर स्टेट का नारा लगाते हैं, समाजवादी समाज की रचना करने की नारी बातें करते हैं मगर आपका सोशलिस्टिक पैटर्न इस ढंग से नहीं होना चाहिये कि फस्ट क्लास के पैसेजर्स आराम से जाय और थर्ड क्लास के पैसेजर्स प्लेटफार्म के इस किनारे से उस किनारे तक इधर से उधर, सामान का बोझ सिर पर उठाये, बच्चे को बगल में लिये और बीबी को साथ में सम्हाले जगह ढूँढ़ने के लिये मारे मारे फिरें। ऐसी स्थिति में फस्ट क्लास की व्यवस्था को देखते हुए हैरत होती है।

आपने हर जगह बेडिंग रूम और रेस्ट हाउसेज बना दिये हैं फिर भी अफसरों के सैलून बराबर चलते हैं। मेरा ख्याल है कि एक सैलून उतनी जगह घेर लेता है जितने में कि कम से कम तीन सी या चार सी आदमियों के बैठने की व्यवस्था हो सकती है। तो इस पर भी प्रतिबन्ध लगाना अत्यंत आवश्यक है। छोटे और बड़े दोनों बराबर हैं, बड़े भी थोड़ी सी तकनीफ उठावें ताकि बेचारे इन यात्रियों की कुछ भलाई हो सके। बड़े आराम से बैठे रहें और ये बेचारे भाग दौड़ कर के भी थोड़ी सी जगह न ले सकें, यह उचित नहीं कहा जा सकता है। बहुत सी उनको अमेनिटीज दी जा रही हैं, यह ठीक है, लेकिन अगर आप उनके बैठने की व्यवस्था करेंगे तो ज्यादा अच्छा होगा।

अमेनिटीज की चर्चा करते समय में यह भी निवेदन कर दूँ कि कहीं तो

व्यवस्था बहुत अच्छी है लेकिन "कहीं घी घना और कहीं सूखा चना" वाली जो कहावत है वैसी बात हमारे सामने आती है, कहीं तो रेफीजरेटर से निकला दूध बिल्कुल ठंडा स्वच्छ पानी है और कहीं इतना गरम गंदा पानी है कि कुछ कहा नहीं जा सकता। जरा रतलाम स्टेशन और कोटा स्टेशन के बीच में कहीं पानी पी कर देखिये तो कि वह कितना स्वच्छ है, कितना ठंडा है, पता लग जाएगा। कहीं तो फिल्टर्ड वाटर और ठंडा पानी मिल सकता है और कहीं कुछ भी नहीं। वेस्टर्न रेलवे के झालावाड़ रोड स्टेशन के बारे में मैंने प्रश्न किया था कि वहां जो पानी मिलता है वह मीठा नहीं मिलता है तो उनके लिये मंत्री महांदय कहते हैं कि क्या किया जाय बताइये? आज के वैज्ञानिक युग में वह मुझसे पूछते हैं कि क्या किया जाय। अगर उनका और किसी और डिपार्टमेंट का कॉन्सिडरेशन न हो तो बात दूसरी। जो सेंड्रल वाटर एंड पावर कमिशन है या और क्या डिपार्टमेंट है उनसे आप नहीं कुछ करवा सकते हों तो मैं फिर जा कर करवाऊँ। लेकिन जो भी इस विषय का विभाग हो जिसका इस बारे में दखल हो उससे सलाह लेकर के ट्यूबवेल्स वगैरह खोदे जा सकते हैं या पास में कहीं किसी नदी पर बांध बना कर के पानी लाया जा सकता है। मगर यह कह करके कि क्या किया जा सकता है आप अपनी जिम्मेदारी से नहीं बच सकते हैं। यह जिम्मेदारी आप पर है, यह आपका कर्तव्य है कि वहां आने वाले यात्रियों को कम से कम मीठा पानी देने की व्यवस्था करें। तो इस दिशा में भी कुछ करना अत्यंत आवश्यक है। एक दूसरा सुझाव यह भी है कि अगर आप उचित समझें तो झालावाड़ रोड की पानी की समस्या को हल करने के लिये स्टेट गवर्नमेंट को भी कांटेक्ट कीजिये, राजस्थान सरकार से कहिये कि वह गांव वालों को पानी देने के लिये क्या व्यवस्था

करना चाहते हैं, उसमें हम भी शेर करेंगे और वह भी शेर करेंगे और दोनों मिलकर के इसके लिये व्यवस्था करें। तो इस तरह से भी यह व्यवस्था हो सकती है।

4 P. M.

जहां तक एक्सीडेंट्स का सवाल है वह बढ़ोतरी पर है और १९६०-६१ में जो रिपोर्ट दी है उसके अनुसार ८,८०८ एक्सीडेंट्स हुए और १९६१-६२ में वह ९१८४ हो गये और यात्रियों की मृत्यु १९५९-६० में ३ थी, १९६०-६१ में २८ हो गई और १९६१-६२ में वह २४ हो गई, ४ कम हुई किन्तु १९६०-६१ के मुकाबले में २१ अधिक है। यह संतोषजनक नहीं कहा जा सकता कि यात्रियों की मृत्यु इस तरह से हुआ करे। और जितने 'सेन्सर्स' ने ट्रेविल किया उसके मुकाबले में जो इन्जुर्ड हुए और मृत्यु को प्राप्त हुये उसका प्रतिशत बढ़ता जा रहा है। १९५९-६० में . २१ प्रतिशत, १९६०-६१ में . १७ प्रतिशत और १९६१-६२ में . २४ प्रतिशत हो गया और जहां तक काल्युक्त्स तथा डिरेलमेन्ट का सवाल है रिपोर्ट में बताया है कि ६८ परसेन्ट "ड्यू टु फेलियर आफ रेलवे स्टाफ" और इसमें, एक्सीडेंट की किताब में लिखा है, कुंजरू कमेटी का कहना है :

"Failure of railwaymen and the accidents resulting therefrom constitute only an insignificant part of their achievements in the context of the vastness of their field of operation."

अब यह इस तरह ६८ प्रतिशत रेलवेमैन की गलती से, स्टाफ की गलती से होता है। मगर कमेटी कहती है यह तो बड़ा इन्सिग्नफिकेन्ट है। यह कुछ समझने सरीखी बात नहीं। अगर इस तरह से इन्सिग्नफिकेन्ट मानकर यह जो ६८ प्रतिशत एक्सीडेंट्स हैं इनको हम मुक्त कर दें तो बाकी ३२ प्रतिशत तो बिल्कुल नेगलिजिबल है, उसका कन्सिडरेशन करने की आवश्यकता रहती नहीं।

इस लिहाज से मैं खयाल करूंगा कि रेलवे स्टाफ के गलती या उनकी गलतियों से जो एक्सीडेंट्स होते हैं उनको हम इस तरह से छोड़ दें या इन्सिग्नफिकेन्ट मानकर उन पर विशेष महत्व नहीं तो वह उचित नहीं। इसलिये मेरा निवेदन है कि इस पर खास तौर पर ध्यान देना आवश्यक है कि एक्सीडेंट्स चाहे किसी वजह से हों, एक्सीडेंट एक्सीडेंट ही है और उससे बचाव के लिये हमें सब तरह के प्रयास करने चाहिये। डिरेलमेन्ट १९६०-६१ में केवल दो हुए और १९६१-६२ में १० हो गये। इस तरह से जो एक्सीडेंट्स की घटनाएं बढ़ती जा रही हैं, इसको उचित नहीं कहा जा सकता।

प्रिवेन्टिव मेजर्स की चर्चा की गई है और उसकी चर्चा करते हुए, लोकोमोटिव्स, रोलिंग स्टॉक, सिग्नलिंग सिस्टम और इन्टरलॉकिंग व्यवस्था और ट्रेक की सुरक्षा इन सारी बातों का मुझाव किया गया है। मगर जहां प्रिवेन्टिव मेजर्स की चर्चा की है वहां यह नहीं लिखा कि उन लोगों को जो एक्सीडेंट से बचाएंगे और कम एक्सीडेंट्स करेंगे उनको इनसेन्टिव देने के लिये क्या प्रयास किया गया। प्रश्न के दौरान मैं जरूर उत्तर दे दिया गया इस बात का कि हम उसकी व्यवस्था कर रहे हैं। मैं निवेदन करूंगा कि रेलवे कर्मचारियों को इनसेन्टिव देने के लिये जून-वाइज या सेक्शन-वाइज जैसा भी आप कीजिए उनको कहिए कि जिस सेक्शन में कम से कम एक्सीडेंट होंगे तो उसका श्रेय उस क्षेत्र के बड़े अफसर को होगा उसकी कलश मिलेगा या उसके वेतन में इन्क्रीमेंट मिलेगा जिसके यहाँ एक्सीडेंट अधिक होंगे उनको सख्त सजा मिलेगी। जिस ढंग से चाहें आप इस तरह की व्यवस्था करें इस तरह का उनको कुछ एप्रिसियेशन मिलना चाहिये। अगर उनको शाबाशी दी जायगी कलश देने की या और तरह से एप्रिसियेशन मिलने की व्यवस्था की जायगी तो उनके लिए क्या आकर्षण रहेगा। इसलिये अत्यंत आवश्यक है कि इस दिशा में कुछ किया जाना चाहिये।

[श्री विमलकुमार मन्नालालजी चौरड़िया]

एक्सीडेंट्स के बारे में एक और निवेदन है कि जहां कहीं भी एक्सीडेंट्स होते हैं वहां हम एक बात देखते हैं कि अगर कोई बड़ा आफिसर इन्वाल्ड होता है तो वह अपनी जिम्मेदारी छोटे आफिसर पर डालने की चेष्टा करता है या पहले छुट्टी का फार्म एडवान्स करके या और किसी तरह की गड़बड़ करके उस जिम्मेदारी से मुक्त होना चाहता है। मैं यह प्रार्थना करूंगा कि चाहे छोटा आदमी हो या बड़ा आदमी हो जैसी सजा छोटे आदमी को मिलती है वैसी ही बड़े आदमी को भी मिले वल्कि उनको अधिक मिलनी चाहिये। इसके अलावा जो लोग एक्सीडेंट के लिये किसी तरह से जिम्मेदार होते हैं उनके खिलाफ सख्त कार्रवाही की जानी चाहिये। जिनके हाथों में लाशों की जान का सवाल होता है अगर वे शलतियां करते हैं और उस शलती से कई लोगों की जान जाती है तो ऐसी जालों के खिलाफ अगर हम सीरियस ऐक्शन नहीं लेंगे तो यह उचित नहीं कहा जा सकता।

अब रेलवे निर्माण का जहां तक सवाल है, उपसभापति महोदया, रेलवे मंत्री जी रेलों का नक्शा रोज ही देखते होंगे और मैं भी देखता हूं और उसमें क्या है यह दिखाने की कोशिश करता हूं। जहां तक मध्य प्रदेश के और राजस्थान के क्षेत्र का सवाल है इसमें इतनी कम रेलवे लाइनें दिखाई देती हैं कि कोई भी अच्छी तरह से देख सकता है और अगर कम दोखता है तो चंदम से देखें। तो वे नक्शे को देख कर कह सकते हैं कि राजस्थान और मध्य प्रदेश में रेलवे लाइनों की कितनी व्यवस्था है कितनी कम रेलवे लाइन्स वहां पर हैं। उड़ीसा के बारे में मेरे मित्र ने कहा ही है। तो ऐसी स्थिति में मैं प्रार्थना करूंगा कि इस उपेक्षा का कारण क्या है। यह जरूर है कि वहां पोलिटिकल प्रेशर आपका नहीं पड़ सकता है वहां के लोग आरोगेनाइज्ड हैं वे नारा लगाकर विरोध नहीं करते। मगर इसका अर्थ यह नहीं कि वहां ध्यान नहीं दिया जाय। हमारे रेलवे

मंत्री जी तो बड़े जुडीलम हैं इस मामले में और कह देंगे कि वहां हमने कोयले की खदानों के वास्ते लाइनें जोड़ी हैं। इसके बावजूद भी आपका जो प्लान है, जरा देखिए इस नकशे में क्या स्थिति है। मध्य में आपकी कितनी रेलवे लाइनें हैं? अगर कहीं मजबूरी से बनानी पड़ी तो दूसरी बात है जैसे बम्बई को दिल्ली से मिलना है या दिल्ली को मद्रास से अथवा किसी दूसरे क्षेत्र को मिलाना है तो कोई और चारा नहीं है इसके सिवाय कि मध्य प्रदेश से होकर रेलवे लाइन ले जायी जाय। तो मजबूरी से आप रेलवे लाइन जो बनाए हुए हैं वे ही बनी हुई हैं। विशेष रूप से इस बारे में आपकी ओर से प्रयत्न हुए हैं, ऐसी बात नहीं है। कितनी बार इसके बारे में मुझाब मध्य प्रदेश सरकार लिख कर भेज चुकी मगर वह सब दफ्तर दाखिल हो जाता है और ऐसे ही काम चला करता है।

अब, जहां तक विभाग की अव्यवस्था का सवाल है तो पब्लिक एकाउण्ट्स कमेटी की रिपोर्ट और ये अपने आडिटर की रिपोर्ट उसके लिये काफी मिसाल हैं कि आपके गुणगान किस रूप में रह जाते हैं। आपकी जो अव्यवस्था है उसका सब वर्णन आडिट रिपोर्ट में और पब्लिक एकाउण्ट्स कमेटी की रिपोर्ट में है। एकाउण्ट्स के सिद्धान्तों का पालन नहीं होता है। इस्टीमेट्स कुछ होते हैं और उसके हिसाब से काम होता नहीं है। उनको अधिकार दे रखा है कि तुम्हारे पास बचत है तो सरेन्डर कर दिया करो ताकि दूसरों के उपयोग में आ सके, दूसरे कामों में इस्तेमाल हो सके लेकिन वे सरेन्डर भी नहीं कर पाते और काम भी नहीं कर पाते और सरेन्डर भी करते हैं तो कब करते हैं, मार्च के अखीर में। आडिट रिपोर्ट में कितनी ही लिस्टें दे रखी हैं कि इनएडिक्वेट सरेन्डर हुआ, इनजुडीसस सरेन्डर हुआ, जबकि उनको सप्लीमेण्टरी ग्रांट मांगने का अधिकार सब कुछ है। हमारे मंत्री जी कहते हैं सब कुछ चलता है, इतना बड़ा काम है इसलिए उसमें

तो सब कुछ होगा ही। आडिट का काम है चेक करने का हमारा काम है काम करते रहने का। मगर ऐसा कहने से काम नहीं चलेगा। या तो आप नियमों में परिवर्तन कर दीजिए कि रेलवे विभाग के एकाउण्ट्स की यह व्यवस्था रहेगी, उनको इतना परसेन्टेज व्हेरिफेशन का अधिकार दिया जायेगा और उसमें हमें कहने की आवश्यकता नहीं रहे जायगी और न आडिटर को रिमार्क करना होगा। मगर यह कहने से कि इतना बड़ा काम है इसलिये व्यवस्था हो गई है, मैं इसको उचित नहीं समझता और निवेदन करता हूँ कि इस सम्बन्ध में मन्त्री जी को कदम उठाने चाहियें। बिना ग्रांट के हजारों लाखों रुपये खर्च कर दिये गये हैं। परसेन्टेज आफ अन्डर चार्जेज बढ़ता जा रहा है। पेज ६ में दिया हुआ है कि १९५६-५७ में १६ प्रतिशत अन्डर चार्जेज और टोटल अनिग्ज का था वह १९६१-६२ में ४२ प्रतिशत हो गया। अब जहाँ तक इस मामले में गड़बड़ियों का सवाल है, हर साल बड़ा लम्बा चौड़ा पोया आडिट रिपोर्ट का आता है और हर साल हमारा रेलवे विभाग जितने भी गड़बड़ के मामले होते हैं अपने सामने रखता है। मैं कुछ नमून. सदन के सामने रख देना उचित समझता हूँ। २,००० टन आइरन बायर खरीद गया उसके लिये टेंडर बुलाए गए। लोएस्ट टेंडर से लेना उचित नहीं समझा गया। उसके परिणामस्वरूप हमारे विभाग को ३०,७४६ रुपये का नुकसान उठाना पड़ा। डिम्बर सप्लाय करने वालों से कान्ट्रैक्ट किया और उस फर्म को ४६,६१,००० रु० अधिक दे दिया, जिसमें से केवल १३,७७,००० रु० वसूल पाया है, बाकी वसूल करना है। रेलवे विभाग की ऐसी कौन सी व्यवस्था है जिसके द्वारा किसी को इतना अधिक रुपया दिया जा सकता है? लेकिन आज सारे काम जो इस तरह के चलते हैं उनको ढांकने की कोशिश होती है। गलत काम को छिपाने की मनोवृत्ति कुछ इस तरह की हो गई है कि चूँकि मैं रेलवे का मिनिस्टर हो गया इसलिये जितनी गड़बड़ें

होंगी उनको ढांकने का प्रयास होना चाहिये। इस मनोवृत्ति की तरफ मैं आपका ध्यान आकर्षित करना चाहता हूँ। आज आप मंत्री हैं, कल नहीं रह सकते हैं तो आपको चाहिये जो हमारी अव्यवस्था चल रही है, कर्म-चारियों की गलती की वजह से, जिससे हमें आपको इतनी बात कहने की आवश्यकता आती है, तो उन पर जब तक खयाल आप नहीं करेंगे तब तक आपके कर्मों को उचित नहीं कहा जा सकता।

इसी तरह से नार्थ ईस्टर्न रेलवे में १८ स्टेशनों पर बिजली के पम्प लगाए गए। डोमेस्टिक परपज के लिये तथा इन्डिगेशन के लिये या पावर परपज के लिये अलग अलग रेड्स होते हैं लेकिन आपने ऊँची दर पर भुगतान किया और १,१५,००० रु० अधिक दिये। अब उसको वसूल करने की लिखा पढ़ी चल रही है। नार्थ ईस्टर्न रेलवे में १,६६,००० रु० उन बिलों का पैसा दिया जिसका कभी आर्डर नहीं दिया और न माल ही आया।

SARDAR SWARAN SINGH: I might rise on a point of clarification, Madam. So far the custom is that so far as audit reports are concerned, they go to the Public Accounts Committee and all these points are thrashed out there. It has not been the custom that these points may be raised here because, so far as the Ministry is concerned, we take a neutral attitude. It is not for us to defend. There is another forum of the Public Accounts Committee where all these details are gone into.

SHRI A. D. MANI: It is open to us to quote the Public Accounts Committee reports.

श्री विमलकुमार मन्नालालजी चौर-
डिया : मैं मन्त्री जी की बात से बिल्कुल सहमत नहीं हूँ मुझे ऐसी कहीं कोई रुकावट नहीं लगती कि जो घटनाएँ घट चुकी हैं उनके बारे में चर्चा न की जाय। कस्टम्स अपनी सुविधा के

[श्री विमलकुमार मन्नालालजी चौरडिया]
 लिये, अपनी बचत के लिये बताए जाते हैं ।
 उसी हिसाब से यह अत्यन्त आवश्यक है कि
 मन्त्री जो उनकी ओर देखें कि आखिर ऐसी
 स्थिति क्यों होती है । पब्लिक अकाउण्ट्स
 कमेटी भी देखेगी अगर आपको पब्लिक
 अकाउण्ट्स कमेटी की भी बातों पर विश्वास
 है । उनके कथन पर आपने क्या अपनी कार्य-
 वाही की उसका एक्सप्लेनेशन देने की यहां
 जरूरत है । तो उस रिपोर्ट का भी मैं हवाला
 देने को तैयार हूँ कि उसमें आपके विभाग के
 क्या तारीफ के पुल बांधे गए हैं ?

(Shri Sheel Bhadra Yajee rose)

श्री याजी ऐसे बड़े आदमी हैं कि मैं उनके
 इन्टरप्शन की कोई कीमत नहीं समझता हूँ ।
 हमारे रेलवे विभाग की करीब ३६३० फीट
 की रेलवे ट्रैक चोरी चली गई, वेगन चोरी
 चली गई, लेकिन उसका कोई पता नहीं चला ।
 यह चीज ऐसी तो नहीं है जिसको जेब में रखा
 जा सकता है, अगर वह चोरी चली गई तो
 उसका पता रेलवे विभाग को अवश्य लगाना
 चाहिये था । इस सम्बन्ध में पब्लिक एकाउण्ट्स
 कमेटी ने अपनी सन् १९६२-६३ की रिपोर्ट
 में जो कुछ लिखा है वह मैं आपके सामने पढ़
 देना चाहता हूँ । इस रिपोर्ट के पेज १०३ में
 यह लिखा हुआ है :

"The Committee are concerned to note
 that thefts of railway track and wagons on
 such a large scale continued for such a
 long period and the Railway authorities
 were unable to check them. The Com-
 mittee are of the view that such
 systematic thefts on a large scale over a
 long period could not have occurred without
 the active connivance of Railway staff.
 They desire that the case should be further
 investigated, responsibility fixed and action
 taken against the officials who failed to take
 due precau-

tions after the shortages came to notice in
 the first survey."

जब इस तरह की हालत है तो मुझे पता
 नहीं कि आप ने वर्षों तक क्या किया ? इस
 तरह की गड़बड़ी आपके डिपार्टमेंट में चलती
 रहती है और जब हम आपके सामने लाने की
 कोशिश करते हैं तो आप छिपाने की कोशिश
 करते हैं । आप क्या इलाज करेंगे, इसका
 जवाब दीजिये । इसका आपके पास कोई जवाब
 नहीं है । इस तरह की कार्यवाही चल रही है
 और इसका परिणाम यह होने वाला है कि जो
 बड़े बड़े कर्मचारी हैं, जिनके ऊपर जिम्मेदारी
 है, उनके खिलाफ कार्यवाही होने वाली नहीं
 है, लेकिन जो छोटे-छोटे कर्मचारी हैं उनके
 ऊपर यह जिम्मेदारी आने वाली है । एक बार
 प्रश्न पूछा गया था कि माइलेज से किलो मीटर
 चेन्ज करने में जो गड़बड़ी और नुकसान हुआ
 उसकी जिम्मेदारी किस पर है ? सरकार की
 ओर से उसका यह जवाब दिया गया था कि
 जिसके ऊपर यह जिम्मेदारी आती है उसको
 सजा दे दी गई और वह एक छोटा कर्मचारी
 था । इस कार्य को करने वाला जो आफिसर
 इन्चार्ज था उसके खिलाफ कोई कार्यवाही नहीं
 की गई और न उसे डिग्रेड ही किया गया ।
 देखने में यह आता है कि जब इस तरह के मामले
 आते हैं तो छोटे कर्मचारियों को पकड़ लिया
 जाता है और जो बड़े-बड़े कर्मचारी होते हैं
 उनकी उन्नति कर दी जाती है । इस तरह से
 आप ब्यूरोक्रेसी में फसे हुए हैं और उससे निकल
 नहीं सकते । आज हमारे आफिसरों की यह
 मनोवृत्ति हो गई है कि वे अपनी जिम्मेदारी
 छोटे-छोटे कर्मचारियों के ऊपर डाल देते हैं
 जबकि इन लोगों को बड़ी-बड़ी तनखाहें
 मिलती हैं । छोटे-छोटे कर्मचारियों को छोटी
 तनखाहें मिलती हैं और इसके साथ ही उनके
 ऊपर बड़े आफिसर जिम्मेदारी डाल देते हैं ।
 इस तरह की जो मनोवृत्ति बड़े आफिसरों में पाई
 जाती है कि अपनी जिम्मेदारी से छूटकारा
 पाने के लिए छोटे कर्मचारियों के ऊपर
 जिम्मेदारी डाल दी जाय, उचित मालूम
 नहीं देती है ।

पब्लिक एकाउन्ट्स कमेटी ने कहा है कि सरकार के विभिन्न विभागों में आपस में कोऑरडिनेशन नहीं है। पब्लिक एकाउन्ट्स कमेटी ने अपनी रिपोर्ट के पेज १०५ में यह बात कही है—

"The Committee regret to find a certain lack of co-ordination amongst the various Ministries of the Government of India. They deplore the evasive manner adopted by some Ministries in paying the dues of other Ministries. This results not only in a general decline in the efficiency of the Government as a whole, but also causes complications in the settlement of Accounts. They hope that Government would look into this matter, and issue suitable directives to all the departments."

इस तरह का आप को सर्टिफिकेट दिया गया है और इस तरह का आपका कोऑरडिनेशन है, भाईचारा है। इसलिए मैं माननीय मंत्री जी से निवेदन करूंगा कि इस चीज को इस वक्त छिपाने की जरूरत नहीं है, यह चीज तो अब खुल गई है। आपको हम से धवराना नहीं चाहिये। We are your eyes. जहां पर आप की गलती होती है वहां पर हम आप को रास्ता बताते हैं ताकि भविष्य में फिर आप उसी तरह की गलती न करें। इस तरह से आपको धवराना नहीं चाहिये।

इसी तरह से स्टुडेंट कन्सेशन के करीब २३०० फार्मस गायब हो गये जिससे रेलवे विभाग को ६१,००० रुपये का नुकसान हुआ। इस तरह से रेलवे विभाग की गड़बड़ी की वजह से न मालूम कितने नुकसान होते रहते हैं। सन् १९६१-६२ में ६६,०४,००० रुपये का नुकसान हुआ जिसको बाद में एडजस्ट कर दिया गया। इस तरह की आप के यहां व्यवस्था है जिसको विल्कुल ही उचित नहीं कहा जा सकता है। मैं माननीय मंत्री जी से प्रार्थना करूंगा कि वे इस दिशा में कुछ सोचें और उन्हें यह खयाल नहीं करना चाहिये कि हम जो

कुछ कहते हैं केवल उन्हें बदनाम करने के लिए ही कहते हैं। जब आपकी तारीफ की जाती है तो हमें भी उतनी ही खुशी होती है जितनी औरों को होती है। आपने डिफेन्स के सम्बन्ध में जो कार्य किया, जिसको करना आपका पहला कर्तव्य है और जिसके लिए आप को धन्यवाद दिया जा रहा है, उसके लिए आप अवश्य धन्यवाद के पात्र हैं। लेकिन जहां आप धन्यवाद के पात्र हैं वहां आप को रेलवे विभाग में जो अव्यवस्था है उसको भी दूर करने की कोशिश करनी चाहिये और उसी की ओर मैं आपका ध्यान आकर्षित कराना चाहता हूं। इसलिए मेरी आप से यह प्रार्थना है कि मैंने जो कुछ कहा उसका बुरा नहीं मानेंगे और उससे सबक लेकर भविष्य में कुछ अच्छा कार्य करेंगे।

श्री शीलभद्र याज्ञो : उपसभापति महोदया, माननीय रेलवे मंत्री जी ने जो ३१ करोड़ रुपये का सरप्लस बजट रखा है उसके लिए मैं उन्हें मुबारकवाद और धन्यवाद देना चाहता हूं। अभी सदन में हमारे बहुत से सदस्यों ने रेलवे विभाग की बहुत सी खामियों के बारे में कहा और उसकी ओर रेलवे मंत्रालय का ध्यान आकर्षित कराया। लेकिन मैं चाहता हूं कि हमारे देश में इस समय जो योजनाएं चल रही हैं, जितना काम हो रहा है, उन सब की पूरा करने में हमारे १२-१३ लाख रेलवे कमचारियों ने जिस मुस्ती के साथ तत्परता के साथ काम किया है उसके लिए रेलवे मंत्रालय ही नहीं बल्कि हमारे रेलवे विभाग के जितने भी कमचारी हैं उन्हें हमें मुबारकवाद देना चाहिये। अभी हमारे देश में जो आपात काल आया, संकट काल आया, उसमें हमारे देश के रेलवे कर्मचारियों ने सारे देश में और विशेष कर नाथ ईस्ट फ्रन्टियर रेल में जिस तरह से काम किया उसकी हम सबको सराहना करनी चाहिये। नाथ ईस्ट फ्रन्टियर रेल के करीब ६३ हजार कमचारियों ने अपने जनरल मनेजर श्री १० सी० गांगुली

[श्री शीलभद्र याजी]

के मातहत जो कार्य किया उसकी सराहना किये बिना हम नहीं रह सकते। उन कर्म-चारियों ने सारे देश को बतला दिया कि वे भी देशभक्त हैं और १६-१८ घंटे काम कर सकते हैं जिसके लिए उन्होंने बिल्कुल भी शिकायत नहीं की बल्कि जितना ज्यादा काम उनसे हो सकता था किया। संकट काल के समय में नार्थ ईस्ट फ्रण्टियर रेलवे के कर्म-चारियों ने जिस तरह अपना कार्य किया, जिस साहस और देशभक्ति का उन्होंने परिचय दिया, उसके लिये सारे सदन को, मैं समझता हूँ धन्यवाद देना चाहिये।

अभी बहुत से सदस्यों ने कहा कि सुरक्षा के ख्याल से नई नई रेलवे लाइनें बनाई जानी चाहियें और अपने प्रान्तों में भी नई रेलवे लाइनें बनाने के बारे में मांग की। कुछ सदस्यों ने कहा कि स.दिशा में रेलवे विभाग द्वारा कुछ काम नहीं किया गया है लेकिन मैं उनसे यह कहना चाहता हूँ कि ऐसी बात नहीं है। रेलवे विभाग ने आसाम में रंगपाड़ा से नार्थ लखिमपुर तक रेलवे लाइन बना दी है जिसकी लम्बाई करीब १०७ मील है। इसी तरह से नार्थ लखिमपुर से नेफा के मुर्कांग सेलेक तक १०० मील लम्बी रेलवे लाइन बन रही है। इसी तरह से सुरक्षा की दृष्टि से उस क्षेत्र में कई पुल बनाये गये हैं, बाँध बनाये गये हैं और ब्रह्मपुत्र नदी पर एक बड़ा पुल बनाया गया है। इस सदन में छः वर्षों से मणिपुर, त्रिपुरा और काश्मीर के जो सदस्य हैं बराबर चिल्लाते रहते हैं कि इन क्षेत्रों में सुरक्षा की दृष्टि से रेलवे लाइनें बनाई जानी चाहियें लेकिन सरकार का ध्यान उस ओर कम गया। आज सदन में सदस्य कहते हैं कि हमारे यहां रेलवे स्टेशन बनाया जाना चाहिये, हमारे यहां फ्लाई रेलवे लाइन बनाई जानी चाहिये। मेरा माननीय मंत्री जी से यह कहना है कि इस संकटकाल में सबसे पहले सुरक्षा की दृष्टि से ही रेलवे लाइनें बनाई जानी चाहियें और बंगलौर, आन्ध्र, बिहार, लुधियाना आदि जगहों के बारे

में जो मांग की जा रही है वह सब बंद हो जानी चाहिये। अगर हम मणिपुर में रेलवे लाइन नहीं बनाते हैं तो वहां पर विकास का कोई कार्य नहीं हो सकता है। अगर सुरक्षा की दृष्टि से हमने वहां पर रेलवे लाइन नहीं बनाई तो हमारी फौजें व सामान आसानी के साथ उन क्षेत्रों में नहीं पहुंचाया जा सकता है। इसी तरह से नेफा में भी और रेलवे लाइन बनाने की बहुत आवश्यकता है। जब हम दण्डकारण्य में चट्टान काटकर रेलवे लाइन बना सकते हैं, हिमालय के पहाड़ों को काटकर दार्जिलिंग तक रेलवे लाइन पहुंचा सकते हैं, शिमला तक रेलवे लाइन बना सकते हैं तो इम्फाल तथा मणिपुर के और पहाड़ी हिस्सों का भी काटकर वहां रेलवे लाइनें बना सकते हैं। इस एरिया का बहुत पहले सर्वे हो चुका है और सब कुछ तैयार है। यहां पर कुछ सदस्य कहते रहते हैं कि हमारे यहां रेलवे स्टेशन बना दीजिये, प्लेटफार्म बना दीजिये और दूसरी चीज बना दीजिये। मगर ये नहीं सोचते कि इस तरह की मांग करने से सारे देश की सुरक्षा खतरे में पड़ जायेगी अगर हम अपनी सीमाओं में रेलवे लाइनें नहीं बनायेंगे। आज सबसे जरूरी यह है कि सिल्चर से इम्फाल तक यानी मणिपुर राज्य में रेलवे लाइन बनाई जानी चाहिये। इसी तरह से धर्मपुर से अगरतला होते हुए सबरोम तक जो त्रिपुरा राज्य में है। त्रिपुरा की राजधानी अगरतला से भी आगे सबरोम तक रेलवे लाइन अवश्य और जल्दी बनाई जानी चाहिये। इसी तरह से पठानकोट से श्रीनगर तक भी रेलवे लाइन जल्दी बनाई जानी चाहिये। इन तीन रेलवे लाइनों को तो रेलवे विभाग की सुरक्षा की दृष्टि से अवश्य और जल्दी बनाना चाहिये। यहां पर जो यह कहा जाता है कि हमारे यहां मीटर गेज लाइन को ब्राड गेज बना दी जाय यह सब बंद किया जाना चाहिये। मेरी रेलवे मंत्री जी ये यह प्रार्थना है कि इस समय सुरक्षा की दृष्टि को सामने रखकर ही उन स्थानों में नई रेलवे लाइनों का निर्माण किया जाना चाहिये और बाकी जगह बंद कर दिया जाना चाहिये।

अब हमारे जो रेलवे कर्मचारी हैं उनके सम्बन्ध में सन्तानम जी की और दूसरे सदस्यों की भी स्वीच हुई। रेलवे कर्मचारी दिन रात काम करते हैं। पे कमिशन ने न कुछ समझा और न बूझा और जो सेक्रेट्रियट में काम कर रहे हैं उनके बराबर रेलवे कर्मचारियों की ट्रीट कर लिया। इस प्रकार रेलवे कर्मचारियों को जो सुविधाएं मिलती थीं वे छीन ली गईं। हमारे भूतपूर्व रेलवे मंत्री ने कहा था कि उनकी सुविधाएं कायम रहेंगी। बंगलौर में रेलवे कर्मचारियों की जो कॉफ़ेस हुई थी उसमें भी उन्होंने कहा था कि उनकी सुविधाएँ बनी रहेंगी, लेकिन धीरे-धीरे वे सुविधाएं छिन रही हैं। इधर रेलवे कर्मचारियों की दूसरे लोग शिकायत करते हैं कि उन में करप्शन है, भ्रष्टाचार है और तरह-तरह की बातें चलती हैं। मेरा यह कहना है कि सिर्फ लेक्चर देने से ये बातें बन्द नहीं हो सकतीं। इस के लिए जड़ में जाना पड़ेगा। आज रेलवे कर्मचारियों को क्वार्टर नहीं मिलते हैं। १२-१३ लाख रेलवे कर्मचारी हैं। जब तक उन में सैकड़ा ७०, ८० लोगों को क्वार्टर नहीं दिये जायेंगे, तब तक ठीक तरह से काम नहीं हो सकता है। आज बहुत से कर्मचारियों के लिये रहने की जगह नहीं है। इसलिये कोशिश यह होनी चाहिये कि हमारे रेलवे कर्मचारी जो थ्रूआउट इंडिया में हैं, उन के लिये क्वार्टर बनाये जायें। इस के अलावा आप के पे कमिशन ने उन का पांच रुपये महीना बढ़ाया और आप ने पाखाने पर टैक्स लगा दिया। उस के बाद इसी सदन में जब हम लोगों ने कहा कि पाखाने पर टैक्स पहले नहीं लगता था, तो आप ने उसको हटा दिया। लेकिन फिर आप ने यह कह दिया कि अपने खर्च से बालटी रखो। इस तरह एक हाथ से आप पांच रुपये देते हैं और दूसरे हाथ से छीन लेते हैं, यह कोई शोभा की बात नहीं है। तो पे कमिशन ने क्या सिफारिश की थी? पे कमिशन ने कहा था कि जितने केन्द्रीय सरकारी कर्मचारी हैं सब को बराबर ट्रीट

किया जाय। लेकिन आप देखिये कि सेक्रेट्रियट में काम करने वाले कर्मचारी पांच छः घंटे रोज़ काम करते हैं और रेलवे कर्मचारियों को कहीं अधिक काम करना पड़ता है। कुंजरू कमेटी ने भी यह कहा था कि रेलवे कर्मचारियों को ओवरटाइम काम करना पड़ता है और उसके लिए उनको कुछ नहीं मिलता है। जो रनिंग स्टाफ के लोग हैं उन को ओवर टाइम अलाउंस मिलता है। रेलवे कर्मचारियों के क्वार्टर का बहुत किराया बढ़ गया है। इसलिये जो किराया बढ़ गया है, उस पर विचार करने की आवश्यकता है।

हमारे कैज्युअल लेबर की भी बात आई। यद्यपि रेलवे बोर्ड ने यह सक्क्यूलर दिया है कि जो कैज्युअल लेबर हैं उन को धीरे-धीरे टेम्पोरेरी कर के फिर स्थायी कर देना चाहिये, लेकिन कुछ हो नहीं रहा है। दूसरे जब उन का रेकूटमेंट होता है तो उस का तरीका बड़ा गलत है। तो ठीक तरह से काम नहीं होता है। कैज्युअल लेबर को १०-५ वर्ष से काम कर रहे हैं उनको न टेम्पोरेरी बनाया गया है और न स्थायी बनाया गया है। मैं रेलवे यूनियन में काम करता हूँ और जनरल मैनेजर आदि से मिलता रहता हूँ। सब लोग यह कहते हैं कि कैज्युअल लेबर के सम्बन्ध में जो सक्क्यूलर है वह ठीक है, लेकिन उस के मुताबिक काम नहीं हो रहा है। इसलिये कोशिश यह होनी चाहिये कि हमारे कैज्युअल लेबर को टेम्पोरेरी बना कर के, फिर स्थायी बना दिया जाय।

हमारी एन० एफ० रेलवे में जो रेलवे कर्मचारी हैं उन में सैकड़ा ८० ऐसे हैं जो पूर्वी पाकिस्तान से आये हैं। उनका सारा घर द्वार चला गया और उन के रहने के लिये कोई जगह नहीं है। रेलवे मंत्रालय ने पहले यह घोषित किया था कि वे लोग यदि

[श्री शीलभद्र याजी]

मकान बनायेंगे तो उन को कर्ज देने की व्यवस्था की जायेगी। लेकिन मैं समझता हूँ कि उन को कर्ज मिलता नहीं है। सर्व्यूलर है, सब कुछ है, कुछ लोगों ने अप्लाई भी किया, लेकिन उन को कर्ज नहीं मिला। हमारी एन० एफ० रेलवे में ६३ हजार कर्मचारी हैं और उन में करीब ५० हजार जो पूर्वी पाकिस्तान के रहने वाले हैं, वे बिना घर के हैं। इसलिए रेलवे मंत्रालय को यह चाहिए कि या तो जैसा उस का सर्व्यूलर है उस के अनुसार उन रेलवे कर्मचारियों को वह कर्ज दिलाने की व्यवस्था करे या सरकार की ओर से गृह-निर्माण की जो व्यवस्था है उस में से उन को मकान के लिए कर्ज दिलाने का प्रबन्ध करे। आज उन लोगों की हालत बड़ी बुरी है। जब वे रिटायर होते हैं तो रिटायर होने पर उन को रहने के लिये कोई जगह नहीं मिलती है।

इस के साथ-साथ रेलवे में जो टिकट चेकर—टी० सी०, टी० टी० ई०—और दूसरा रनिंग स्टाफ है उस को भी कुछ सुविधाएं देने की आवश्यकता है। हमारे मणि साहव का भाषण हुआ और उन्होंने कहा कि अभी टिकटलेस ट्रेवेलिंग होता है, और वह बन्द नहीं हुआ है। मैं इस सदन में बराबर यह कहता रहा हूँ कि वह बन्द नहीं हो सकता है। यदि रेलवे मंत्री मेरे नुस्खे को मानें तो वह बन्द हो सकता है। मेरा नुस्खा यह है कि जो चेकर—टी० सी०, टी० टी० ई०—लोग हैं उन को रनिंग स्टाफ डिक्लेयर किया जाय जैसे सदर्न रेलवे में पहले उन को रनिंग स्टाफ डिक्लेयर किया गया था। इस तरह यदि उन की जेब में कुछ अलाउंस जायेगा तो वे मन से काम करेंगे। अभी उन को कोई अलाउंस नहीं मिलता है, इसलिए वे ठीक तरह से काम नहीं करते हैं। जब आप गार्ड और ड्राइवर को रनिंग स्टाफ मान कर के कुछ सहायित्वें ज्यादा देते हैं तो इन लोगों को भी दीजिये।

अभी तक आप ने उन की सुविधा के लिये कुछ भी इन्तजाम नहीं किया है। इस संबंध में इस हाउस में बराबर आवाज उठाई जाती रही है। लेकिन मंत्री महोदय केवल यही उत्तर दे देते हैं कि सोच-विचार कर रहे हैं। इस तरह केवल सोचने से टिकटलेस ट्रेवेलिंग बन्द होने वाली नहीं है। इसको बन्द करने के लिये एक नुस्खा मैंने यह भी बतलाया था कि जितना रुपया वे मुसाफिरों से बसूल करें उसमें से २५ रुपया सैकड़ा उनकी जेब में चला जाय। यदि वे ५० रुपये पैदा करें तो उसमें से साढ़े १२ रुपये उनके हो जायें। इस तरह वे दिन रात मन से काम करेंगे। वैसे आप चाहे जितने उपाय करें, टिकटलेस ट्रेवेलिंग बन्द होने वाली नहीं है। मणि साहव ने यह जो बताया कि ज्यादातर विद्यार्थी बिना टिकट चलते हैं, यह ठीक है। उनको रोकने के लिये उन्होंने यह प्रोपोजल दिया कि यदि कोई ऐसी कार्यवाही की जाय जिससे उनको यह मालूम हो कि आगे चल करके उनकी नाकरी में बाधा पड़ेगी, तो इससे उनका बिना टिकट चलना रुक सकता है। मैं समझता हूँ कि जो विद्यार्थी नहीं होते हैं वे भी एक किताब ले लेते हैं और ट्रेन में बैठ जाते हैं और वह किताब उनके लिये पासपोर्ट का काम देती है। हमारे प्रान्त में प्रायः ऐसा होता है।

एक माननीय सदस्य : बिहार में ऐसा होता है ?

श्री शीलभद्र याजी : बिहार को ही बात कर रहा हूँ। महाराष्ट्र में भी ऐसा होता होगा, यू० पी० में भी ऐसा होता होगा। तो जो विद्यार्थी बिना टिकट चलते हैं उनको रोकने के लिये कुछ करने की आवश्यकता है।

इसके साथ साथ एन० एफ० रेलवे में कर्मचारियों को बाढ़ आने के बाद

जो आपने सहायता दी थी, उसको आपने बहुत जल्दी उनकी पे से काटना शुरू कर दिया। यदि किसी को कोई सहायता दी जाय और तुरंत उसकी कटौती शुरू हो जाय तो उसको सहायता नहीं कहते हैं। वाइ आई और उसके बाद जो आपने उनको सहायता दी वह बहुत जल्दी उनकी पे से कटनी शुरू हो गई और इस तरह उनको कोई राहत नहीं मिली। इसलिये कम से कम जिनको आप प्लड रिलीफ देते हैं, उनको तीन वर्ष का समय मिलना चाहिये। लेकिन होता यह है कि जब उनको रिलीफ मिलता है उसके तुरंत बाद वह उनको पे से कटना शुरू हो जाता है। इस तरह जो उनको सहायता मिलती है उसमें उनको कोई लाभ नहीं होता है।

दूसरी बात यह है कि जो हमारे रेलवे कर्मचारी हैं उनके बच्चों की शिक्षा के लिये ज्यादा प्राइमरी स्कूल होने चाहियें। यह ठीक है कि रेलवे में बहुत से स्कूल हैं, लेकिन रेलवे कर्मचारियों की तादाद भी हमारे हिन्दुस्तान में १३ लाख है और उनके बच्चों के लिये अधिक स्कूलों की आवश्यकता है। इसके साथ साथ रेलवे कर्मचारियों के जो ट्रांसफर होते रहते हैं उसमें भी उनके बच्चों की पढ़ाई पर बड़ा प्रभाव पड़ता है। तीन-तीन वर्ष में उनके लड़कों को तीन-तीन यूनिवर्सिटीज में घूमना पड़ता है। एक वर्ष उनका लड़का बिहार में किसी यूनिवर्सिटी में पढ़ता है तो दूसरे वर्ष दार्जिलिंग यूनिवर्सिटी में पढ़ता है और तीसरे वर्ष गौहाटी यूनिवर्सिटी में पहुँच जाता है। इस तरह उनके लड़कों की पढ़ाई खरब हो जाती है। इसलिये व्यवस्था यह होनी चाहिये कि कर्मचारियों के ट्रांसफर के सम्बन्ध में कृपलानी जी की जो रिपोर्ट है उसको कोल्ड स्टोरेज में डाल देना चाहिये। कृपलानी जी ने जो यह नुस्खा बताया था कि बहुत समय तक

रेलवे कर्मचारियों के एक जगह रहने से उनमें कर्प्शन बढ़ता है, मैं समझता हूँ कि कृपलानी साहब की उसमें कोई सूझ-बूझ नहीं थी। जल्दी जल्दी ट्रांसफर करने से एक कठिनाई यह भी होती है कि कर्मचारियों को मकान नहीं मिलते हैं। मैंने शाहनवाज खाँ साहब से इस सम्बन्ध में बात की थी। जब उन्होंने कहा कि कृपलानी जी की रिपोर्ट है तो मैंने कहा कि यह ठीक है कि कृपलानी जी की रिपोर्ट है, लेकिन हम लोगों का भी कुछ कामनसेंस है और उसको अपलाई करने की आवश्यकता है और ऐसी कोई बात नहीं है कि कृपलानी जी ने कुछ कह दिया तो वह ब्रह्म-वाक्य हो गया। इस तरह रेलवे कर्मचारियों का ट्रांसफर करने के वक्त उनके लड़कों की शिक्षा का भी ध्यान दिया जाना चाहिये जिससे तीन वर्ष में उनको तीन यूनिवर्सिटीज के दर्शन न करने पड़ें। यदि रेलवे कर्मचारियों का ट्रांसफर हो तो इस बात को ध्यान में रख करके होना चाहिये कि उनके बच्चों की पढ़ाई में कोई दिक्कत न हो।

अंत में मैं मंत्री महोदय से यह कहना चाहता हूँ कि हमारी रेलवे इंडस्ट्री देश में सबसे बिगेस्ट इंडस्ट्री है। हमने समाजवाद लिया है। इसलिये हमें टाटा और बिड़ला को यह एक्जाम्पुल देनी चाहिये कि पब्लिक सेक्टर में हम रेलवे कर्मचारियों को कितनी सुविधाएं देते हैं और इसके लिये हमें पूरा प्रयत्न करना चाहिये। इसके अतिरिक्त जहाँ तक जनरल मैनेजर और रेलवे मंत्रालय और रेलवे बोर्ड के उच्चाधिकारियों का सम्बन्ध है, उनकी मनोवृत्ति में काफी अन्तर आ गया है, लेकिन जो छोटे अफसर हैं उनकी ब्रिटिश के वक्त में जो नीति थी उसमें कोई परिवर्तन नहीं हुआ है और उनमें समाजवाद का कुछ भी भाव नहीं आया है। हम यूनियन में काम करते हैं और देखते हैं कि इसमें रेलवे कर्मचारियों में डिस्सेंटि-

[श्री सीलभद्र पाजो]

स्पष्टीकरण है। रेलवे कर्मचारी काम करते हैं और करेंगे, लेकिन छोटे अफसरों का जो विचार है उसमें कोई भी परिवर्तन नहीं हुआ है, मौलिक परिवर्तन की बात तो छोड़ दीजिये। इसलिये जहाँ तक ऊपर के लोगों का सवाल है वे हर बात को समझते हैं। लेकिन जो छोटे छोटे अफसर हैं, जो डिस्ट्रिक्ट और डिविजनल लेवल पर हैं, उनका व्यवहार अच्छा नहीं है। इसलिये मैं रेलवे मंत्रालय से यह निवेदन करूँगा कि इसके लिये कोई उचित व्यवस्था होनी चाहिये। हम बराबर कहते हैं कि रेलवे में कभी स्ट्राइक होनी नहीं चाहिये और हम बराबर यह मांग करते हैं कि स्ट्राइक को इसलीगल डिक्लेयर करना चाहिये लेकिन उसके साथ ही साथ यह भी जरूरी है कि रेलवे कर्मचारियों की शिकायतों को सुनने के लिये कोई परमानेंट ट्राइब्यूनल हो, जो रेलवे कर्मचारी हैं, जो मैनेजमेंट के लोग हैं, जो रेलवे का संचालन करने वाले हैं, उन सब का एक ट्राइब्यूनल हो। अभी इसके लिये जो प्रेजेंट मशीनरी है वह बिल्कुल सही गली है और उससे काम चलने वाला नहीं है। जनरल मैनेजर लेवल पर तो वह सही है लेकिन डिस्ट्रिक्ट तथा डिविजनल लेवल पर उससे काम नहीं चलता है। तो इस तरह के एक स्थायी ट्राइब्यूनल की व्यवस्था जब तक नहीं होगी तब तक काम ठीक नहीं होगा। एवर्नमेंट आफ इंडिया एक कमिशन विट्टले कमिशन की तरह पर बनाने की सोच रही थी लेकिन अभी तक वह बना नहीं है। तो हम यह चाहते हैं कि रेलवे कर्मचारियों की मांगों को ले कर के हड़ताल न हो और हमें विश्वास है कि यह करेंगे भी नहीं वे देशभक्त हैं, उन्होंने देशभक्ति का परिचय दिया है और कम्युनिस्ट और पी० एस० पी० के फेर में पड़ कर उन्होंने स्ट्राइक नहीं की, हमारे रेलवे कर्मचारी उनके पीछे नहीं गये और वे आगे भी कभी नहीं आयेंगे हमारे रेलवे कर्मचारी देशभक्त हैं लेकिन उनमें असंतोष है और बहुत ज्यादा

असंतोष है और इस की वजह यह है कि रेलवे के जो बड़े बड़े अफसर हैं—डिवीजनल लेवल पर या डिस्ट्रिक्ट लेवल पर—वे उनके साथ इंसान की तरह व्यवहार नहीं करते हैं। तो जैसा कि मैंने कहा, यह हमारी सब से बड़ी इंडस्ट्री है इसलिये इसके द्वारा हमें टाटा, बिड़ला और डालमिया के सामने एक आदर्श पेश करना है कि जो कांग्रेस का सोशलिज्म है उसका नक्शा यह है। रेलवे के १३ लाख कर्मचारी हैं और अगर मंत्रालय के लोग और रेलवे बोर्ड के लोग इनकी तरफ ध्यान नहीं देंगे तो काम चलने वाला नहीं है। इन लोगों की यूनियन को चलाने में हम लोगों को बड़ी दिक्कत होती है। अगर जनरल मैनेजर अच्छा निकल आता है तो उनसे बहुत काम हो जाता है लेकिन जब इतने ज्यादा कर्मचारी हैं—कहीं किसी रेलवे जॉन में दो लाख हैं और कहीं और ज्यादा हैं—तो एक जनरल मैनेजर क्या कर सकता है; सब की समस्या का समाधान वह कर नहीं सकता, या जो रेल मंत्री हैं उनके पास हम कितने केसेज ले कर जायेंगे या रेलवे बोर्ड के पास कितने केसेज ले कर जायेंगे, इसलिये नीचे के स्तर पर ही सारी व्यवस्था होनी चाहिये। रेलवे कर्मचारियों ने देशभक्ति का सबूत दिया है,—जब चीन का आक्रमण हुआ तो उन्होंने बहुत ज्यादा ओवरटाईम काम किया जब रेलवे में हड़ताल करवाई गई तब भी उन्होंने इसका सबूत दिया और कहा कि हम उन लोगों के पीछे नहीं जायेंगे—इसलिये हमारा और आपका फर्ज है कि हम इस तरफ ध्यान दें कि उनकी मांगें क्या हैं, उनकी समस्याएँ क्या हैं, उनकी डे-टु-डे की प्रॉब्लम क्या है। तो मैं रेलवे मंत्रालय में निवेदन करूँगा कि शिक्षा के बारे में, ट्रांसफर के बारे में, हॉस्पिटल के बारे में, कैजुअल लेवर को टेम्पोरेरी बनाने के बारे में, क्वार्टर के बारे में उनकी जो मांगें हैं, उनकी जो समस्याएँ हैं उनका पूरे तौर पर देखना चाहिये। केन्द्रीय सरकार के २२ लाख कर्मचारी हैं और उनमें १३ लाख रेलवे के हैं और सब को पे-कमिशन ने दे-पार कर दिया है और इस

वजह से इनके क्वार्टरों के किराये में वृद्धि हो गई है लेकिन हमें यह इस दृष्टि से भी सोचना चाहिये कि रेलवे कर्मचारियों को जो सहूलियत पहले मिल रही थी वह सहूलियत उनको मिलनी चाहिये और उसमें कोई कटौती नहीं होनी चाहिये ।

सारे प्लानिंग का दारोमदार रेलवे पर है, रेलवे कर्मचारियों पर है जब वे चीजों को एक जगह से दूसरी जगह ले जाने का कार्य अच्छी तरह से करेंगे तभी हमारी योजनाएँ सफल होंगी और जितनी अच्छी तरह से वे इस काम की करेंगे उतनी ही अच्छी तरह से हमारी सारी योजनाएँ सम्पादित होंगी । इसलिये इन लोगों की ओर पूरा ध्यान देना चाहिये, यही मेरा निवेदन है ।

इसके साथ ही साथ मैं फिर दुहरा कर कहता हूँ कि मणिपुर में इम्फहाल तक त्रिपुरा में अगरतला तक और कश्मीर में श्रीनगर तक रेलवे लाइन का होना बहुत जरूरी है । हमारी सुरक्षा के ब्याल से यह बहुत आवश्यक है । रेलवे मंत्री महोदय यह न कहें कि "इफ फंड्स परमिट"—रेलवे मंत्रालय के लिये यह एक आसान सा नुस्खा है कि यह कह दिया कि फंड होगा तब करेंगे, इसका पेट बहुत भारी है, कब फंड परमिट करेगा और कब नहीं परमिट करेगा, यह कुछ मालूम नहीं है लेकिन जब मीटरगेज से ब्राडगेज करने के लिये फंड परमिट करता है, आंध्र में, बम्बई में, बिहार में सब जगह में खर्च करने को फंड परमिट करता है तो फिर सुरक्षा के ब्याल से इन तीन प्रान्तों में भी रेलवे लाइन का काम हाथ में लीजिये और सिनेमा में रेलवे लाइन को जो इन प्रान्तों के लोग सिर्फ देखते हैं उस रेलवे लाइन को वे अपने प्रान्तों में भी देख सकें । इन शब्दों के साथ जय हिन्द ।

SHRI B. D. KHOBARAGADE: Madam Deputy Chairman, the performance of the Railways during the year 1961-62 and the current year, 1962-63, has

been, on the whole, satisfactory. I want to congratulate the hon. Minister on the fact that during the national emergency he has been able to handle increased traffic to the border areas without causing dislocation in the normal traffic. But I think for this, credit should be given to the workers and the members of the staff who have worked honestly and sincerely without caring for anything else and through the Railway Minister. I want to convey my hearty congratulations to the members of the staff also. The performance of the Railways, both physical and operational, has been satisfactory. During 1960-61, freight traffic handled by the Railways was 156.2 million tonnes and in 1961-62 it was 160.5 million tonnes. Thus, there has been an increase in freight of 2.74 per cent. So far as tonne kilometre traffic is concerned, it was 87,680 million in 1960-61 and in 1961-62, it increased to 91,218 million tonne kilometres. Here, there has been increase to the extent of 4.04 per cent. Similarly, there has been considerable increase in passenger traffic. In 1960-61 originating traffic in passengers had been 909 million passengers and in 1961-62 this had increased to 928 million and thus there has been an increase of 2.13 per cent. From all these figures, it is clear that traffic in freight as well as in passengers has increased. The only question is whether this increase in the traffic has been to the entire satisfaction of the Government. In my opinion, if we consider this question from the point of view of increased industrial production, there has not been any considerable increase in traffic.

Madam, let us find out in what way industrial and agricultural production has increased. During the Second Five Year Plan period, from 1956 to 1961, industrial growth has been to the tune of 8.1 per cent., and it has increased by seven per cent, in the year 1962 as compared to 1961- If there has been an increase of 8.1 per cent in industrial production then it means that there should have been a similar

[Shri B. D. Khobaragade.] Increase in the freight traffic handled by the Railways. What do we find here? Traffic increased during that period only by 58 per cent, in originating traffic. This means that the remaining traffic was handled not by the Railways but by road transport. In 1961-62, this increase has been comparatively poor because during this period industrial growth was to the extent of seven per cent, but the freight handled increased only by 2-74 per cent. It means that there is still considerable scope for improvement in the handling of freight traffic by the Railways. This only means that the Railways could not handle all the available traffic.

The second question is whether the Railways have handled all kinds of traffic that was available in this country. From the figures it will be seen that importance has been given only to the movement of coal, steel and cement. No doubt these commodities are essential particularly in a country where industrial growth is taking place. For the expansion of industries, no doubt, these commodities are essential. But what about the other commodities? Foodgrains also are important. If we consider the traffic in regard to commodities like tea, jute manufactures, raw cotton, cotton manufactures, oilseeds, sugar, etc. there is no increase in traffic in respect of these commodities. On the contrary there has been considerable decrease in the traffic of these commodities. It does not mean that the production of those commodities has not increased. Their production has increased. May I point from the same figures of the Railway Ministry that in regard to all these commodities there has been increase in production? Now so far as the question of foodgrains is concerned, in 1960-61 80.9 million metric tons were produced and 5.1 million imported; and in 1961-62, 79.8 million metric tons were produced and 3.4 million imported. In regard to tea the production was 0.35 million tons in 1961-62 as against 32 million tons in 1960-61. Sixty-eight per cent, of tea

production was transported in 1961-62 as compared to 78.13 per cent, transported in 1960-61. Jute manufactures amounting to 26 million tons have been transported in 1960-61. In 1961-62 it has been 24 million tons. In all these commodities it is noticed that the production has gone up. Therefore, it is quite natural that the Railways should have handled more traffic in all these commodities. If we consider the percentage of the goods produced and the goods handled by the Railways, what do we find? So far as food-grains are concerned, in 1961-62 they have handled little comparatively. In 1960-61 they had handled 78.13 per cent, of the tea produced in this country, but in 1961-62 they have handled only 68.86 per cent of the tea produced. The same is the case with all the other commodities. The figures indicate that the Railways have only concentrated on handling coal, steel and cement traffic and they have ignored all other commodities. And if we consider from that point of view, they have given more importance to those areas which produce coal and they are in U.P. and Bihar. I would like to tell the hon. Railway Minister that U.P. and Bihar alone do not constitute the whole of India. There are other parts of India also and, therefore, it is very essential that the Railways should give greater attention to other areas and try to handle the traffic in other commodities.

In this respect I may draw the attention of the hon. Minister to the fact that in my own home town, in my own district, there have been many complaints regarding the registration of wagons. The local people are not getting any wagons for movement of charcoal and *tendu* leaves, although they had placed indents or tried to place indents as long ago as last April or May. I have drawn the attention of the hon. Railway Minister by writing to him and I have also received a letter from Mr. Z. S. Bains, Private Secretary to Minister of Railways, dated 12th November, 1962, in which it has been mentioned that the matter was

receiving the Railway Minister's attention. But since then nothing has been done. This question was raised again in this House and the Deputy Minister, Mr. Shah Nawaz Khan, was very kind enough to give an assurance that the matter would be looked into. The local contractors had entered into an agreement for the sale of timber, charcoal and *tendu* leaves in last May or June. Even though they have entered into an agreement for the sale of these commodities in last May, they are not getting any wagons for the transport of these even after (six months, in spite of the fact that the attention of the hon. Minister was drawn to this matter by writing to him a letter and by raising the question on the floor of this House. These contractors have no sufficient capital; they are middle-class people and are petty contractors. And if their capital is locked up in goods for such a long time, how can they carry on their business? The State Government also was constrained to postpone auction of forests because the contractors were not in a position to sell their goods; and they did not have money to bid in auctions. Therefore, it is essential that the hon. Railway Minister should consider this. *Tendu* leaves are perishable goods. Charcoal is a highly inflammable commodity. Therefore, it is very essential that these commodities should be transported as early as possible and should be consumed. Unfortunately, the Railways have not done anything to look into the matter. Some time we receive complaints that when the contractors want to register their indents, they are not allowed to register their indents, and thereby the registration in Government records is shown in considerably small numbers. This is a question of movement of commodities other than coal and steel; and if we consider traffic in other commodities, I am constrained to say that the record of the Railways has not been satisfactory.

Considering the accidents that have taken place on the Railways, we find that in this respect also the record of the Railways is not a satisfactory one.

In 1959-60 the total number of accidents was 8,916. In 1960-61 the figure was 8,808. And this figure rose in 1961-62 to 9,184. It means that there has been an increase in railway accidents and it does not speak well of railway efficiency. We should analyse the causes of accidents. If we study the figures, we find that the accidents mainly take place because of failure of the human element, and secondly because of failure of rolling stock. Much has been said about the failure of the human element. Mr. Sri Rama Reddy, who was speaking here today, said that because of reservations for some backward classes, because of certain reservations for promotions in the Services, there has been increase in accidents. I do not agree with him. Of course, the human element is responsible, but as pointed out by Mr. Chordia, Dr. Kunzru also has stated in his Report that it is not so material and significant.

Apart from that, in this Review of Accidents on Indian Government Railways, what is the opinion given about the failure of human element? I would quote one or two sentences: —

"The analysis into various causes of accidents conducted by the Railways shows that non-observance of elementary rules and precautions which are prescribed by the Administration continues to be the cause of a large number of accidents".

It says non-observance of elementary rules, it does not say that they happened because of the inefficiency of the staff. They happened because of the carelessness of the staff. Carelessness and inefficiency are entirely different things. Therefore, it is not because of the inefficiency of the staff that the Railways are employing today and it is not because certain persons are being employed due to reservation of posts, or because of their backwardness, that there are accidents. The element of human failure is there. But it is not because of inefficiency, it is because of carelessness, it is because the ordinary rules and regulations, which any

[Shri B. D. Khobaragade.] ordinary individual, any ordinary human being can understand and can try, to follow, are not being followed. It only means that there should be greater care and precaution, and all those people should be asked that they should be careful and they should not be careless. If they happened to be careless, whoever they might be, necessary action must be taken against them, and if necessary, any punishment might be given to them. We do not mind. But the accidents on Railways are not mainly because of the failure of the human element. They are mainly because of failure of the rolling stock and failure of the engines also. Let us consider the percentage in this respect also.

In 1959-60 out of 8,916 accidents, 4,793 were because of failure of engines and rolling stock— That is more than fifty per cent.

In 1960-61 out of 8,808 accidents, 4,572 were because of failure of engines and rolling stock— That is also more than fifty per cent.

In 1961-62 out of a total of 9,184 accidents, 5,104 were because of failure of engines and rolling stock—That is also more than fifty per cent.

What does it mean? It means that our equipment, our rolling stock, our permanent way, our engines, etc., are not comparatively new or are not in order, and they are failing us. Therefore, it is very essential that we should try to have good equipment, good rolling stock and good engines.

In this connection I would like to draw the attention of the hon. Minister to the corrupt methods adopted by the railway officials while purchasing the railway stock. The Central Railway Kamgar Union have adopted a resolution in a recent meeting. In that resolution they say:

"Corruptions at the top level should be eradicated as it is one of

the chief causes of accidents. As a result of underhand dealings at the time of purchases of machinery and materials, condemned stock is procured and the same is issued when rolling stock is sent for repairs or assemblage at Workshops. There have been a large number of cases when accidents occur due to defect of rolling stock coming out fresh from the Workshops".

It means that our equipment and our material are purchased by corrupt officials. An allegation has been made that old stocks are purchased and re-issued, and, therefore, there are accidents. Therefore, this union has extended its support and assured the Government that it would try to help the Government to find out the corrupt methods. The only condition is that if they report some cases and come forward to give evidence, they should be protected from victimisation. If they are protected from victimisation, they can give a number of instances where such things are going on. So far as corruption is concerned, I would refer to that later on.

Now, I would refer to the question of fresh taxation. A sum of Rs. 19 crores is to be raised by fresh taxation. So far as the distribution of this Rs. 19 crores is concerned, we have to make an additional contribution to General Revenues of Rs. 4 crores because of the increased dividend rate. The bank rates also have been increased, and, therefore, if the Government have increased the dividend rate from 4-25 per cent to 4-50 per cent, I have no objection. Similarly, an additional Rs. 10 crores will be paid to the Depreciation Reserve Fund, and an additional Rs. 5 crores will be paid to the Development Fund. Madam, so far as the payment to these different Funds is concerned, I have no objection. But I only object that this amount should not be raised by additional taxation, because there is considerable scope to raise this additional revenue from the existing rates. Only we should try to

plug all the loopholes. I have already pointed out that during the past two or three years no efforts have been made to carry or to handle all the available traffic. Except in steel, coal and cement and certain other commodities, traffic has been reduced, and, therefore, if the Railways make an earnest effort to handle all the traffic that is available in the country, I think they should be able to earn a few more crores of rupees.

Then it is essential to have greater efficiency also. In this respect I would quote from the Presidential Address of Shri Darab C. Driver to the Coal Consumers Association. He has stated:

•'The present delays are inordinate. It is said that Railway wagons are on the run only 200 minutes in every 24 hours and that wagons spend 5 hours for loading, 5 hours for unloading and only 3½ hours for actual running, leaving a balance of 104 hours during which they are detained in different marshalling yards etc.'

The President, Shri Driver, has drawn attention to the fact that out of 24 hours 10½ hours are wasted in marshalling yards only. If the efficiency of the Railways is increased, I think the wagons also can be made to move with greater speed and there can be greater efficiency and we can earn more freight from the increased traffic.

Then there is another aspect also. If we plug all the loopholes and check the corruption which is rampant in Railways, we can raise additional revenue. My friend, Shri Chordia, has referred to two instances.

THE DEPUTY CHAIRMAN: Please wind up.

SHRI B. D. KHOBARAGADE: I will finish within two or three minutes. There was an instance in which an amount of Rs. 46 lakhs was lost. The firm was paid in advance more amount than the goods it supplied. How the Railways can pay more money with-

out receiving goods, we do not know. The strange thing is that it is not just one incident. There are a number of incidents spread over a number of years, ten years. How is it that the Railway Ministry was sleeping over all these matters and could not detect it earlier, and we had to lose about Rs. 46 lakhs? Madam, there are, of course, a number of instances, but because of shortage of time I will not be able to quote them. I would quote one instance from this Audit Report on Railways for 1963, page 35:

"16 bills amounting to Rs. 1.68 lakhs were paid to a firm in respect of supplies which were neither ordered nor received by the Railway."

5 P.M.

No goods were ordered, no goods were received and even then, the Railways paid a sum of Rs. 1.69 lakhs. This also continued from 1951 to 1960, for ten years, and nobody could detect it. How could it happen without the connivance of the railway officers? And when this was brought to the notice of the railway officers, what happened? Only one clerk, who was checking all these bills, was suspended—only one clerk. My contention is that without the connivance of higher officials, no such thing could have happened. You have suspended only one clerk. What has happened to the other officials without whose connivance no such thing could happen? If we check this corruption, we can add crores of rupees and there would be no necessity to levy this additional taxation.

Madam, I would refer to the question of reservation in promotion. This policy was formulated by the Home Ministry long ago, about four or five years ago, and when a promotion was made by the Southern Railway, some aggrieved railway employee filed a writ petition and this writ petition went up to the Supreme Court. The final judgment was delivered by a Full Bench and it upheld the Government's powers to reserve certain posts

[Shri B. D. Khobaragade.] for promotion. Madam, I would point out that because certain posts are reserved for the Scheduled Castes and the Scheduled Tribes, the efficiency of the Railways does not suffer, and it is not because of these people that the efficiency in the Railways suffers. My contention is that the Scheduled Castes and Scheduled Tribes people are equally competent and equally efficient. They are second to none in competence and efficiency. The question is that because they happen to belong to minority communities, they are not allowed to come up. They do not get jobs, they do not get promotions. Therefore, I would suggest that when this policy has been formulated by the Home Ministry five years back, when this policy has been adopted by the Railway Ministry three years back and as this policy has been upheld by the Supreme Court to be in accordance with the Constitution, I think this policy should not be given up by the Railway Ministry. The Railway Minister should look into the matter and reserve some posts for promotion also.

I will refer only to one last question and that is regarding the recognition of the Central Railway Swatantra Kamgar Sangh. As I have already pointed out, this union wants to root out corruption from the Railways. They will support the Government, and I tell the hon. Minister that they will do anything possible, anything within their power, to root out corruption from the Railways. Secondly, this union represents mostly Class IV employees. Shri Sheel Bhadra Yajee has spoken of problems of Class IV employees in this House and said that Class IV employees working as gang-men were being exploited by the officers. Shri Yajee just now pointed out that they are kept as casual labourers, that they are not even temporary and, therefore, they get dismissed from service at any moment. They have to work for a less remuneration. When they are to receive Rs. 2 as wages, actually they are getting Rs. 1.75, the balance four

annas being pocketed by the other officials. If this union is recognised, it will try to bring to notice all such cases because this union represents mostly Class IV workers and it will try to show how they are being exploited and how corruption is rampant in the Railways. This union will try to help you in rooting out corruption.

The gangmen are being exploited. When they fall sick, no proper medical attention is paid to them because railway doctors are not available, they are at the headquarters. The gangmen are not working at the headquarters only, they are working everywhere, and therefore, if they fall sick, medical assistance is not available to them. If they get treatment from private practitioners, they get medical certificates and try to get the bill reimbursed. But they do not get any reimbursement. Not only that. When they produce a certificate from the private practitioner, they do not get any leave. And what happens if they do not get leave? In spite of producing a medical certificate from the registered medical practitioners, they are being dismissed immediately. The doctors at the headquarters cannot attend to these gangmen when they are working at places away from headquarters. If they fall sick and produce medical certificates from competent doctors, even then the certificates are ignored and they are dismissed immediately. All these problems of Class IV employees—the exploitation is more—are being handled by the union and it is very essential that this railway union should be recognised.

Ultimately, I would only say that we have been ignoring the class II passengers. Class I passengers are an aristocratic people. They can afford to travel in luxury. So far as class H passengers are concerned, no improvement has been made. So far as class III passengers are concerned, considerable improvement is being made. When the question was raised in this House a few months ago, the hon. Minister declared that they wanted to continue the second class in the Rail-

ways, and if they want to do that, it is essential that they should provide better amenities and facilities to the second class travellers. I do not mind if the facilities available to first class passengers are reduced because it is not the first class passengers, but it is, of course, the second class and third class passengers who contribute more revenue. I have been travelling in first class for the past six years. I find that 95 per cent, of the passengers of first class are free-class passengers. They have to pay nothing from their pockets. They travel in first class either at the expense of the Government or at the expense of their firms. Therefore, what I would like to urge upon the Government is this.

While you have increased the amenities of the first class passengers and the amenities of the third class passengers, you have completely ignored the second class passengers. It is high time that we paid proper attention to the second class passengers and I would urge upon the Railway Minister that he should do the needful.

THE DEPUTY CHAIRMAN: The House stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at six minutes past five of the clock till eleven of the clock on Thursday, the 28th February, 1963.