

Pakistanis looted the property of the Indian nationals near Siryanwala, on the Indo-Pakistan border near Fazilka and went away to Pakistan;

(b) if so, how long that looting lasted; and

(c) whether there were any Indian police or military personnel near that place?]

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री
(श्री जवाहरलाल नेहरू) : (क) जी हाँ।
कुछ हथियारबन्द पाकिस्तानी राष्ट्रिकों
ने ३-४ अप्रैल, १९६२ की रात को फाजिलका
के निकट हिरानवाली गांव में डाका डाला
था।

(ख) लगभग दो घंटे।

(ग) उस गांव के सबसे निकट पुलिस
थाने की दूरी करीब आठ मील है और
सीमांत चौकियां करीब साढ़े पांच मील के
फासले पर हैं।

†[THE PRIME MINISTER AND
MINISTER OF EXTERNAL AFFAIRS
(SHRI JAWAHARLAL NEHRU): (a) Yes
Sir. A dacoity, by some armed Pakis-
tani nationals, was committed in vil-
lage Hiranwali, near Fazilka on the
night of 3/4th April, 1962.

(b) About two hours.

(c) The nearest police station is
about eight miles and the border pic-
kets are about five and a half miles
from the village.]

20. [Transferred to the 2nd May,
1962.]

PAPERS LAID ON THE TABLE

STATEMENT Re. KARNAFULI DAM
PROJECT

THE MINISTER OF IRRIGATION
AND POWER (HAFIZ MOHAMMAD
IBRAHIM): Sir, I beg to lay on the

†[] English translation.

Table a statement on the Karnafuli
Dam Project in East Pakistan.
[Placed in Library. See No. LT-9/62.]

THE ART SILK TEXTILES (PRODUCTION
AND DISTRIBUTION) CONTROL ORDER,
1962.

THE MINISTER OF INTERNATIO-
NAL TRADE IN THE MINISTRY OF
COMMERCE AND INDUSTRY (SHRI
MANUBHAI SHAH): Sir, I beg to lay
on the Table, under sub-section (6)
of section 3 of the Essential Com-
modities Act, 1955, a copy of the
Ministry of Commerce and Industry
Notification S.O. No. 1059, dated the
2nd April, 1962, publishing the Art
Silk Textiles (Production and Distri-
bution) Control Order, 1962. [Placed
in Library. See No. LT-5/62.]

THE BUDGET (RAILWAYS), 1962-63 —General discussion

SHRI P. RAMAMURTI (Madras):
Mr. Chairman, Sir, first of all, I
would like to congratulate the hon.
Sardar Swaran Singh for his having
taken over the Railway Ministry.
Unfortunately, he is not here. But
straightway I may tell him that it is
a difficult department to handle. It
has got a number of accumulated pro-
blems, problems not only of a back-
log in respect of transport capacity, a
back-log in the renewals of engines,
a back-log in the renewals of tracks,
but also a back-log with regard to
the relations between the employers
and the employees. All these very
great problems he has got to face. I
certainly wish him well in handling
these very great and difficult pro-
blems. But judging by the first per-
formance that he has given now, I
am not hopeful that these problems
will be handled properly. The other
day, Sir, our President when he was
addressing the Joint Session told us
that we had got to stir ourselves up
and work for the socialistic pattern of
society to which this Parliament is
wedded. I suppose that the first
dose of the socialistic pattern of so-
ciety that we have to work for is in

what has been given to us by the Railway Minister, and I suppose also that this evening when the General Budget is going to be presented, we will be given further doses of the socialistic pattern of society to which we are all supposed to be wedded

Now, Sir, as far as the increase in the railway fares and the increase in the railway freights is concerned, I am not going into the question of its justification or non-justification on the basis of the figures supplied to us. There is need for the Railways to augment its capital resources, to augment its all other kinds of resources, in order to meet the needs of a developing economy. Certainly it is admitted that our country needs resources. I am not looking at the problem from the point of view of a commercial concern. If it is a question of a commercial concern, then in order to be able to augment its resources, capital resources, for expansion purposes, naturally one would certainly ask the capitalist concerned to find out capital resources not only from the internal resources, but also by going into the markets for expansion of the capital resources. I am not looking at it from that point of view at all. But let us look at it from the point of view of our national economy as a whole and see what effects the increase in the passenger fare and the increase in the freight charges are going to have on the national economy as a whole. Is it contended, Sir, that these things are going to have no effect whatsoever on our national economy? We know that there will be more imposts on consumer goods. For example, the Finance Ministry, I dare say, is going to levy some more imposts, add some more kinds of taxation. By whatever name we may call it, any impost that is placed today upon our goods—upon industrial and consumer goods—certainly will have the effect of increasing the prices of goods in this country.

12 Noon

And we know as a matter of fact, Sir, that if a tax of about one anna

is imposed, the consumer has got to pay not one anna, because the producer does not pass on just that amount to the consumer, but when the goods pass through ever so many hands and ultimately when they go into the hands of the consumer, he pays not less than 4 to 5 annas more. This is our general experience, and taking that general experience, Sir, we know that today, when the freight charges are going to be added to the goods that are being transported, to the foodgrains that have got to be transported, to the other commodities that are going to be transported, to the cloth that is going to be transported, the net effect of it is going to be a sizeable increase in the prices of all these commodities as far as the common people are concerned. That is the real effect of it. Therefore, Sir, I would like to look at the whole problem from this aspect of the general effect of all these measures on the national economy, and if certainly we have got to get our resources, are there not other sources to find the resources? Are there not other sources which could be tapped in order to see that the Railways' resources are augmented today? This is the simple question which we have got to face and I dare say that if our Government—well, I am not talking of the Railway Ministry alone—if our Government as a whole looks to the problem of resources and finds out other sources which could be tapped in order to see that our capital resources from our Railways as well as our other industries are augmented, then certainly ways and means could be found.

The other day, Sir, I was reading a report in a newspaper, in "The Statesman", and that paper certainly cannot be accused of any communist leanings, it cannot be accused of any leanings towards the under-dog, but that newspaper, for example, Sir, was saying that if the Katni market in Calcutta—I do not know what this new name implies; I suppose it refers to kerb trading in the share market—is properly controlled and if the tens

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of crores of rupees that are passing through the Katni market in Calcutta are properly tapped and Government's share in these transactions comes, then something like a Rs. 100 crores could be found for Government purposes. This is what "The Statesman" writes. But here is a Government that refuses to tax all these things, that refuses to take steps against all these malpractices that are going on in the country. And still we talk of a socialist pattern of society and it seems that the only way in which we can today ask the people to bear the burden, if development is to go on, is to make them pay more and more for the necessary consumer goods and services that are absolutely essential for our ordinary life in this country. This is the first charge I would like to bring against this Budget.

Now, Sir, justification is sought to be derived from the fact that the Railway Convention Committee had stated earlier that we would require something like Rs. 75 crores per annum in order to make good the backlog of development that had taken place earlier and that it demanded that Rs. 75 crores had to be appropriated for the Depreciation Fund in order to make good the wastage that had taken place in the earlier years. And also it is stated that the Railway Development Fund has got depleted and that all those works that have got to be charged to the Development Fund will not find the resources because today the Development Fund has got practically nothing to its credit. These are the arguments that are adduced in order to levy these special imposts on the passengers as well as on the goods.

Now, Sir, if you take the Railway Development Fund, it is true that practically nothing is left to its credit. Then what are we to do? The Railway Development Fund certainly has been created for the purpose of giving certain amenities to the passen-

gers; about Rs. 3 crores per annum had been earmarked for giving amenities to the passengers, and certain other kinds of works, which are not remunerative in the initial stages, were to be charged to the Development Fund.

SHRI K. SANTHANAM (Madras):
Workers' welfare also.

SHRI P. RAMAMURTI: Yes, workers' welfare, amenities to the passengers, etc. have got to be charged to this thing. But the Railway Minister's statement itself points out, that before these imposts were there, there was a gross surplus of something like Rs. 170 crores, and that Rs. 75 crores had got to be taken away for the Depreciation Fund. How this depreciation amount is arrived at, I do not know. After all, the capital at charge is about Rs. 1700 crores. How this Rs. 1700 crores itself had been arrived at, I do not understand at all, because it has always been the case, the existence of a certain amount of over-capitalisation and the extent of over-capitalisation has never been exactly found out. Why it is not found out, I do not know. Perhaps, it suits the Government and the Railway Board not to precisely fix the extent of this over-capitalisation, and it has been variously estimated. At one time it is estimated at something like a Rs. 100 crores; at some other time it is estimated something less and therefore I do not know why it is not precisely estimated. But even taking this over-capitalised amount as the capital at charge, namely, Rs. 1700 crores, even taking this into account, you find that Rs. 75 crores would work out to something like 4 per cent. Should 4 per cent. depreciation be allowed for an undertaking like the railways? Has it been allowed anywhere else? I would be told that here is this Convention Committee, that this Convention Committee itself had asked for Rs. 75 crores to be allocated for depreciation and that

therefore—on the basis of the Convention Committee's Report—this is absolutely justified. Quite right; they would say that. Then what does it mean? It means that we are today providing Rs. 75 crores to the Depreciation Fund not on the basis of the normal expectation of our assets but on the basis that we have got to make good the back-log that has been created during the last 20 or 30 or 40 years, particularly during the War years when materials were not available, and even after providing for all this back-log here is the position where the Railways have made a gross profit of about Rs. 176 crores; even after providing for this you will find that there is a net surplus. But then you have to increase the amount that has got to be paid to the General Revenues. Four per cent. is not today enough; you have to increase it to 4.25 per cent. and having increased it to 4.25 per cent. you have got, somehow or other, to find the money for certain other Funds also, and after providing for all these things, then you find that today the workers have got to be paid about Rs. 12.5 crores. Where are we to pay this Rs. 12.5 crores from? And if we pay this Rs. 12.5 crores then there is nothing left in the Railway Development Fund, and since we cannot develop our resources, the passengers and the common people have got to pay. This is the general trend of the argument that comes out of the speech of the Railway Minister.

Now, Sir, the Railways have been able to provide for this back-log and even after providing for all these things something remains and if they are not able to find the resources for further development, then obviously the best thing to be done is to see that for a certain time there is a moratorium placed on the payment of this 4 per cent. or 4.25 per cent. to the General Revenues. Certainly the Government could have accepted that position. Here is a concern which has got to develop; our railways have got to develop in order to see that our

developing economy is able to get the transport needed for the development of that economy. On that basis certainly the General Revenues can proclaim a moratorium on its share of 4 per cent. or 4.25 per cent. from the railway revenues. Certainly that way it could be done. But no, we have got to make up that amount; we have got also to increase our allocation to the Depreciation Fund. We have got to do everything and then, if we do not find the money, then the Government, I mean the Railway Minister comes and says, "All right, we will levy a special impost on the passengers, we will levy a special impost on the goods and thereby enhance the prices of the commodities and the goods that the common people have got to buy for their day-to-day living." This is very bad economy and that is all that I would like to say on this question.

Then, Sir, incidentally this is a very clever attempt to see that the common people are pitted against the workers. Wading through the entire speech I do not find a meed of praise for the tremendous work that has been done by the workers during this entire period at great odds. There are the over-aged engines with which the work has been carried on by them, and the percentage of over-aged engines on the line has actually increased; it has increased on the broad-gauge since 1951; it has increased by something like 32 per cent; it was less before. In spite of this bad material here is a set of workers who have done their best to see that the volume of goods offered is lifted in the country.

I do not find any word of praise for the tremendous work that has been done by them. All that is stated here is that labour relations have been very good, employer-employee relations have been very good. That is all that is stated here. And this worker, who has turned out this tremendous job, now is sought to be

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pitted against the common people. When the common people complain of higher prices of goods, they would be told, "Look here, here are the workers. These people have been fighting. They have gone on strike last year. Therefore, we have been forced to increase their dearness allowance, and when we increase the dearness allowance, what is the way out? There is no other way except by making you pay." Therefore, make the worker and the common people fight each other. That is the attempt that has been made by extending this.

SHRI AKBAR ALI KHAN (Andhra Pradesh): That is your interpretation.

SHRI P. RAMAMURTI: That is not my interpretation. That is a simple interpretation, that is a common people's reaction. Well, here are the workers who have asked for more and, therefore, we have got to pay more. Therefore, it is not necessary to bring in the workers at all in this respect.

Now, Sir, I would take some other aspects of the whole question. I would, for example, take the question of performance of the Railways. Certainly, it is true that much more goods has been carried on the railways during the last ten years. Nearly 99 per cent. increase there has been in the traffic that has been carried. It is all good. But then are we utilising our assets properly? There is this broad question. For example, let me point out the mileage per engine per day, in the broad gauge. It amounted to 76 miles in 1950-51. In 1956-57 it amounted to 83 miles. That is to say, the deterioration that had set in during the period of war and immediately after had been arrested. It was 84 engine miles per engine per day in 1955-56. Then what happens? During all these years, right up to 1960-61, it had come down to 83 and it has been more or less stationary at that figure of 83 all these years. Last year also in

1960-61, on broad gauge the engine miles per engine per day has been 83. These are the figures supplied by the Railway Ministry itself. Why is it so? Why is it that we have not been able to utilise our engines more? What is wrong about it? Has there been any investigation with regard to that? There is, for example, the Research Department. What has the Research Department done about it? Why have we not done anything about it? I talked about it last year. I pointed out concretely how exactly these engines could be better utilised. Why is it that they are not utilised properly? These are questions that have got to be properly answered. The Review of the Performance says:

"In addition to the consideration of type of traction, . . . it will be seen that engine usage, taking all traction for the broad gauge, in 1960-61 stood at 137 kilometres, against 122 kilometres in 1950-51."

How can there be any satisfaction? If you take all tractions together, it means you are also taking diesel traction, you are taking also the electrical engines' traction. All this traction is taken together when we know that in 1950-51 there was not much of electrification, not much of dieselisation. Dieselisation and electrification has certainly increased to a certain extent during the last ten years. Naturally as a result of this, if you are taking the two tractions together, the engine miles per engine day is bound to increase. What is the use of throwing these figures at our face? The fact remains that as far as the steam traction is concerned, the engine mile per engine day has not increased by even a point. That is a broad fact that stares into the face. Therefore, when we talk of the performance of the Railways all these years, the fact remains that we have got to better utilise our locomotives in order to see that greater output is derived from the capital that we have invested, in order to see that these engines

are best utilised. That basic fact has not been properly looked into all these years.

Now, this has naturally got a bearing on another aspect. We know, for example, that all these years accidents have been on the increase. But why is it that these accidents are on the increase? It is admitted by the Railway Ministry that nearly two-thirds of these accidents are due either to defects in engines or they are due to defects in the wagons. This is the statement made by the Railway Ministry itself. Now, if they look into the whole question as to why it is that these engines are defective, what is the answer they give? Year after year committees are appointed to go into the whole question of accidents. An officer is directed to go and see why these accidents take place, but today the whole question about the human aspect is not looked into.

We know, as a matter of fact, that drivers are made to work not 12 hours, but sometimes as much as 22 hours continuously. There is no regulation to prevent drivers from taking an engine for more than 10 or 12 hours at the most. What is the effect of it? If a driver today drives an engine continuously for nearly about 20 hours, more than 12 hours, what is the effect of it? Here is the signal. The signal is not down. But, unfortunately, because of the tremendous fatigue the eyes do not transmit that point, that information, namely, that the signal is not down, to the brain. As a result of this fatigue how do you expect the engine driver to drive properly? It is not a question of a particular engine driver. It is a fact that the lives of hundreds and thousands of people are dependent upon the skill of the engine driver.

SHRI N. SRI RAMA REDDY (Mysore): May I know, if this is the imagination of the hon. Member or

whether it is borne out by the facts given by the Railway Ministry?

SHRI P. RAMAMURTI: The Railway Ministry does not give these facts. If you see the rosters of the engine drivers, if you ask any locomotive driver today, you will find what the position is. For example, I can tell you that previously there was a regulation that the engine driver could claim off-duty at the end of 12 hours' duty. Not that he should necessarily get off the engine, he could claim at the end of 12 hours an off-duty. Do you know what happens today and how these 12 hours are interpreted? Previously these 12 hours were counted from the time he went to the shed and signed on to the time he actually left the engine and signed off. That was what was meant by this 12 hours. Today that regulation has been interpreted to mean not the time from which he signs on but actually from the time from which he is able to get on to the engine. For example, in my shed in Rajahmundry I am waiting for the train. The train comes about four hours late. I have got to go on waiting at the shed all these three or four hours. I cannot sleep during that time. I do not know when that train will come. It may be sometimes late by five or six hours and I have to wait there.

SHRI ANUP SINGH (Punjab): May I ask the hon. Member what is the evidence that some of the drivers actually did have more than twenty hours?

SHRI P. RAMAMURTI: If you want evidence, I can take you to many of these drivers. There is the roster which will show you the time. And if Parliament wants to appoint a committee to go into the whole question, it would be a very good thing. Therefore, what I want to point out is that today regulations have been interpreted in such a way that the actual time that the worker has got to spend in waiting for the engine, in waiting for the train to come, is not taken into

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consideration with the result that he has got to keep waiting for a considerably more time than is actually necessary.

Then, Sir, even if the engine driver does not want to go off at the end of 12 hours, why should the Railway allow him to continue? Oftentimes it happens that there is lure for mileage. As a result of this many of these engine drivers take engines right up to the destination. Sometimes many of these engine drivers do want to go off but the Railway Administration wants them to go ahead with it. Therefore, what has got to be remembered is that the lives of the people are entrusted to their care, and even if the driver wants to earn more money by way of mileage, overtime payment etc., he shall not be allowed to do that. There must be a rule that he shall not be allowed to do that and the Railway Administration must come down against that. That is where rules have not been framed to see that this tremendous amount of fatigue that will be the natural result of this over-working is prevented.

That is one aspect of the whole question. Take the other question. Are the engines properly fitted? Are the repairs properly carried out? When you say that there are defects in engines, what are these defects due to? These defects are obviously due to the fact that the engines are not properly repaired. The repairs are not properly carried out for the simple reason that in many of the workshops, spare parts are not available oftentimes. I know of many cases. If unofficially Members of Parliament are willing to come to many of these workshops and enquire at the workshops from the workers, they will find what many of the workers do. The workers do not find spare parts for a particular engine and some other engine is standing there. They take some spare part from the other and fit it and ask that engine to be taken out otherwise they

will not be able to work. Spare parts are not available. The particular spare part that they have taken out from some other engine for the engine that will get out may not exactly fit in. It may be a defective spare part but nevertheless, they have to give an engine. That is how these things happen in the workshops. Why? It is for the simple reason that there is a tremendous amount of over-centralisation in the administration. The spare parts have got to be indented through the centre. It takes its own time. The spare parts are not easily and readily available and if within a particular year the amount of money that has been sanctioned is not utilised, it naturally lapses and when the amount lapses, spare parts do not come to the workshops with the result that many of these Railway workshops today do not have the necessary spare parts for carrying out the repairs.

SHRI M. RUTHNASAMY (Madras):
Are the spare parts to be indented from New Delhi?

SHRI P. RAMAMURTI: They are not to be indented from New Delhi. They are to be indented from the workshops. But they have to be routed through the central agency. They cannot be directly indented. The workshops cannot immediately indent directly. They have to route it through the central agency of the Railway Board. That is the rule.

SHRI M. RUTHNASAMY: Where is the central agency?

SHRI P. RAMAMURTI: There is a central agency for the purchase of these stores. I am saying that there is over-centralisation of administration and this leads to a position where you do not get spare parts in all these workshops on hand. That is why many of these engines or wagons are not properly repaired with the result that you find that the accidents are on the increase. Therefore, I would ask the Railway Ministry to go into this question. You may appoint some Com-

mittee to go into this question whether spare parts have been available in these workshops. I am not making this charge off-hand. I know the facts. I know the working of these workshops. Many of the workers come and tell us what is the position. That is why I say this because we are interested in seeing that these spare parts are made available on the spot to the workers. I am making this request because the accidents are on the increase and this is a most vital aspect of the question.

[THE DEPUTY CHAIRMAN *in the Chair*]

The third point is about the coal position. The Railway Minister stated that they had been able to lift all the coal that has been offered. Very good. But the efficiency of the system is not judged merely by the fact whether the total amount of goods that have been offered have been lifted or not but the efficiency is judged on the basis of whether it has been able to lift the goods that have been offered in time. That is the simple question to be answered. Has the Railway Ministry been able to lift all the coal when it was necessary or whether there have been some bottlenecks somewhere. All these years—last year also—we had been hearing of bottlenecks with regard to coal. The Federation of Indian Chambers of Commerce and Industry met the other day and they have been making a tremendous lot of complaints about the coal position, about lifting of coal to the various industries. In my own State, I know, there has been a tremendous lack of coal supplies during the last one year. In Andhra it has been the case. In Andhra 50 per cent. of the coke supply has been cut. In spite of that fact—in Tamil Nad also—that 50 per cent. of the quota has been cut, what we find is, often-times, our factories are starving for want of coal and many factories have been closed down and for months together they have been lying idle. This is a fact which cannot be denied today. Even two months back, the small engineering factories in Madras—parti-

cularly in Coimbatore in which place about 70 per cent. of the engineering factories are situated—were closed for nearly 15 days for want of coal. Therefore, it is of no use our Railway Minister coming and saying that the Railways have been able to lift all the coal that was produced in the country during 1961-62 but it is also necessary to find out whether the coal has been lifted in time in order to see that our industries get the coal in time and to see that the wheels of industry are turning.

This is the major question that has been there. On this question, I would say that the Railway Ministry have certainly miserably failed. They have not been able to lift the coal in time and our industries in many States—not only in the South but also in the Western part of the country—have had to suffer shortage of coal, want of coal, and many factories had to close down for a number of months or for a number of days at least. Therefore, in this connection, I would ask the Railway Ministry why they do not seriously think of dieselisation as far as the metre gauge section of the South is concerned. I find from the figures that in 1962-63 the number of diesel engines in the B.G. is about 115 whereas the number of diesel engines in M.G. is hardly 19. On the other hand, I would submit that the entire South is dependent upon the supply of coal from the Eastern part of the country. They have to transport the coal from a distance of 1500 miles. We know also the tremendous bottlenecks all over the place. So, I would ask the Ministry whether it will not be advisable, in order to see that this transport problem is satisfactorily solved, to undertake a phased programme of dieselisation of engines over the M.G. and over almost the entire South, so that that amount of transport of coal could be saved and that would mean that the wagons and engines that are available here could be better utilised for the transport of coal nearer at home. So, I would ask the Railway Ministry to take this fact into account.

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I had made this suggestion last year also. I had pointed out to the Railway Ministry to examine whether it is not possible to convert even the existing steam engines to diesel burners and burn diesel oil there. Instead of dieselised engines, dieselised electric traction you can convert the present steam engines. I want them to examine this. I am making the suggestion. I am not an expert. I made the suggestion last year also. I would ask the Railway Ministry to examine very carefully whether the existing steam engines in the South could not today be shifted on to diesel burning. As a result of it, steam could be produced and on that basis, a lot of coal could be saved—in the South at least—and the coal thus saved could be used for the industries that are languishing in the Southern part of the country. That is what I would like to point out.

Another point that I would like to emphasise is that there is very little attention being paid to the question of overcoming the uneven economic development going on in the country. This has to be done by means of transport. Transport plays a very important part in overcoming this uneven economic development. So long as this unevenness in transport continues, industrialists inevitably have a tendency to concentrate on certain areas only. You know that industries today are started mostly in the private sector, the industries in the public sector being confined to a few heavy industries. When the private sector starts industries, those industries have got the tendency always to be located in those areas where transport is easily available. Looking at the map of India we can see that railway transport is confined to either the eastern coastal belt, or the Indo-Gangetic plain or the western area. That is the picture you find. When that is the case, how is it possible to overcome the tremendous unevenness in economic development between State and State and also between area and area even inside the

same State? Transport plays a very important role in this. It is from this point of view that we have been pressing previously also, for the development of railway transport in particular areas in the country. For instance, even last year, we had pointed out that it would give a tremendous amount of impetus to economic development in the entire Rayalaseema area if a railway line is built to link up Kazipet and Guntur. That area which is a famine-stricken one should be opened up. Year after year, or at least once in two years, the Government have to spend, both the Central Government and the State Government, tremendous sums of money on famine relief. Instead of spending such amounts on famine relief, if part of it could be diverted, or if a certain amount could be invested straightway in having a railway link between Guntur and Kazipet, then that area could be opened up and industries located there and the area developed. Today no industrialist would go there because he cannot find his raw materials there or get them there, because there are no rail facilities. Similarly, in Tamil Nad, if there is a rail between Tirunelveli and Kanyakumari and Trivandrum, there would be a tremendous amount of economic development.

SHRI N. SRI RAMA REDDY: How can the hon. Member get the Rayalaseema area opened up by connecting Kazipet and Guntur by rail? Rayalaseema is not anywhere near that line.

SHRI P. RAMAMURTI: I am sorry, I mean the Telangana area. I am glad the hon. Member interrupted me and corrected me. I was meaning the Telangana area and not the Rayalaseema area. Certainly Telangana area is a famine-stricken area.

SHRI N. SRI RAMA REDDY: So is Rayalaseema.

SHRI P. RAMAMURTI: Then you have got to investigate whether Rayalaseema also can be developed by increasing rail facilities. I know Telan-

gana area in Andhra Pradesh is a tremendously famine-stricken area and it can certainly be developed by linking up Guntur to Kazipet by rail.

Similarly further south, Trivandrum to Kanyakumari, a distance of only about 40 to 50 miles, should be connected by rail, and then that whole area could be opened up. The Nanjanad area is there which is the main paddy-growing area of the South. Also industries could be set up there. Today if you want to reach Trivandrum, you have got to go *via* Shencottah, covering a distance of about 180 miles. The distance could be cut down by about 80 miles and the whole area developed. The whole economic development primarily depends upon opening up of the railway system there because facility of transport is very important. Therefore, even with a view to remedying the unevenness of economic development these railway lines are essential. I know that as a matter of fact, railway lines have got to be concentrated in certain areas because of the demands of some of the heavy industries and on account of the availability of certain raw materials in those areas. So, you have got to pay some immediate attention to those areas. That I know. But simultaneously, in order that this unevenness in economic development may be removed, since it has got to be overcome as quickly as possible, it is absolutely necessary to pay more attention to some of these things also. That is what I would like to point out.

I know that last year they have taken steps to develop some lines. The Chief Minister went to the place not to lay the foundation stone, but to turn the first sod. The Chief Minister of Madras went there for turning the first sod on the Virudunagar—Manamadurai railway link. Similarly, the Salem—Bangalore line also has been taken in hand. But I don't know when the railway line actually will come up, when the actual work will be started. I know the first sod has been turned.

SHRI P. A. SOLOMON (Kerala):
That was just before the elections.

SHRI P. RAMAMURTI: Yes. I hope it is not only an election stunt but something more serious. I want the work to be taken up and carried out with much greater expedition. Then take the whole Kerala coast. The entire western coast is the industrial belt. There you have the coir industry. It is not a very big industry, but the coir industry is entirely round about Kayamkulam and Allapetty, and there, there is no railway line. Certainly they can have a railway line between Kayamkulam and Allapetty and then on to Ernakulam harbour. That would open up the entire area and there would be a tremendous amount of economic development. These things have got to be taken up very seriously.

The next point to which I would like the Railway Ministry to pay attention is this. Today our road transport system is developing at a tremendously fast rate. But our roads have not been constructed for handling this amount of traffic and today difficulties are experienced by this road traffic because of the want of railway gates and over-bridges. These are the biggest bottlenecks for the development of our roads. I know of a number of cases in Madurai in Madras State where over-bridges are not constructed and that is because there is always the quarrel among the Railways, the local municipality and the State Government. How long are we to go on with these quarrels? Go to Shoranur and you find a railway gate near the railway station itself and there shunting takes place throughout the day. Not only is there the passing of goods trains and passenger trains, but there is also the shunting of engines going on throughout the day, with the result that passengers going by car or buses or cycle or any other way, from Shoranur to Ernakulam, are held up for two or three hours, all that because there is this shunting going on there throughout the day. Therefore, it is necessary for the Railway Ministry to do something in this matter. If the State Government does not have the resources, then certainly it is the responsibility of the Centre to find the

[Shri P. Ramamurti.]

resources for constructing these over-bridges at least on some of these most congested crossing points. The Railway Board should immediately take up this question. Why should the ordinary people suffer for want of these over-bridges? At least the construction of some of these over-bridges should be taken up immediately. I do not find any provision for this work of constructing over bridges anywhere in this Railway Budget. These are simple things.

Lastly, Madam, I come to the question of catering on our Railways. I will not be overstating anything, I will not be guilty of any overstatement or exaggeration if I say that the standard of food in our railway canteens has tremendously deteriorated. As far as Tamil Nad is concerned previously the railway restaurants were the pride of the entire South. But today nobody can get into a railway restaurant and say that the food is anywhere near the standard that used to obtain there, say, some ten or fifteen years ago. This is the position everywhere. Why does this happen? I don't know about North India, but . . .

SHRI FARIDUL HAQ ANSARI
(Uttar Pradesh): It is worse.

SHRI P. RAMAMURTI: I don't know whether South Indian food is worse or North Indian food is worse or whether both are equally bad.

SHRI D. P. SINGH (Bihar): Not the food but the catering.

SHRI P. RAMAMURTI: The food in the catering establishment is worse and it is a fact that obtains. We have got to take this fact into consideration and see why this happens. Once again the question of the workers has got to be brought in. I have to bring in the question of the workers. The other day I went to the railway kitchen in the Trichinopoly Junction Railway Restaurant. The workers told me, "Come and see inside the kitchen. Why complain of the food? See what our kitchen is like." Now, this what it was. In the open

courtyard, with the sun burning at 99 degrees now—and within the course of one or two months, it will go up to 104 degrees or 106 degrees or even 108 degrees—at a height of six feet, just to let a man go in, a zinc sheet was just placed, and that was called a kitchen. Now, that zinc sheet absorbs all the heat of the sun throughout the day, and under it big ovens are burning. You know what mass kitchens are in the South. How do you expect the worker to stand in that heat, in that temperature, day in and day out and give you good food? This is the position. What happens is this. Engineers have gone and seen that. Again and again many engineers have gone there and seen it and they have said proposals have to be put up. They have been put up, they say. When those proposals would be sanctioned, God alone knows. Every proposals has got to be sanctioned by somebody higher up in Delhi. The Railway Board has got to sanction even the putting up of a simple kitchen, with the result that all these things get delayed month after month. For the last one year this has been the position. I have not seen other kitchens but the workers there asked me to see their kitchen and that is why I say that this tremendous amount of over-centralisation of administration has brought us this lack of initiative and lack of proper development in the lower levels even to make such a simple thing as ordering the building of a proper kitchen. This results in a tremendous amount of wastage throughout the Railways.

I know of hundreds of cases where workers working in the catering establishments are transferred right from Madura, Trichinopoly and Madras to Vizag. What will happen to their families? What will happen to their children and where is the necessity for transferring these workers? Other workers are transferred within that particular Division but as far as the catering establishment is concerned, a server is transferred from Trivandrum, Madura and Trichinopoly to Vizag and Vizianagaram. Naturally,

you do not expect these workers to put in their best. No human aspect is taken into consideration. Have you taken into consideration the fact that he has a family? Have you taken into consideration the fact that he has got children whose education must be attended to? All these factors are certainly never taken into consideration and that is why our Railway Administration has become, if I may say so, more bureaucratic and more wooden-headed than it was in the days of the British.

I hope, Madam, that Sardar Swaran Singh will bring to bear a new human approach to all these problems and if he does bring to bear a new human approach to all these problems and tries to solve these problems taking into account also the feelings of the common workers, then certainly it is possible for us to make the Railway Administration better and do a little more work. In this connection, the co-operation of the workers must be sought not in the way in which a slave-owner will seek the co-operation of the slave but the co-operation of the workers has got to be sought on the basis of equality if we really mean to build a socialistic pattern of society. Certainly, the union of workers can give you a number of suggestions in order to see that the Railways are worked better. Have you ever invited the opinions of the workers? Have you ever invited suggestions from the workers in order to see that the Railways are better run? Contractors, for example, are today used for every kind of job, but the workers will be able to give you many suggestions. I know that in 1942-43, with regard to saving in coal, the workers' union in the Southern Railway gave a number of suggestions for the better utilisation of coal, and many of these suggestions were found to be feasible and they were found to be effective. This is on record but today, in 1962, it has become necessary for me, for people representing the working classes, to come and plead that our co-operation should be accepted, that suggestions must be invited from the trade unions,

that they should be enthused and in order to enthuse them, better relationship has got to be built up between the employers and the employee. This is the position in our public undertaking. Therefore, Madam, I would only request that some of these points be very carefully gone into. I am not expecting replies straightway because many of these questions certainly require detailed consideration and all that I request is that the hon. Minister should not straightway brush aside all these questions and say, "We have looked into these things. Everything is all right. Our Railways are running perfectly well." Let them bestow a little more attention on many of these questions. Take, for example, the question of unevenness of economic development and the tremendous role that the transport system has got to play in evening it. All these points that I have suggested should be taken into consideration by the Minister, by the Railway Department and by the Government as a whole.

I would once again say that the increase in the fare is nothing more than a new tax on the people. Say openly that you want to tax the people more. Say so and on the basis whether your method of taxing is correct or not, we shall judge you. Why try to say that this thing has become necessary because the workers have had to be paid something more? Say that you want more resources for your Plans. Railways are part of the Plan and you want more resources for the development of Railways and that for all this development it is the common people who have got to pay, the workers, the peasants and the middle classes—these are the people who have got to pay and the people who are to get the benefit by these things are the Tatas, the Birlas and the biggest employers of the country. They have got to reap the profits of all these. Say that that is your policy and then I can very well understand that but do not tell us that you are building a socialistic pattern of society and give all the

[Shri P. Ramamurty.]
benefits to the Tatas and the Birlas and put all the burdens and imposts on the common people. Let us not have this double talk. Let us have a straight and simple thing. Let us have your policy clearly so that the people can judge whether that policy is correct or not. That is all that I would like to request of the Railway Minister.

SHRI P. N. SAPRU (Uttar Pradesh):
Madam Deputy Chairman, I would like, first of all, to welcome our new Railway Minister. He has taken upon himself a very arduous task and I am sure that he will perform that task with the efficiency which is associated with his name. We had in Shri Jagjivan Ram a good Railway Minister. He has now taken over Transport. I think it is good that there should from time to time be changes in portfolios.

Having welcomed Sardar Swaran Singh to the Railway portfolio I would like to offer a few comments of a general character on Railway Administration. The first question that I would like to pose for consideration by this House is whether it looks upon the Railways as a purely commercial concern or whether it looks upon the Railways as something more than a purely commercial concern. The Railways are a national undertaking. We run them on commercial lines and that means that we run them on the basis of the profit motive. Now, my view is that if you run a national concern on a purely profit motive, nationalisation means little for the workers, nationalisation means little for the country. The merit of a nationalised system of administration should be to control the profit motive and encourage the service motive in industry. I would, therefore, plead that Railways should not be looked upon, as is often usual with us, as a purely commercial concern. They should be looked upon as a great national undertaking which incidentally, I use the word 'incidentally' deliberately, gives some profits but which are run in the

national interest and in which the interests of the workers shall predominate. That being my point of view, I do not regret the enhanced payment of dearness allowance to our railway workers or for that matter to all Government servants. I think the railway workers are entitled to a fair deal and it is just and right that their allowances and their salaries should be increased by us. We do not want our capitalists to exploit labour and we should not, as the State, exploit our labour. I think we should be in that respect model employers. In fact, I would like, in my vision of the society of the future, to eliminate this distinction between employer and the employed. I hope that a stage will be reached when our employees will select their own directors, will manage their own affairs, and when that happens we shall have, not a bureaucratic mechanical type of socialism, but a socialism which emphasizes self-government in industry.

AN HON. MEMBER: Will the railway employees elect their own Minister?

SHRI P. N. SAPRU: A time may come when the employees will have the right to select their own General Manager. I hope a time will come when the railway employees will have the right to select their own Members of the Railway Board. It is not something fanciful.

SHRI AKBAR ALI KHAN: Distant goal.

SHRI P. N. SAPRU: It need not be a distant goal. If my friend will keep himself in touch with some currents of thought in this connection, if my friend will look to the example of certain countries where these experiments have been tried, he will find that there is nothing utopian about the suggestion which I have put forward. We have, in all these matters, to take a dynamic view of society.

Madam Deputy Chairman, I have rather become sick of this expression

'socialist pattern of society' I understand the word 'socialism' Socialism is a vast doctrine and I know what my pattern of socialism is I understand the ideology of my friends who belong frankly to reactionary groups but I do not understand the point of view of those who swear by the socialist pattern of society but who would do everything they can to torpedo that socialist pattern of society.

SHRI LOKANATH MISRA (Orissa):
On a point of information, which are the reactionary groups?

SHRI P N SAPRU. I do not think I need specify them My friend probably belongs to that group

SHRI LOKANATH MISRA. On another point of information, is it not your leader who speaks about this socialist pattern of society?

SHRI P N SAPRU My leader speaks of socialist pattern of society

SHRI LOKANATH MISRA. And you don't believe in it?

SHRI P N SAPRU . . . but his followers do not always live up to the ideals of my leader The criticism is not against my leader but the criticism is against those who swear by a socialist pattern of society and yet who are not socialists at heart I think a time has come when those who believe in certain values for which the left stands, when those who believe in certain radical values, must assert themselves and that is why I have ventured to tread on rather delicate ground.

Madam Deputy Chairman, I would, with this point of view, make it clear that I am not happy at the fact that because the Railways are not going to pay the contribution that we expect of them or for some other reason an additional burden should be placed upon the common man When I say

additional burden, I frankly mean that I am not in favour of an increase in railway fares and railway freights and I will, with your permission, develop this point a little

Now, prices have been going up It is not necessary for me to quote the exact figures in regard to increase in prices They can be ascertained by looking at any book which supplies statistics on this point but it is a fact within our experience that prices have been going up and the life of the common man is becoming a little difficult for him We have no right to place burdens on the common man in the name of a future which may or may not bring in the Utopia which we are hoping that it will The generation which has to live from day to day has a right to expect a fair deal and it is therefore, I think, not right to increase railway fares I will deal with the question of fares first and then I will come to the question of freights

I think it is not right to increase railway fares by 15 per cent in the case of first class I am not really very much interested in first class passengers, I think they can go to hell (*Interruptions*) I should personally prefer to go to hell because I will have some company there In heaven I may have no company I am sorry I used the word 'hell' but seriously speaking I am not very much interested in the person who travels first class but I am interested in the person who travels third class or who travels second class. A man who travels third class has to put up with an amount of over-crowding which is really a scandal We have only to have observant eyes to see how people, with all the improvements that we are supposed to have made in third class compartments, are huddled like cattle in those compartments. Your platforms are full of people. There is not space enough to walk

[Shri P. N. Sapru.]

on those platforms and the staff on railway platforms is very inadequate. When you want to get some information, you just do not know whom to go to because probably for a whole train there is one ticket collector. And though I must say that the railway staff is generally courteous, I do not know whether they are equally courteous to those poor men who travel third class. I have also a little sympathy with those who travel second class. You have now a three-tier system in the third class and you reserve berths if one travels beyond a certain distance in third class compartments but there is no provision for reservation of berths, as far as I know, in second class compartments.

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

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

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

SHRI P. N. SAPRU: Madam Deputy Chairman, I was developing the point that the Railway Board, which has no doubt done good service in the past—I do not grudge paying a tribute to the efficiency with which it has worked in the past—should be re-constituted on somewhat new lines and a dynamic approach should be made. You should have some co-opted members, without, to begin with, any right of vote, representing labour, trade, agriculture and industry.

Then, here I would like to say that people in this country do not travel for pleasure. They do it because of

some social necessity or because of some urgent work.

SHRI SHEEL BHADRA YAJEE (Bihar): Sometimes there are pleasure trips also.

SHRI P. N. SAPRU: Very few. Therefore, this addition to rail fares will hit them hard. I want to say a word about the freight rates. Now, it is intended to increase the freight rate also. I would like to point out that our export position at the moment is not very good. We need to expand our export trade and by adding to our freight rates we may affect our export position.

There are other aspects of railway administration too which need close examination. We have at the moment a Committee which is going into the question of railway accidents presided over by a very distinguished ex-Member of this House and I would like the terms of this Committee—maybe, you may appoint a new Committee—to be very much widened. I would like, therefore, a Committee or Commission to be appointed to go into the whole question of transport—railway reorganisation, road reorganisation, the entire question of transport, and the part that it must play in the economy of our country. I know that the Planning Commission is doing a part of this work, but we need, apart from the Planning Commission, a new Commission to deal with the whole question of transport and this Commission will principally deal with railway transport. Railways are the most important form of transport that we have got in this country. We have had no Railway Commission as far as I know for years now. I am not aware of any Commission having been appointed to consider the question of railway reorganisation as a whole in recent years.

Then, another question which we have to take into consideration is

whether it is not desirable for us to add to the number of Zones into which our Railways are divided. I think that you want effective supervision at the top also and for that reason it has often struck me that the area covered by the existing Zones is too much for any General Manager to handle with efficiency.

I want to say a word or two about the Inspectorate staff of the Railways. Now, we have these Government Inspectors of Railways. They are expected to enquire into railway accidents and all that, but they should be completely independent of Railway authorities. They should be under some authority other than the Railway Board. Now, the proper department of their appointment will be, I think, the Ministry of Law. They should be appointed by and they should be answerable to the Ministry of Law.

Then, I should like to say a word or two about our over-bridges. Some of these over-bridges or some of these bridges are very high. Take, for example, the bridge that we have got at Allahabad railway station. For an old man it is a difficult job to negotiate these steps and I think that the question as to what the height of these over-bridges should be must be taken into account when they are being built. Also, one experiences difficulty in railway crossings. For minutes you have to wait because you have got some shunting of engines going on or some goods train passing and it always holds up traffic. This leads to waste of time and busy men find life difficult under those circumstances. I think this question should be seriously taken up by the Railway authorities.

Permit me to say a word or two about railway catering. Now, in some of the Railways we are doing our own catering. Well, I will not com-

ment upon the quality of food, because my experience of the railways in regard to food is that it is sometimes good and it is sometimes bad. That happens in our homes also. You sometimes get good food and sometimes get bad food. But the real trouble is that you have not a sufficient number of waiters. You have not a sufficient number of servants to serve this food, to go round and ask people if they would like any food. We know that we have not got dining cars except in mail trains and you have a dining car, I think, in the Deccan. But generally you do not have any dining car and you have to depend upon these servants. You order food and by the time the man brings food the train has left the station. Now, I think we would need to increase the staff of railway servants who are supposed to serve food at these railway stations.

Then, I would like to say that we should take some interest in the literature that is supplied in the railway bookstalls. Now, I am not one of those who is horrified by what is called in this country 'obscene literature'. I do not like obscene literature myself. I must make it quite clear. But I am not thinking along those lines that the books supplied are obscene. Most of them are not. But you want in these railway bookstalls a more serious type of books also displayed. You want some serious papers also displayed in these railway bookstalls. You can get picture magazines and all that sort of thing, but there are people who are interested in a more serious type of literature, and I think that the effort of the Railways should be to ensure that that serious type of literature is also made available to those who care to ask for it at the railway bookstalls.

Madam, I am very grateful to you for the indulgence that you have shown to me, and I have nothing more to say.

THE DEPUTY CHAIRMAN Mr Gurupada Swamy Before he speaks, I would like to say that the House will continue between 5 and 6 P.M. since the General Budget will be presented to this House at 6 P.M. We shall utilise that one hour for the continuation of this debate.

SHRI T S AVINASHILINGAM CHETTIAR (Madras) Will there be a speech also then?

THE DEPUTY CHAIRMAN It is just the usual presentation

SHRI M S GURUPADA SWAMY (Mysore) Madam, I listened to speeches of my hon friend before me, and I agree with the remark made by my friend, Mr Ramamurti, that the new Minister of Railways has a difficult task to perform. Indeed he has inherited a legacy of complicated arrears, arrears of various kinds full of problems and difficulties. Before I deal with the Budget in question I crave the indulgence of the House and shall refer to one or two general matters connected with the Railways as a whole

May, I Madam, draw the attention of the hon Minister to an important Committee set up by the Government of India in 1958 under the Chairmanship of Mr Neogi who was asked to enquire into the various problems of railway-road co-ordination? Their preliminary report appeared some time ago, and it was even circulated to all the State Governments for their opinion. But to my regret I have to say that the work of this Committee has been very much hindered as a result of the indifference and, may I say, callous negligence on the part of the State Governments as well as on the part of the Ministry concerned in taking up this question and in pursuing it so that we may be able to have a clear and comprehensive picture of the transport situation in

the country. Now, railway transport like any other mode of transport is suffering under a major handicap, the handicap being that we do not know nor does the Railway Ministry know, what the exact quantum of transport requirement in the country is and what the rising demand is which the Railways are expected to cater to in future. Certain targets which have been worked out in the Third Plan have been given to us. In the Second Plan we were given certain targets. But unfortunately, Madam, may I point out that all those targets were either gross under estimates or exaggerations? Throughout we have seen that we have not been able to have a well co-ordinated and progressive development of the transport system, and in particular the railway system, in the country. So, anything we suggest today will have that kind of air of unreality. Without knowing fully or adequately what exactly the transport needs in the country are, we are not in a position to discuss or dilate upon the problems of the Railway or the transport itself.

Madam, last year when I was speaking on the Budget, I pointed out that there had been planning of some sort, but within this planning there had not been sufficient planning in the functioning of the administration. There has not been planning in carrying out the various phases of the programme enunciated in the Plan or in the Budget. That is why again and again we come across the statement by the hon Minister that the Railways have not been able to fulfil certain things, have not been able to cater to the needs of transport because of certain inherent defects or difficulties which are beyond control. I went through the pages of the Budget papers and also the speech of the Minister. I came across this significant expression. Wherever there are failures or shortfalls in performance, we are told that these are mainly due to unpredictable factors or factors beyond control. I do not think that some of the factors which my hon

friend would like us to believe that they are unpredictable or uncontrollable cannot be anticipated. For instance, I may draw the attention of the hon. Minister to one important fact; that is, we have been supplying since some time past empty haulage for a long distance to collieries, to steel factories, and so on. We are told that this empty haulage is unavoidable, that we have to find empty wagons to steel factories and collieries to carry raw material or perhaps coal and the like. So, for a long distance we find wagons going empty, but if there had been a research cell, an organisation in the Ministry to find out ways and means of utilising these wagons fruitfully by avoiding bottlenecks in between, we could have solved the transport difficulty to a certain extent. I do not want to be told by the Minister that this is a physical impossibility. Even in the advanced countries of the world every movement of wagon, coach and engine is planned before it is put into operation. It is unfortunate and tragic that in this country after a decade of planning we have not been able to think in terms of planning while executing the works. And it is a very dangerous omission on the part of the Ministry.

Now, in regard to some of the general problems of the railways, I would say, first of all, that the rise in demand is so great that we have to be prepared to provide not only adequate but also effective transport facilities to our people. I need not tell the House that the railway transport system in general is greatly dependent or interdependent on the general economy of the country. But during the last one decade, there has been one significant factor that has to be appreciated, that is, the demand for transport is increasing at a faster rate than the rise in the national income or the rise in production in any sector or in any industry. This is a factor that has not been adequately appreciated; even if it has been adequately appreciated, no attempt or any sincere

effort has been made to carry out the fulfilment of the needs of all the sectors.

Secondly, there is another thing, an important thing, that has been left out from the serious consideration of the Railway Ministry—may be, there may be obvious reasons for this omission, as they say—and that is the great negligence on the part of the Railway Ministry in bringing about a uniform, even development of railway transport in the country, thereby meeting the effective needs of the people in the various areas in the country. If you look at the railway map today, you will find that there is over-concentration, or, may I say, adequate concentration of the railway system in a few areas to the comparative neglect of the other areas. Perhaps, this does not come to the minds of my friends in the Railway Ministry at all. They have got a plausible ground to offer for this indifference or omission. They say that because of the steel mills functioning in Bihar, Madhya Pradesh and the eastern parts of the country, because of the coal that has to be transported and because of the raw materials that have to be supplied to these mills, it is incumbent upon the Railway Ministry to have more lines there. That is one plausible and strong argument, according to them, which has involved them in this neglect of the rest of the area in the country. In a developing economy, railway transport should have a broader vision and a broader approach. Even while fixing up the targets, the only consideration has been to cater to the immediate or the ultimate needs of these important network of industrial centres to the total neglect of the other areas, and I want a categorical and straightforward answer from the Minister whether it is a good and correct policy.

Now, even in the Third Plan targets have been fixed which are, to my mind, under-estimates and all the new

[Shri M. S. Gurupada Swamy.] capacity that is produced is entirely going to cater to the needs of a few areas. What will happen to the other sectors in industry and trade? There are so many industries and trades developing all over the country and nobody has taken care, or even if he has taken care, has not thought that these areas have a sufficient case in the matter of expansion of the railway system. It pains me to say so. I am not parochial at all in my statement. Regional development has not to be overlooked in any manner because in the long run it may act as a boomerang and may produce parochial tendencies, and it is but right that the needs of each area should be fulfilled. There should be a rational allocation of the resources to meet the requirements of all the areas. Unfortunately, the railways have developed in a very uneven fashion, which has brought about in its train a sort of imbalance in the development and growth of economy also.

Now, there is a considerable volume of opinion in the southern region for new lines, and may I tell you that for the last one decade there has not been even one inch of line in my State, a State which has got 240 million people? They have not been able to get one good port—the State has got a beautiful coastline of 600 miles—and no railway line after 1951-52.

SHRI AKBAR ALI KHAN: The same is the case with Andhra Pradesh as well.

SHRI M. S. GURUPADA SWAMY: I sympathise with your demand. You just support my case that there are other areas that have been equally neglected. But may I point out that this is a matter which should receive top priority in the consideration of the Ministry?

Now, there have been various criticisms of the working of the Railway Ministry in the past. Before I take up the Budget in particular, may I suggest that an inquiry by an impartial committee of experts may be set up to go into the working of the railways? It is because I feel it is necessary to have a complete picture of railway development, of its various possibilities and potentialities and to know the rationale of railway development and transport expansion in the country. I do not want to take much time of the House on this point but I might suggest that there are various problems which this committee can consider. It is amazing—if one looks at the figures of the few previous years, one would understand that the return from the railways on the investments made is very very poor, very very small. The railways have been in existence, have been developing since the last 109 years in the country. We have got a large network of railways. In spite of this huge and continuous development for more than a century, what is the net revenue return on the capital at large? May I point out that the return is very, very negligible? In 1950-51, it was 5.75 per cent. and it came down to 5.20 per cent. in 1955-56, that is at the end of the First 3 P.M. Plan. It picked up a little in 1956-57 and it showed 5.45 per cent., and in 1961-62 it shows 5.40 per cent. It means that the revenue return on the railway capital is very poor, very negligible, and I cannot say that it is a creditable performance on the part of the railways which have been functioning and operating for more than a hundred years. If there had been any commercial venture in the country, any industry or trade, we would have expected a yield much more than 5 per cent. or 6 per cent., if it had operated and existed for more than a hundred years. I concede the point that the railways are operating also as a public utility concern; I am aware of that fact. Conceding that point I am inclined to think that this 5 or 6 per cent. is a

grossly inadequate return on the total railway capital invested. Therefore, there is enough justification or reason for my suggestion that there may be an adequate and thorough enquiry in regard to the working of the railways.

Now about the Budget, may I make a few observations? I went through the papers and figures and studied them very carefully, but I am not convinced of any justification for any new levy. I am not against any levy, against any taxation, against any increase in fares or freight charges provided they are justified, provided they are very necessary, provided they are inescapable. But when one goes through the figures carefully, one would come across statements which show definitely that there is no clear case or necessity for such a levy.

Now, there is the traffic return chart, and according to the figures available there is an admission that the only factor that has been taken into consideration is the normal increase in passenger traffic anticipated in the Plan in each year. In the past, in the Second Plan period the anticipated increase in passenger traffic was 15 per cent. But later on it was found that it was a gross under-estimate; actually it was 25 per cent. or thereabouts and the railways had to cater to this rising demand in passenger traffic. As a result they earned more money. There was overcrowding of course, but they carried more passengers than a 15 per cent. increase and they earned more money. But in this calculation, for making out a case for a further levy on passenger traffic, they have only taken into consideration this factor which has already been anticipated, this normal increase in passenger traffic, which has been provided for in the Third Plan but which we all know is a gross under-estimate. As the Deputy Minister, Mr. Shah Nawaz Khan, was saying the other day, he admitted that in the current year of the Third Plan itself there is an increase of 9 per cent in passenger traffic and we have

provided only for a 15 per cent. increase for the whole of the Third Five Year Plan period. It means, according to his own confession or admission, that this is an under-estimate, and this error is committed deliberately, perhaps calculatedly, with a view to making out a case for a further levy on passenger fares. This is unfair, this is wrong. We all agree that the passengers that the railways have to carry every year hereafter will be even more than what they anticipated and provided for in the Third Plan, and they have taken into consideration, for calculation of the return, this normal increase provided for in the Third Plan, and they have admitted, for all practical purposes, in the past, that there has been an increase, but now, for calculation of a return for the current year they have taken this aspect into consideration and they say there is a good case, an effective case for a further levy on passenger fares. I feel, Sir, that this is not a fair way of looking at things.

And then what about the goods traffic? The Budget Estimate for 1961-62 stood at Rs. 316 crores for goods traffic. It was revised and the revised figure was Rs. 305 crores. Therefore, the shortfall in goods traffic, according to their figures, is Rs. 11 crores. I want to know why this shortfall occurred. If the railways had been more efficient and been a little more vigilant and alert, it would not have been difficult to fulfil this target fixed by themselves. Now, there is this shortfall as a result of which we lose Rs. 11 crores. So, in goods traffic we lose Rs. 11 crores which could have been made up or even increased. In passenger traffic also no attention is paid to the increase that will happen. As a result I feel they have calculated very wrongly. Maybe it is calculated miscalculation. So, my point is that there is no case existing for this levy of a higher tax on passengers and goods.

[Shri M S Gurupada Swamy]

Secondly, having gone through the figures regarding operational efficiency and regarding working expenses I have got a lot to say, but before I do so I should say that they all indicate that by a further improvement in performance and execution it would be possible to do away with a lot of wasteful expenditure. May I point out here that some time back—my hon friend, the Railway Minister, may be aware—there was a sudden fire in a sleeper godown, perhaps on the Northern Railway, near Jullundur and it is amazing to find that not even one sleeper was saved? Even in a thatched hut, if there is a fire, the people there would try to save a few things, it is normally expected and it is done, but in this case the story is that the whole godown was burnt up, and not even one sleeper is available even to see. How is it and why is it? Maybe there is an enquiry going on, a small fellow may be caught, may be punished. But may I point out that it may be a deliberate act on the part of railway officials or it has been done in collusion with railway officials at the top? And there has been this millions of rupees worth of sleeper loss as a result of this fire. Who is responsible for this?

SHRI LOKANATH MISRA They have already been lost. Fire is only a pretext.

SHRI M S GURUPADA SWAMY I need not quote other instances, but it is enough to say that there is vast scope available for the Railway Ministry not only to bring about economy in their expenditure but also to promote operational efficiency so that there may be no scope or no necessity for further levies. When the Railways make out a case for increase in fare and freight, a Railway which has functioned for more than a century, I expect that they would also pay sufficient regard to all the aspects, to all the problems involved. I feel that there is no case for this levy, and even this small amount would cause such a bad impact on the people who are already suffering from inflation.

Now, I may say something about the performance or the standard maintained by the Railways in the past. On previous occasion, I had the opportunity to point out many of the shortfalls in the working of the Railways. Here I may point out a few things which are very interesting. When I go through the papers and the speech of the hon Minister, I see an attempt made on the part of the Ministry to create an impression of prosperity, efficiency and high standard for the railways, but unfortunately it is only an illusion. On the other hand I cannot escape having the feeling that the Railway Ministry is suffering completely from, what I call, tendencies of sheer complacency. In the past I have said that the efficiency of the Railways should be seen in all directions, in all ways. If there is improvement in one direction, the same thing should be reflected in other aspects of the railway administration. Take for instance, the speed that the railways are maintaining in the country. They have the exciting velocity of 25-30 miles for passenger train and the velocity for goods train is alarming. It is about 10 miles or so. I have got figures to show that the velocity of goods train is declining. Instead of improvement, there is growing decline and it is not even arrested.

Here are some figures. In 1950-51 on all tractions the speed was 10.8 miles for broad gauge. In 1960-61 it was 10 miles, but for 1961-62, April to December break-up, it is 9.76 miles, approximately 10 miles. Thus, there is growing decline in the speed. And what is the explanation that we have received in the papers? There were operational difficulties, heavy pressure and all that. I think, as planners we have to anticipate these difficulties; and make provision for removing those difficulties otherwise there is no meaning in planning. Planning is not merely producing a document once in five years, fixing up a few beautiful, physical and financial targets, but also carrying out these targets, maintain-

ing proper performance and high standards of integrity in administrations. These things are to be expected in a normal way but, unfortunately, we find here explanations which are not real explanations, not genuine explanations. I ask the Railway Minister why all these things were not anticipated and why these difficulties have not been removed.

Now, take the question of punctuality. We have got a beautiful figure in that regard showing that punctuality has improved. I concede that according to the figures, statistically there is improvement in punctuality on the railways. But I want to know whether there is actual improvement in punctuality. Statistically, "Yes, there is improvement", but at what cost? At the cost of speed. Previously, for travelling from Bangalore to Mysore I used to take about 3 hours. Now, I will take more time and punctuality would be maintained of course. What a cynical way of maintaining our standards? Is it to be called 'a performance', performance befitting such a big enterprise, I would ask.

Madam, while discussing about the new levy, I forgot to mention one thing. We have been hearing a lot about overcrowding in the railways all over the country. In Bihar alone, I understand, if the Railway Ministry takes effective steps, they can improve the railway revenue to the extent of Rs 5 crores a year. There is so much ticketless travelling going on there. Perhaps, there are more of ticketless travellers than 'with-ticket' travellers. The same situation is found, in perhaps a lesser degree, in other parts of the country. So, if effective steps are taken to prevent this ticketless travelling, perhaps adequate resources can be found, and so again there will be no necessity at all for further levy. Madam, with their experience in the past, they have not been able to remove this menace of ticketless travelling in the country. It is a disgrace that the people who travel with tickets

have to pay a penalty for travelling in the form of inconvenience caused to them. That is the price that they have to pay.

Apart from speed and punctuality what are the other things which show poor efficiency of the Railways? What about wagon production? Last year I had pointed out that one of the biggest bottlenecks on the Railways was the lack of wagons. Again, this year Minister comes up with statements that the production of wagons has not been able to keep pace with the targets fixed or anticipated. I do not know where the bottleneck is. The Railways have always been telling that there are bottlenecks and difficulties and many of them are their own creation which do not allow them to operate efficiently and the biggest bottleneck is the shortage of wagons in the country. This is partly responsible for the present transport crisis and the Railways have not been fulfilling this important task of producing sufficient wagons required for the country. That is a terrible shortfall.

Even in the case of engine usage, I think we have not been able to progress at all. The engine usage for all traction in M.G. in 1950-51 stood at 110 kilometres and in 1960-61 also it stood at 110 kilometres. Can you call it progress? The same is the case with B.G. The engine usage for B.G. in 1950-51 was 122 and in 1960-61 it stood at 137. Though it is an improvement—they have shown it as a big improvement—they have failed to point out another fact that in 1957-58 itself we had achieved this figure of 137. Since 1957-58 there has been no improvement at all in engine usage in B.G. We stopped at it. What is the position about the percentage of over-aged locomotives in the railways? They are alarmingly on the increase. The percentage of over-aged locomotives on 31st March, 1961 was 25.68 on the B.G. as against 23 at the beginning of the First Plan. How can you expect Railways to be efficient with

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these worn-out, rickety locomotives? You may say that you are putting in to use all the available locomotives, whether old or new. May I point out that it has dangerous implications? It will not only cut the speed, it will mean a number of accidents. Efficiency suffers and the poor employees working in these engines have to ultimately suffer because they will be branded that they are inefficient. May I point out that this increase in over-aged locomotives should not be permitted? Otherwise if there are more and more over-aged locomotives, inevitably we have to suffer in efficiency. That is inescapable.

Some hon. friend made a few remarks—very unsatisfactory though—about passenger amenities. There is a lot of sympathy for passenger amenities even on the part of the Minister. They are all verbal sympathies. What are the facts or realities about this aspect? Apart from overcrowding which is going on—perhaps it may increase—apart from this inconvenience, what are the other difficulties facing the passengers? Now, there are 6,523 railway stations in the whole of India and out of this in about 2500 stations no basic amenities have been provided. What is the grant made for it? Only Rs 3 crores have been provided. This amount of Rs 3 crores is being provided since when? It is since times immemorial. Since Mr. Gopalaswamy Ayyangar was the Minister for Railways, Rs 3 crores are being provided from year to year for passenger amenities notwithstanding the fact that conditions are different today and are changing and people expect more amenities now. Not only that but the travellers in the railways are increasing. Still it is only Rs. 3 crores and there is loud talk about creating amenities. How can you do it for so many passengers with such a limited amount? I cannot understand it.

We have been asking the Ministers from time to time, with a view to giving relief to certain sections of

passengers, that it would be most desirable to have additional passenger trains. For instance, it is an agonising experience to travel from Delhi to Bangalore via Madras. Everyday hundreds of passengers stand in queue for tickets but they are denied. There is an increasing demand for additional trains. What are the additional trains provided? Once in a way they run a De luxe train. Why not make it an everyday service? Why not you put up additional services? You may say that there is no rolling stock available but what is the meaning of talking of providing amenities for passengers when you do not provide such basic requirements to the travelling public. What is happening? A situation is created when a large number of people have become really disgusted with railway travel and there is diversion to other modes of transport. There must be diversion and to a certain extent it should be welcomed as it would relieve the pressure on the railways but they are taking to other modes of transport out of disgust. There is a feeling in the country that the Railways cannot deliver the goods, that they are not equal to the task. Somehow they have not been able to inspire confidence in the people that the Railways will be able to cater to the basic needs. It is unfortunate that proper climate has not been created in the country.

I know there are so many statistical figures. But statistical jugglery will not satisfy the travelling man. Today he is more handicapped than before, though it is a fact that during these ten years the Indian Railways have carried about 100 per cent more goods and passengers than they had carried during the 100 years previously. That is a fact. But it is also a fact that there is a shortfall. It is not adequate and that shows the dimensions of our requirements. Our requirements increase every day. I want the Railway Ministry to have the correct perspective and to free themselves from the present inertia and complacency. Let there not be a feeling in their mind that they have fulfilled their responsibilities. It may be pointed out to

us that enough technical hands are not available, that sufficient stock is not available and work load has increased. But may I point out that there are so many problems inside their own administration which they themselves can solve provided they are ready and prepared to tackle those problems and difficulties? I know personally, for instance, that engineers and technical men are posted to non-technical jobs. I know of a friend of mine who is working as a C.P.O. though he is an engineer and he can be on an engineering job. But he is on a non-technical post. Why? I don't know. And D.S.s are posted from engineering sections, and I don't know why. Then we are told that there is shortage of technical personnel. We are told about this again and again and the terms of some of the officers have to be extended now and then. But the present available technical know-how in our Railways is not being effectively utilised by the Railway Ministry. I don't know why they are so short-sighted. There are so many such problems connected with the day to day administration and by tackling those problems, they can improve the efficiency and performance of the Railways. I have no doubt that there is a great deal to be done. But unfortunately there is lack of thinking, lack of planning in the matter of execution and also in the matter of day to day working.

I am one with my hon. friend who said that there had been too much concentration of power in the Railway Ministry. That is one of the reasons for this growing inefficiency, this growing inertia. People at the bottom have a feeling of helplessness today and they have no sense of responsibility. And that is because they have no responsibility clearly entrusted to them. And what happens as a result of all this? There is slowness everywhere and at all levels and performance goes down. Therefore, it is highly necessary that a sort of administrative overhauling is done. Steps should be taken to see that no bottle-

necks, no barriers and no difficulties or problems arise at any level and every man should be entrusted with the duty that he is expected to perform. Therefore, it is also necessary to think of how best we can decentralise power.

Incidentally, I may point out in this connection that we brought about the division of our Railways some time past. Now, the situation is rapidly changing and conditions are different now. People expect the Railways to fulfil greater tasks and to discharge more and more responsibilities. The duties of the Railways are multiplying. In such a situation, it is wise and proper to think of smaller units of administration. These big units, the present Divisions are too colossal and too big and too complex for anybody to feel that personal sense of responsibility to the work that is necessary. The officer is lost completely in his work. He may be effective, or he may become lazy, inefficient or corrupt. But it all means the same, because the responsibility is confined to none and it is such a vast ocean that nobody feels this responsibility. So, in this complex situation, we have to divide the administration. It is but wise, desirable and necessary to have smaller units instead of larger ones. There should be complete decentralisation of work and responsibility. Technical people on our Railways should be entrusted with technical jobs. It is no use saying that there is lack of personnel. There is plenty of personnel, but unfortunately, they are frustrated and they have a feeling that they are not treated well. Some of these things have got to be looked into in a very humane and sympathetic way.

Lastly, may I point out some of the local problems to which the hon. Minister of Railways should give a little more attention than has been the case? I pointed out in a general way at the beginning of my speech that South India has been neglected. I am not making a parochial demand as such, but it is a real issue. I want that before the situation develops

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more and before the feelings of the people there rise, the Ministry should become more responsive to the wishes of the regions which have been neglected, especially the southern region. May I point out as an instance, that some time back, we were assured that the Mangalore-Hassan link would be taken up? A general clearance also was given, I am told. I do not know why the technical clearance has not been given so far. I was assured in the meeting of the Consultative Committee of the Planning Commission a year ago that this railway line had been included in the programme and that it would be taken up. There was also an announcement. But nothing has yet been done. Again, there is the question of the remodelling of the Bangalore Station. It was considered and we all expected that it would be executed soon. Perhaps, everybody would agree that Bangalore is becoming a very important centre in the commercial world and the remodelling of that railway station is very urgently required. The necessity has been appreciated, but no action has been taken. No efforts are made and not even a gesture is shown and no assurance is forthcoming as to when it will be done. I think no provision has been made in this Budget for the remodelling of this station. I do not know why? So, these regional claims, when they are rational and justified, should be attended to and I want a very honest and categorical assurance from the hon. Minister that these things will be looked into and will be taken up.

Madam, I am happy that the new Railway Minister in his speech tried to inspire and put in and impart an element of dynamism. I hope by his coming, by his work, the Ministry will be more dynamic and that it will develop a wider perspective and will have better imagination, courage, drive and efficiency, so that the benefits of railway transport may be shared by every region, by every section of the community and by all in the country. Thank you.

SHRI N M ANWAR (Madras)

Madam Deputy Chairman, I rise to welcome the Railway Budget presented by the hon. Sardar Swaran Singh. Our Railways constitute the biggest single national asset and the largest single employer in the country. As such the Railways occupy a very unique position.

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

Therefore, Mr. Vice-Chairman, I feel that we have got to look into the problems of our Railways as one integrated problem. We have got to approach these problems from the point of the nation as a whole, not only from the point of view of labour, as some of my friends opposite have done. Even as my venerable friend and great radical liberal, Shri Sapru, just now pointed out, we should not approach this problem only from the point of view of the workers. On the other hand I think it is but meet and proper to approach this problem from the point of view of the entire nation.

We are really beholden to the Railway Ministry, the Railway Board and the Administration for the most marvellous progress that they have recorded during the last ten years that have gone by. Believe me, Mr. Vice-Chairman, if we look at the way in which the Railways had suffered particularly under the British regime and see how they have come to take an increasing share in the developing economy of our nation, we will realise that not a little of the great progress that we are now having is due to the role that our Railways have played. I know and I concede that there are very many things where improvement is to be desired. We need more amenities but that we suggest only from the constructive point of view and I feel, Mr. Vice-Chairman, that we have got to see that our Railways get over many of the difficulties which we are now experiencing.

There is one thing, Mr. Vice-Chairman, which is like a canker that has eaten into the vitals of our society, a

disease in our national character that reflects itself in ticketless travel. I think it is a very sad commentary that our nation should have come to tolerate this kind of false sympathy for ticketless travel. There are many who seem to travel without ticket with impunity and I think the sooner we curb it the better it will be for the nation. After all, there is a feeling amongst the people, amongst the rank and file, and unfortunately amongst the student community where indiscipline seems to be spreading fast that they should have to treat this national asset as something, which is, as once that great philosopher Aristotle said, "Everybody's property is nobody's property". It is in that spirit, I believe, there are some sections of our society which seem to look upon the Railways with absolute indifference. For that it is not good that we should simply depend upon co-operation from the universities or co-operation from many sources of public opinion. We have also to take effective and adequate measures by a system of rewards and penalties, to see that the ticket examining staff is put on the alert to trace out ticketless travel and restore the revenue that is now lost to the national exchequer. I know that in this Government of India we have got certain Ministries which are dealing with customs and excise duties and which have got a system of penalties and rewards to detect contraband and they have also got the anti-smuggling squad which they employ. I do not see any reason why we should not apply similar measures to see that we do not lose a considerable portion of revenue that is now otherwise lost to the nation.

I now come to another very important point which concerns the people when they think of the Railways. I know that we have got today not a very high reputation for punctuality. Our Railway, what with all the performance it has been able to achieve in recent years, what with all the amenities that it is able to provide in recent years, still unfortunately does not carry a high reputation for

punctuality. Now, I believe that our Railway Board must have to apply its mind and its energy to see how best it can achieve an optimum record of punctuality. I think, Sir, even here our railway engine drivers and guards must have to be invested with responsibility to see that they produce a punctuality sheet and a system of rewards and penalties must be instituted to see that we can ensure maximum punctuality. I think, Sir, when our country is developing fast in almost every field of human activity, it is but meet and proper that we expect of our Railway, our greatest single national asset, that it behaves very well and to see that it not only delivers the goods but also the timings to the last minute in terms of punctuality.

There is yet another problem which time and again I have had occasion to voice while being associated with half a dozen Consultative Committees in the Southern Railways, a problem which I believe I am trying to share with other Members of this House. I am happy to find that I have already been anticipated in this regard by my venerable friend, Shri P. N. Sapru, and also by that friend opposite, Mr. Ramamurti. This problem relates to the bottleneck at the level crossings on the national highways. I know we have got rules and regulations in regard to how the local authorities and the Railways can on a fifty-fifty basis undertake the responsibility for constructing over-bridges and subways. Well, that I can understand for roads which happen to be in the interior but these national highways are the first charge upon the Central Government and in these days when we have got a high tempo of national developing economy, we must ensure and guarantee that we shall have this road transport as efficiently and as quickly as possible. Let me give you but one illustration of that trunk road between Madras and Bangalore. We have as many as twelve level crossings sometimes at frequent intervals on either side of railway junctions and, as reference was made, time and again in the course of the debate, shunting

[Shri N. M. Anwar.]
operations take place in these junctions and they take a hell of a time, particularly so during the nights when the gate-keeper seems to imagine that the civilians have no right over the road and they can only enjoy that road through his indulgence. I believe that there must be a drastic change of policy and the Railways must have to undertake, and must have to ensure the discharge of this responsibility to the nation, that from out of its own funds it will have a scheme to construct either over-bridges or under-bridges to facilitate quick movement of road transport.

Well, Sir, I now come to the fourth point, and this is a point which, I think, some Members here have also referred to—departmental catering. Believe me, Mr. Vice-Chairman, I am one of the most enthusiastic advocates of private enterprise. Nevertheless, I say this from my own experience and from the understanding of what we have seen with regard to catering on the railways, whether North or South, that our departmental catering has really come to provide certain basic amenities and I know that even here, there is scope for considerable improvement. There is need for tightening up vigilance and also need to see that we make available dishes that are palatable to everybody. Believe me, Mr. Vice-Chairman, travelling as I do quite frequently between Madras and Delhi, I never get the dishes which I can call northern or southern. I do not know what purpose it serves for us to be served with dishes which are unacceptable to either the southern taste or the northern taste. I would very much wish that the Ministry devotes its time and energy to redressing many of the grievances that have been voiced and rightly too against the quality and sometimes against the quantity of food that is served on the railways and at the stations. This will have to be looked into and effective measures must be ensured to see that catering improves considerably in our railways. Sir, the reason why I advocate departmental catering is the principle that goes behind it, the no-profit-

no-loss basis on which they have undertaken this basic amenity being provided as part of their responsibility towards their patrons who give them the revenue. Naturally, if you bring in the profit motive, I am sure it will be detrimental, sooner than later, to the quality and quantity of the food served.

Now, Sir, there is one very chronic problem which afflicts us and the railways. I know that many of us who have gone round the world, who have travelled by air, never develop that fatigue in spite of several thousands of miles that we travel but a few hundred miles of railway journey will quite often render us absolutely exhausted and we have got to see that something is done to improve matters, because the smoke that comes from the engine and the particles of coal that it carries are so much that virtually the railways throw dust in the eyes of their patrons. I do not know why they should be so ungrateful to their patrons who provide them the revenue. I do not think it is beyond human ingenuity; it must be within the ways and means of research to discover how best this problem can be solved and these tons of coal can be converted back into energy so that we can to a certain extent meet the problem of scarcity of coal. I do not know why the passengers who travel by trains should be afflicted by this kind of dust that blows into their eyes and I hope the Government will bestow their time and energy to see that very soon we shall have an end of this menace.

SHRI EBRAHIM SULAIMAN SAIT
(Kerala): In air-conditioned coaches we do not have this coal and dust.

SHRI SHEEL BHADRA YAJEE:
Electrification will stop it.

SHRI N. M. ANWAR: My friend, Mr. Yajee, suggests electrification but I know neither electrification nor dieselisation can be a practical proposition for the present.

Yet another grievance that has been expressed and which is shared by people all over the country is the overcrowding in the railways. I know that our country which is now developing very fast, with lightening rapidity, in matters of industrial activity will very soon also be able to meet this problem of overcrowding. It is only a question of time. I must really feel beholden to the Railway Ministry that they have launched upon many schemes for doubling the track, for building more engines and coaches, for laying new lines and for carrying this amenity to the remotest corners of our country. But the problem of overcrowding is colossal in its magnitude, that it is beyond their resources, even if they have got the best will in the world, to provide relief for overcrowding in the immediate future. Nevertheless I would very much wish, particularly in certain cities where they have got suburban trains, that more frequent surveys are conducted to see that much of the congestion that we quite often see in the metropolitan cities is diverted by electric trains and by diesel trains and that way I hope the Railway Ministry will try to get over this problem of overcrowding to a certain extent.

Sir, I have got a few more points. Sir, you yourself must have observed the stinking smell that comes from the track at the station platforms. That is because of the deposits that are left behind from the lavatories of the running trains. I have seen that the Railway Ministry has undertaken certain measures in some of the important stations of the Southern Railway—I mean Bezwada—where they have laid cement beds. That would enable the sweepers to keep the beds clean and that I believe is a necessity which we will have to provide at important stations and junctions where it is so difficult sometimes to wait for the trains with this obnoxious smell stinking in our nostrils.

I have got one more problem and that is with regard to export promo-

tion. I was very happy to read from the mass of literature supplied by the Ministry that one of the measures they have is to encourage the movement of export cargo. I would like to speak about raw skins and hides and here I speak with authority as the Honorary Secretary of the Southern India Skins and Hides Merchants Association. That industry which provides such a perennial source of revenue to the national exchequer to the tune of Rs. 300 million every year needs to be granted upgraded priority for the movement of raw hides and skins. Raw skins and hides have got to be collected and transported from different centres in the country and I would appeal to the Ministry to see that when these raw skins and hides are sent South in order to be processed and converted into finished materials for export to world markets, they must be treated as export cargo and be given a high priority of movement.

Now, Sir, I am very happy to have had this opportunity and as charity begins at home I must refer to the problems of my own region. I am glad that in the Southern Railway we have got certain lines which have been surveyed and we expect that very soon these lines would be completed. But there is one line from Walajah Road to Ranipet. I want that rail link to be extended another three or four miles so that it can reach a very important centre of tanning industry and a very important cultural centre of the South, Melvisharam. Equally, Sir, there is another hinterland between Mailpatti and Kolar spread over three linguistic areas of Tamil Nad, Andhra Pradesh and Karnatak. I want that hinterland which is not now served by any rail link to be connected by a rail link via Pernambut, another very important centre of tanning industry and a very big cultural centre of the South.

There is one thing more which I have to say and that is with regard to accidents. I am happy that a Com-

[Shri N M Anwar.]
mittee has been constituted but it is yet to commence working I would rather wish that this Committee's scope is expanded so that it can go into the question of providing amenities such as those I have already referred to; particularly, I want this question of level crossing on national highways to be taken up because that is a great bugbear, a great nightmare, for people using road transport.

Thank you, Sir

4 P M

श्री ए० बी० बाजपेयी (उत्तर प्रदेश) उपसभाध्यक्ष जी, मैं नई सरकार के नये रेल मंत्री को वधाई देना चाहता हूँ। उनके ऊपर एक बड़ा उत्तरदायित्व आया है। रेलवे मंत्रालय अनेक प्रतिष्ठाओं को बट्टा लगाने का कारण बन चुका है। श्री लाल बहादुर शास्त्री जी त्याग-पत्र दे कर गये थे, श्री जगजीवन राम भी अपनी कीर्ति को अक्षुण्ण नहीं रख सके। हमें आशा करनी चाहिये कि नये रेल मंत्री उन कठिनाइयों से रेलवे मंत्रालय को और देश की अर्थव्यवस्था को निकालने का प्रयत्न करेंगे, जो रेलों की अव्यवस्था के कारण आज हमारे सामने उत्पन्न हो गई है।

जब देश में आर्थिक नियोजन आरम्भ हुआ उसी समय यह चेतावनी दी गई थी कि यदि हम यातायात और परिवहन की समस्या को हल नहीं कर सके तो हमारी विकास योजनाएँ खटाई में पड़ जायेंगी और देश की विकासशील अर्थ-व्यवस्था के मार्ग में विघ्न पैदा होंगे। वे चेतावनियाँ आज सही साबित होती हुई दिखाई देती हैं। इस बात से कोई इकार नहीं कर सकता कि आर्थिक नियोजन के परिणामस्वरूप जीवन में जो गति आई है, रेलवे मंत्रालय उसका अनुरूप कार्य नहीं कर सका है। वह हमारे पुनर्निर्माण के नक़ाजों को पूरा

नहीं कर पा रहा है। द्वितीय पंचवर्षीय योजना में रेलें नियत समय पर और निश्चित मात्रा में कोयला नहीं ढो सकी और इसके कारण उद्योग के क्षेत्र में हमको भारी कठिनाइयों का सामना करना पड़ा। सतोष की बात है कि कोयले के मंत्री के रूप में जो महानुभाव कोयला न ढोने का उत्तरदायित्व रेलवे मंत्रालय पर डाला करते थे, आज स्वयं उन्हीं के कंधों पर कोयले को ढोने का भार आ गया है। हम उनकी परीक्षा का समय है। यदि हम विकासशील अर्थव्यवस्था के अनुरूप परिवहन और यातायात की व्यवस्था नहीं कर सकेंगे तो मुझे डर है कि हमारी योजनाएँ कहीं ट्रांसपोर्ट बाटेलनेक की चट्टान में टकरा कर चकनाचूर न हो जायें। मैं आशा करता हूँ कि यह आशंका सही साबित नहीं होगी। लेकिन इसके लिये हमारी रेलों की अदक्षता, अकुशलता और अव्यवस्था के गर्त में से निकाल कर सीधे रास्ते पर लाना होगा। मेरा मुझाव है कि एक उच्चाधिकार-सम्पन्न आयोग नियुक्त किया जाये जो इस बात का पता लगाये कि हमारी रेलें विकास की आवश्यकताओं के अनुरूप क्यों काम नहीं कर पा रही।

मुझे खेद है, नये रेल मंत्री ने आते आते जो नया तोहफा दिया है उसको कोई भी स्वीकार नहीं करना चाहेगा। संस्कृत में एक कहावत है प्रथम आने मक्षिका पात। सिर मुड़ाने आगे पड़े। अभी रेलवे मंत्रालय का भार सभ्राला नहीं था कि उनके ऊपर रेल के किराये और रेल के भाड़े को बढ़ाने की जिम्मेदारी आ गई। उन्होंने बजट भाषण में कोई भी ऐसे तथ्य या तर्क या आकड़े नहीं दिये गये जो इस बात का समाधान कर सकें कि आज रेल के किराये और भाड़े को बढ़ाने में सचमुच में कोई औचित्य है। एक बड़ी विचित्र बात उन्होंने

अपने भाषण में कही है कि सितम्बर १९५७ में पैसेजर फेयर टैक्स के रूप में जो किराया बढ़ा था वह तो राज्यों को चला गया, रेलों को कुछ नहीं मिला, और इसलिये उनका कहना है कि पिछले १० साल में रेलवे के किराये नहीं बढ़े ऐसा समझना चाहिये। पैसेजर फेयर टैक्स से होने वाली आमदनी राज्यों को जाय या केन्द्र को जाय, इसमें जिस रेलवे यात्री को १० फीसदी अधिक किराया देना पड़ता है उसका आप सम्पादन नहीं कर सकते। यह केन्द्र का और राज्यों का विषय है कि उसमें होने वाली आय का आप किस प्रकार वितरण करें, विभाजन करें। लेकिन यह बात बिल्कुल स्पष्ट है कि रेलवे यात्रियों पर १९५७ में पैसेजर फेयर टैक्स के रूप में १० फीसदी किराये का बोझा लादा गया और अब फिर १९६२ में मोटे तौर पर १० फीसदी किराये का बोझा लादा जा रहा है। इसका अर्थ यह हुआ कि पिछले पांच सालों में किराये में २० फीसदी की वृद्धि की जा रही है। कोई भी इस वृद्धि का समर्थन नहीं कर सकता। यह वृद्धि अनावश्यक है, अनुचित है और अन्यायपूर्ण है।

शायद इससे दुष्परिणामों को भी ठीक से समझने की कोशिश नहीं की गई। हम रेलों का किराया बढ़ा दें तो चीजे महगी होगी, सेवाये महगी होगी और अगर चीजे महगी होगी तो वेतन और भत्ते को बढ़ाने की मांग चलेगी और इस प्रकार एक विषम चक्र शुरू हो जायगा। चीजों की महगाई, वेतन और भत्ते की बढ़ोतरी के साथ जोड़ी जायेगी और वेतन और भत्ता आप बढ़ायेगे तो फिर रेल के किराये को बढ़ाने की मांग करेंगे। इस बजट भाषण में भी रेल के किराये को बढ़ाने के लिये एक ही तर्क दिया गया है कि केन्द्र के वेतन आयों में

की सिफारिशों के परिणामस्वरूप कर्मचारियों के महगाई भत्ते में वृद्धि हो गई इसलिये रेल का किराया और माल का भाड़ा बढ़ाना चाहिये। स्पष्ट है कि किराये तथा भाड़े की दर में वृद्धि से चीजे और महगी होगी, फिर कर्मचारी और भत्ते की मांग करेंगे और फिर रेल का किराया और भाड़ा बढ़ाया जायगा। क्या यह विषम चक्र इसी प्रकार चलता रहेगा? आज की स्थिति में जब कि देश की अर्थव्यवस्था पर मुद्रास्फीति का दबाव स्पष्ट दिखाई देता है तब ऐसा कोई भी कदम जो चीजों की महगाई को बढ़ाता है, सर्वमेज, सेवाओं की महगाई को बढ़ाता है, ठीक नहीं कहा जा सकता।

उपसभाध्यक्ष महोदय मैं आपसे निवेदन करना चाहूंगा कि कर्मचारियों को जो बढ़ा हुआ वेतन और भत्ता दिया गया उसमें १२ २० करोड़ रुपये की खर्च में वृद्धि होने की सम्भावना है और अगर पैसेजर फेयर टैक्स से होने वाली आमदनी जोड़ ली जाय जो १२ ५ करोड़ रुपये होती है तो फिर कर्मचारियों को अधिक भत्ता अधिक वेतन देने के लिये रेलवे यात्रियों से रेलवे मंत्री पहले ही ले चुके हैं। अतः अब और अधिक लेने की आवश्यकता नहीं है। दशमलव मुद्रा जब लागू की गई तब भी किराये में वृद्धि की गई, उसको गड-आफ करने का ऐसा तरीका बनाया गया कि ५ नये पैसे स्वाभाविक रूप से बढ़ गये। किन्तु उसकी तो कोई गिनती ही नहीं करता है। जब पैसे की नई दशमलव प्रणाली लागू की गई तो टेलीफोन के दाम बढ़ गये, प्लेटफार्म टिकट के दाम बढ़ गये। प्लेटफार्म टिकट जो पहले दो आने का था जिसे पुराने रेलवे मंत्री महोदय ने बड़ी कृपा करके एक आने का कर दिया था उसके लिये जब दशमलव प्रणाली आई तो एक आने के बजाय पांच नये पैसे नहीं किया गया दस नये पैसे

[श्री ए० बी० वाजपेयी]

कर दिया गया। रेलवे मंत्रालय तो उसे वृद्धि में गिनता ही नहीं, किन्तु जहाँ तक रेलवे यात्रियों का प्रश्न है, उनके ऊपर उसका भार पड़ता है और अब किराया बढ़ाया जा रहा है, जिसका विरोध होना स्वाभाविक है। जो बढ़ हुए किराये का विरोध करने हैं, वे देश की अर्थव्यवस्था को विकसित हाते हुए नहीं देखना चाहते। इस प्रकार का तर्क देने का कोई प्रयत्न न करे। बढ़ा हुआ किराया और देश की अर्थव्यवस्था का विकास, इसमें कोई मगति नहीं है।

श्री शी नभद याजी उल्टा है।

श्री ए० बी० वाजपेयी विकास का तकाजा तो यह है कि हम रेलवे का इस ढंग से परिचालन करें कि बिना आम आदमी पर बोझ बढ़ाये हुए आवश्यकताओं को पूरा कर सकें। मैं जानता हूँ कि रेलवे मंत्री महोदय को भीका नहीं मिला, इस प्रकार के प्रयत्न करने का, मगर रेलवे मंत्रालय तो था, वह किराये में वृद्धि के सुझाव देने के बजाय ऐसे कदम उठा सकती था, जिनसे आमदनी बढ़ जाती, खर्चा कम होता, रेलवे की कार्यक्षमता बढ़ती और बिना किराया बढ़ाये हुए जो स्थिति थी, उसका हम सामना कर सकते।

उपसभाध्यक्ष जी, रेलवे की तरफ से ४.२५ फीसदी जेनरल रेवेन्यू में योगदान का सवाल है। जब इस चीज पर विवाद हुआ था, तब रेलवे मंत्री महोदय का ध्यान इस बात की ओर खींचा गया था कि जब यह हिस्सा ३ फीसदी था, तब भी रेलवे उसे ठीक तरह से निभा नहीं सका और डेवलपमेंट फंड के लिये कर्मचारियों की सेवाओं के लिये कर्जा लेता था, जब तीन फीसदी हिस्सा देना था, तब भी रेलवे अपने दायित्व का पालन नहीं कर सका, अब उसे बढ़ा कर सवा चार फी-

सदी कर दिया गया। मरी समझ में नहीं आता इसका क्या औचित्य है और जो भी वृद्धि की जाती है, वह कागज पर होती है, मही व्यवहार में नहीं आती है; क्योंकि रेलवे की निधि कम हो जाती है। जब हम जेनरल रेवेन्यू में योगदान देने हैं, तो उसे फिर से वापस ले लेते हैं। ऐसी स्थिति आ गयी है। लेकिन कन्वेन्शन कमेटी की सिफारिश है कि . . .

उपसभाध्यक्ष (श्री महावीर पसाद भागवत) तीन से तो सवा चार नहीं किया गया है। चार से सवा चार किया गया है।

श्री ए० बी० वाजपेयी पहले तीन फीसदी रह चुका है। उसके बाद बढ़ा, फिर और बढ़ा। तो पुगने सालों का हिमाब उठा कर देखे, तो हर बार यह स्थिति सामने आती है कि कागज पर तो हम वृद्धि दिखलाते हैं, मगर उसका ठीक तरह से पालन नहीं कर पाते। आवश्यकता इस बात की है कि रेलवे मंत्रालय अपने यात्रियों के प्रति, अपने कर्मचारियों के प्रति और देश की आवश्यकताओं के प्रति अपने कर्तव्य का पालन कर सके। इसके लिये अगर जेनरल रेवेन्यू में उसका योगदान कम करने की जरूरत हो, तो कम किया जाये, लेकिन हम आकड़े तय कर ले, एक लक्ष्य निर्धारित कर ले और अगर हम उसकी पूर्ति न कर सकें, तो फिर एक भ्रम पैदा होता है और रेलवे की कार्यक्षमता पर एक नया लाइन लगता है कि देना चाहते हैं सवा चार फीसदी, लेकिन दे नहीं पाते और उल्टे जेनरल रेवेन्यू में कर्जा लेते हैं।

जो भाड़े में वृद्धि की गई है, उसको भी तर्कमगत नहीं माना जा सकता। १ अक्टूबर, १९५८ में ४ फीसदी को वृद्धि हुई थी, १ अप्रैल, १९६० को ५ फीसदी की वृद्धि हुई और १ जुलाई, १९६१ को भी कुछ वृद्धि हुई, जिससे १ ७५ करोड़ की

आमदनी होने की आशा की गई थी। मैं नहीं समझता, फ्रेट स्ट्रक्चर इन्क्वायरी कमेटी की जो रिपोर्ट है, यह वृद्धि उसकी सिफारिशों के बिल्कुल अनुरूप है। यदि रेलवे प्रयत्न करे और अपनी कार्य-क्षमता बढ़ाये, तो कामन कैरियर की योजना लागू करने में, जिसमें २ करोड़ रुपये के खर्च का अनुमान लगाया गया है, वह खर्च घटाया जा सकता है। और, इन्क्वायरी कमेटी ने भी इसी तरह की आशा प्रकट की है कि अगर हम माल को ठीक तरह से सुरक्षित कर सकें; चोरी से, खोने से बचा सकें, तो शायद ये २ करोड़ रुपये कामन कैरियर के लिये हमको खर्च नहीं करने पड़ेंगे और रेलवे का आर्थिक भार थोड़ा कम हो जायेगा। कोयले की चोरी रोक कर, बिना टिकट यात्रा करने वालों की कड़ी निगरानी करके और खर्च में काट-छांट तथा बचत करके रेलवे की आमदनी बढ़ाई जा सकती है।

मुझे डर है कि बजट को तैयार करने समय हमने आमदनी का अनुमान कम लगाया है, खर्च को बढ़ा-चढ़ा कर दिखाया है और शायद यह इसलिये किया गया है कि रेलवे मंत्री किराये और भाड़े की वृद्धि के लिये समर्थन प्राप्त करना चाहते थे। अभी कई सदस्यों ने कहा कि दूसरी पंचवर्षीय योजना में हमें कितने यात्रियों को ढोना पड़ेगा, इसका अनुमान ठीक तरह से नहीं लगाया गया था और अनुमान में ज्यादा यात्रियों की संख्या हो गई। तीसरी पंचवर्षीय योजना में भी यही स्थिति पैदा होगी। तीसरी योजना के प्रथम वर्ष में ही ९ फीसदी की वृद्धि हुई है। यात्रियों की संख्या बढ़ेगी, तो उनसे प्राप्त होने वाली आमदनी भी बढ़ेगी और यदि हम यात्रियों की संख्या का कम अनुमान लगाने हैं, तो उसके साथ हम आमदनी का भी कम अनुमान लगाने हैं। यात्री-किराये पर, कर से जो आमदनी हुई है, वह २०-२२ करोड़ है, जब कि अनुमान १२ करोड़ के लगभग था। अन्य आय के

माधनों को भी कम करके आंका गया है। कर्मचारियों के मकानों के किराये में वृद्धि में होने वाली आमदनी का कोई विवरण नहीं रखा गया है। इस प्रकार यदि हम आमदनी का हिसाब कम लगाएं और खर्च का हिसाब ज्यादा लगाएं, तो फिर बजट ठीक नहीं बन सकता और न रेलवे की सही आर्थिक स्थिति सामने आ सकती है। मेरा निवेदन है कि रेलवे मंत्री को किराया और भाड़ा बढ़ाने के प्रस्ताव पर फिर से विचार करना चाहिये। अभी वे देश को, इस सदन को यह समझा नहीं सके हैं कि रेल इस वृद्धि के बिना अपना विकास नहीं कर सकती है और जब तक वे ऐसा काम बना कर नहीं रखेंगे, जो लोगों की समझ में आ जाये, लोगों के हृदय में विश्वास पैदा कर सकें, तब तक आज की स्थिति में अमनोप पैदा करने वाला कोई भी कदम हमारे विकास के प्रयत्नों में सहायक होगा, यह मान कर हमें नहीं चलना चाहिये।

मुझे यह देख कर आश्चर्य हुआ है कि रेलवे मंत्री महोदय ने अपने भाषण में रेल दुर्घटनाओं का उल्लेख तक नहीं किया है। इसका क्या कारण है, यह समझने में मैं असमर्थ हूँ। भाषण के साथ जो कागज-पत्र दिये गये हैं, उनमें तो जरूर उन दुर्घटनाओं का उल्लेख किया गया है, कुछ आंकड़े दिये गये हैं। लेकिन यात्रियों में यह विश्वास जमाने के लिये कि रेलवे मंत्रालय उनकी सुरक्षित यात्रा के लिये प्रबन्ध कर रहा है, कोई भी कदम नहीं उठाया गया। डा० कुंजूरु की अध्यक्षता में जो कमेटी बनायी गई है, उसकी अभी तक एक भी बैठक नहीं हुई है। मैं नहीं समझता कि रेल यात्रा को सुरक्षित बनाने के लिये, रेलवे कर्मचारियों से जैसा सहयोग लेना चाहिये, उसकी प्राप्ति के लिये कोई उपयुक्त वातावरण तैयार किया गया है। इस रिपोर्ट में जिन तीन मुख्य दुर्घटनाओं का उल्लेख किया गया है, उनमें से दो के सम्बन्ध में यह कहा गया

[श्री ए० बी० बाजपेयी]

है कि नियमों का ठीक तरह से कर्मचारियों ने पालन नहीं किया, इसलिये दुर्घटनाएँ हुई। मैं जानना चाहूँगा कि कर्मचारी नियमों का ठीक तरह से पालन करे, इसके लिये रेलवे मंत्रालय ने क्या कदम उठाये हैं। समय समय पर रूल्स बदले जाते हैं, लागू किये जाते हैं, मगर कर्मचारियों को उन नियमों के विषय में शिक्षित करने की कोई व्यवस्था नहीं की जाती। मुझे ऐसे उदाहरण मालूम हैं, जिनमें कर्मचारियों से फार्म पर दस्तखत करा लिये गये कि नये रूल्स उन्हें मालूम हैं और उनको वे कार्यान्वित कर सकेंगे हैं। जब कि नये नियमों को न तो कर्मचारियों को समझाया जाता है और न उनका प्रशिक्षण दिया जाता है। ऐसे कर्मचारी अगर रूल्स का पालन न करें और दुर्घटना हो जाय, तो कोई आश्चर्य नहीं होना चाहिये।

दुर्घटनाएँ होती नहीं हैं, दुर्घटनाएँ की जाती हैं। जब तक कर्मचारियों को हम दुर्घटनाओं के प्रति जागरूक नहीं करते, कर्मचारियों के परामर्श से उन नियमों में सुधार नहीं करते, जो नियम पुराने हो गये हैं, घिसपिट गये हैं, उन नियमों में जो अन्वयावहारिक हैं परिवर्तन नहीं करते, तब तक दुर्घटनाएँ नहीं रुक सकती। मैं ऐसा उदाहरण जानता हूँ, जहाँ रेलवे कर्मचारी को इस बात के लिये विवश किया गया कि वह एक ऐसा इंजन ले जाय जिसमें ब्रेक नहीं था। बिना ब्रेक का इंजन ले जाने के लिये कर्मचारी को मजबूर किया गया और अगर कोई कर्मचारी मना करे कि मैं इस प्रकार का इंजन नहीं ले जाऊँगा, तो उसको खतरा है चार्ज शीट का। उसके विरुद्ध कार्यवाही की जा सकती है। मैं नपुरी के पास जो रेलगाड़ी जमीन में धस गयी थी, उसके बारे में रेलवे मंत्री ने सदन में कह दिया कि वह तीस मील की रफ्तार से जा रही थी, जब कि उस इंजन में स्पीडो-

मीटर नहीं था, जिससे पता चलता कि वह गाड़ी ३० मील की रफ्तार से जा रही है। जो रेल की पटरियाँ हैं, उनकी भी देखभाल नहीं की जा रही है। उनकी मरम्मत नहीं होती, ठेके के मजदूरों पर वह काम सौंप दिया जाता है और रेलवे अधिकारी इस सत्रध में अपने कर्तव्य का पालन नहीं करते, जिसकी सजा रेलवे यात्रियों को भुगतनी पड़ती है। यदि रेलवे मंत्रालय रेल यात्रियों से यह भाव नहीं पैदा कर सकता कि उनकी सुरक्षा के लिये जो भी सभावित कदम हैं वे सब उठाये जा रहे हैं, तो रेलवे प्रशासन अपने प्राथमिक कर्तव्य को पूरा करने में विफल रहेगा। मैं आशा करता हूँ, नये रेल मंत्री दुर्घटनाओं के प्रश्न पर एक नये दृष्टिकोण से काम करेंगे, कर्मचारियों का सहयोग प्राप्त करने का प्रयत्न करेंगे और जो भी इस सम्बन्ध में कठिनाइयाँ हैं, उनको दूर करने की कोशिश करेंगे।

लेकिन रेलवे में सबसे बड़ी कठिनाई है नौकरशाही की, लालफीताशाही की ॥ कोई रेल मंत्री उस गोरखधंधे से बच सके, इसकी आशा नहीं दिखाई देती। छोटे से काम के लिये कितने लम्बे-लम्बे लाल-फीते लगाने पड़ते हैं, कभी-कभी इसकी कल्पना भी नहीं की जा सकती। उपमहाध्यक्ष जी, मैं आपके सामने एक उदाहरण रखना चाहता हूँ।

झांसी में रेलवे का एक टैक्निकल स्कूल चलता है, जिसका एक होस्टल है। इस होस्टल में चटनी पीसने के लिये एक मिलबट्टे की आवश्यकता हुई। अब सिल-बट्टा झांसी में मिल सकता है और आदेश देकर बनाया जा सकता है। लेकिन अगर मिलबट्टा झांसी में बनाया जाय और होस्टल के छात्रों की चटनी उससे पीसी जाय तो रेलवे की नौकरशाही का क्या होगा? सिल-बट्टे का काम तो बम्बई से होना चाहिये। अतः जब मिलबट्टे का मवाल पैदा हुआ, तो

उमका इस्टोमेट बना, सैंक्शन हुआ और रिक्विजिशन के लिये ए० एस० आर० टी० एस० ज़ासी को लिखा गया। वहा से फिर सब डी० एस० के पास गया, वहा से ए० ई० एन० के पास गया, वहा से फिर एक्स० ई० एन० के वहा गया, जहा उसकी जाच हुई। फिर वहा से डी० सी० ओ० सी० (जी०) परेल बम्बई भेज दिया गया। लेकिन वहा से रिक्विजिशन वापस चला आया क्योंकि उसमे यह नहीं लिखा था कि सिलबट्टा पत्थर का चाहिये या लोहे का अथवा सोने का। फिर यहा मे लिखा गया कि सिलबट्टा पत्थर का चाहिये, लेकिन उसके साथ यह लिखना भूल गये कि कितना बड़ा सिलबट्टा होना चाहिये। फिर वहा से लिख कर आया कि अगर पत्थर का चाहिये तो कितना बड़ा चाहिये। यहा से जो उत्तर गया, उसमे गलती हो गई, फुट के बजाय इंच के निशान लग गये। फिर बम्बई से चिट्ठी आई कि उसका नाप तो लिख दिया है, लेकिन उसका स्कैच नहीं बनाया, स्कैच बना कर भेजिये। तब फिर सिलबट्टे का स्कैच गया। फिर उन लोगो ने माप देखा और स्कैच देखा और कहा कि माप के अनुसार स्कैच गलत है, दूसरा स्कैच बना कर भेजो। फिर दूसरा स्कैच बना कर भेजा। फिर वहा से चिट्ठी आई कि बम्बई मे इस लम्बाई-चौड़ाई का मिलबट्टा नहीं मिलता है। अमुक माप के मिलबट्टे की अगर आपको जरूरत हो तो आप ले सकते हैं। ज़ासी मे उत्तर गया कि इतनी बड़ी साइज का सिलबट्टा नहीं चाहिये, जरा छोटा चाहिये इस पर बम्बई से चिट्ठी आई कि आप ज़ासी मे ही कोटेशन मगाइये। कोटेशन कौन दे और कितना दे, इसका पता लगाने के लिये एक रेलवे कर्मचारी को आगरा भेजा गया। यह चिट्ठी पत्री सन् १९५८ से चल रही है और सन् १९६२ हो गया है, लेकिन अभी तक सिलबट्टा नदारद है। जितना भारी सिलबट्टा होगा, उससे ज्यादा भारी कागज पत्र इधर उधर भेजे जा चके है।

श्री शीलभद्र याजी : उसकी चटनी बन गई होगी।

श्री ए० बी० वाजपेयी . मगर चटनी नहीं बनी।

श्री अकबर अली खान सिलबट्टा की चटनी बन गई।

श्री ए० बी० वाजपेयी . क्या यह लालफीताशाही सही है, जिसमे बंधकर रेलवे मंत्रालय प्रगति करना चाहता है ? क्या हम स्थानीय स्तर पर कर्मचारियों को अपनी प्रेरणा से काम करने की छूट नहीं दे सकते है ? क्या छोटी छोटी बातों के लिये बड़े अफसरों का मुह ताकना पड़ेगा ? क्या हर बात के लिये नई दिल्ली और बम्बई की तरफ दृष्टि लगाये, इसके सिवाय कोई चारा नहीं है ? अगर यह स्थिति चलती रही तो फिर रेल मंत्रालय मे जिस तरह का सुधार होना चाहिये, वैसा सुधार नहीं हो सकता है। मैं आशा करता हू कि इस स्थिति को बदलने का प्रयत्न किया जायेगा।

उपसभाध्यक्ष महोदय, रेलवे मे सबसे बड़ी समस्या मे सरकारी कर्मचारी काम करते है। २० लाख सरकारी कर्मचारियों मे से १२ लाख रेलवे मे काम करते है। इन कर्मचारियों के शासन के साथ कैसे सम्बन्ध होने चाहिये, यह एक बड़े महत्व का सवाल है। शासन को आदर्श मालिक बन कर इन कर्मचारियों के साथ व्यवहार करना चाहिये। लेकिन यह रेल मंत्रालय अभी तक इस कसौटी पर खरा नहीं उतर सका है। ग्राम हडताल में जिन कर्मचारियों के विरुद्ध कार्यवाही की गई, उन कर्मचारियों को फिर मे काम पर वापस लेने की काफी गुज़ायिश है। लेकिन केन्द्र मे जो आदेश दिये गये, गृह और रेल मंत्री जी ने सदन में खड़े होकर जो आश्वासन दिये, उनका पालन नहीं किया गया।

[श्री ए० बी० वाजपेयी]

अभी तक अनेक कर्मचारी अपने बड़े अफसरो की बदले की भावना के शिकार बन कर नौकरी से हाथ धोके बैठे हैं।

श्रम सबंधों के स्थायी सुधार के लिये रेलवे मंत्रालय को यह निश्चय करना चाहिये कि वह किसी भी कर्मचारी संगठन के साथ अपना लगाव नहीं रखेगा, चाहे वह आई० एन० टी० यू० सी० से अथवा अन्य किसी पार्टी से संबंधित हो। उमें सर्वथा निष्पक्ष रहना है। किसी मजदूर संगठन के साथ मजदूर है या नहीं, इसका निश्चय स्वतंत्र मतदान से हो सकता है और जिसके साथ बहुमत है, उस कर्मचारी संगठन को मान्यता दी जाय और उसे समझौता-वार्ता करने का अधिकार दिया जाय। लेकिन श्रम सबंधी नीति निर्धारण में राजनीतिक वाले सामने आती हैं और इनकी वजह से वानावरण बिगड़ता है और कर्मचारियों में असन्तोष फैलता है। मैं रेल मंत्री महोदय से यह भी निवेदन करना चाहूंगा कि रेलवे में कर्मचारियों के संगठनों को मान्यता देने की पद्धति को बदलने के बारे में विचार होना चाहिये। अभी केवल मजदूर संगठन ही मान्यता प्राप्त कर सकते हैं, जिनके साथ वर्कशॉप में काम करने वाले कर्मचारी होते हैं। सख्या की दृष्टि से वर्कशॉप के कर्मचारी सब श्रेणियों से अधिक हैं और जिस किसी भी संगठन में वे शामिल हो जायें, उस पर प्रभुत्व जमा लेते हैं। मैं इसे बुरा नहीं समझता। मगर रेलवे में केवल वर्कशॉप कर्मचारी ही नहीं हैं। रेलवे की अनेक शाखायें और प्रशाखायें हैं जिनमें और भी कर्मचारी काम करते हैं। लेकिन आज मजदूर संगठनों का जो ढांचा है, उसमें वर्कशॉप कर्मचारियों के अलावा जो कर्मचारी हैं, उनकी आवाज नहीं है, उनका प्रतिनिधित्व नहीं होता है। प्रश्न यह है कि क्या हम पी० एंड टी० की तरह से रेलवे मजदूर संगठनों को मान्यता देने की पद्धति के बारे में कोई ऐसा परिवर्तन कर सकते हैं,

जिसमें सभी प्रकार की कैटगरीज में काम करने वाले कर्मचारी प्रतिनिधित्व पा सकें और अपनी आवाज शासन के सामने रख सकें ?

जिन कर्मचारी संगठनों को मान्यता प्राप्त नहीं है, उनका दुःख दर्द भी सुना जा सके, इस प्रकार की व्यवस्था होनी चाहिये। इस समय रेलवे में २७ हजार स्टेशन मास्टर और सहायक स्टेशन मास्टर काम करते हैं। अगर आप उनकी दुःख-गाथा पर विचार नहीं करेंगे, तो कार्यकुशलता बढ़ाने का आपका उद्देश्य पूरा नहीं होगा। ये लोग घने जंगलों में जहां पीने के पानी की व्यवस्था नहीं है, जहां सुरक्षा की व्यवस्था नहीं है, जहां रात दिन डाके पड़ते हैं, वहां अपनी जान हथेली पर रखकर अपना काम पूरा करते हैं। इन लोगों की दुःख दर्द की कहानी कोई नहीं सुनता है और न ही इनको इतना समय मिलता है जिससे वे बड़े संगठनों में शामिल हो सकें। रेलवे मंत्रालय अभी तक इन लोगों की कठिनाइयों को हल नहीं कर सका है। ६ हजार स्टेशन मास्टर्स और सहायक स्टेशन मास्टर्स ने रेलवे बोर्ड को एक स्मृति पत्र भेजा है कि आपने जो जिम्मेदारी हमारे ऊपर सौंपी है उसमें अनुरूप न सुविधा ही दी है और न वेतन ही दिया है। कृपा करें आप हमें छोटे पद पर नियुक्त कर दीजिये, ताकि हम अपना कर्तव्य अच्छी तरह से निभा सकें। क्या यह सम्भोग वान नहीं है कि कर्मचारी ऊंचा पद छोड़ कर काम करने को तैयार है ? किन्तु रेलवे बोर्ड ने अभी तक उस स्मृति पत्र के सबंध में कोई कार्यवाही नहीं की। आज हजारों की सख्या में सहायक स्टेशन मास्टर्स के स्थान रिक्त पड़े हुये हैं जिसके कारण रिलीविंग हैड्स भी प्राप्य नहीं हैं। अगर इसका फल यह है कि अगर किसी के घर में कोई बीमार पड़ा हुआ है या मा मरी पड़ी है, तो स्टेशन मास्टर और सहायक स्टेशन मास्टर स्टेशन छोड़कर घर नहीं जा सकता है, जब तक कोई रिलीविंग आदमी न आ जाय। रेलवे कर्मचारी अपना स्थान नहीं

छोड़ सकता। वे-साइड स्टेशनो के हजारो कर्मचारी आज जीवन की प्राथमिक और बुनियादी आवश्यकताओं में वंचित रहकर अपना जीवन बिता रहे हैं। न उनकी चिकित्सा की व्यवस्था है, न बच्चों की शिक्षा की सुविधा। क्या उनके प्रति मानवीय दृष्टिकोण अपनाता हमारा कर्तव्य नहीं? किन्तु शायद रेल मंत्रालय हृदयहीन तथा स्पन्दनहीन यन्त्र हो गया है, जो अपनी घड़घड़ाहट में दुःख और दर्द के स्वरो को सुन नहीं सकता।

उपसभाध्यक्ष महोदय, अनेक सदस्यों ने विभागीय भोजन व्यवस्था के मस्ये में कुछ कहा है। मैं इसका एक पुराना आलोचक हूँ। इसलिए भी कि ब्राह्मण के नाते मुझे अच्छे भोजन की आवश्यकता है और इसलिए भी कि इसका सम्बन्ध हर यात्री से है। मैंने इसका थोड़ा सा बारीकी से अध्ययन भी किया है। मैं नहीं समझता कि समाजवाद में हर एक वान का राष्ट्रीयकरण किया जाय। खाने पीने की चीजों का राष्ट्रीयकरण और देहरादून के स्टेशन पर, जहाँ नांगे खड़े होते थे, उस अड़्डे का भी राष्ट्रीयकरण। पिछले सालों में डिपार्ट-मेंटल कैटरिंग की जो पद्धति शुरू की गई, वह अच्छी पद्धति नहीं है और उससे काफी घाटा हुआ है। अभी तक इस पद्धति में प्रायः एक करोड़ रुपये का घाटा हुआ है, यह प्राक्कलन समिति द्वारा दिये गये आकड़ों में मालूम होता है। लेकिन घाटा इससे भी ज्यादा हुआ है, क्योंकि जब हम किसी प्राइवेट कंपनी को कांट्रैक्ट देते थे, तो उस इन्कम टैक्स, सेल्स टैक्स देना पड़ता था। उससे बिजली और पानी का खर्चा वसूल किया जाता था। मगर अब यह काम रेलवे विभाग करता है, जिसे न सेल्स टैक्स देना पड़ता है और न इन्कम टैक्स देना पड़ता है और न बिजली पानी का खर्चा अदा करना होता है।

मस्ये बड़ी बात यह है कि खाने-पीने की चीजों के दाम बढ़ गये हैं। कहा जाता है कि यह काम नो प्रॉफिट नो लॉस बेसिस पर चलेगा, मगर चलना नहीं है। मैं आकड़े पेश कर सकता हूँ, जिनसे मालूम होगा कि उत्तर भारत में खाने-पीने की चीजों के दाम बढ़ा दिये गये हैं। जो प्राइवेट कांट्रैक्टर्स थे, वे मस्ये दामों पर चीजें बेचते थे और जब रेलवे मंत्रालय ने उसे अपने हाथ में लिया, तो दाम बढ़ा दिए गये। जब यात्रियों ने शिकायत की, तब प्राइवेट कांट्रैक्टर्स को भी छूट दे दी गई कि तुम भी दाम बढ़ाओ। रेलवे ने तो खुद दाम कम किये नहीं और दूसरों को भी दाम बढ़ाने के लिए कह दिया। तो यह नो प्रॉफिट नो लॉस बेसिस पर चलने वाला डिपार्टमेंटल कैटरिंग नहीं है। उसमें चीजें अच्छी नहीं मिलती हैं, मस्ये नहीं मिलती हैं और न यात्रियों को सेवा सम्बन्धी कोई सुविधा है। जब हमने डिपार्टमेंटल कैटरिंग का फैसला किया था, तो हमारा उद्देश्य एक ही था कि कुछ लोग जो मानोपली बना कर बैठे थे, उनके हाथ में मानोपली खत्म कर दी जाय। लेकिन सरकार अपने हाथ में मारी शक्ति इकट्ठा करे और उसका ठीक तरह में उपयोग न कर सके, तो यह किसी के हित में ठीक नहीं है। मैं निवेदन करूंगा कि डिपार्टमेंटल कैटरिंग का अधिक विस्तार नहीं होना चाहिये। और जहाँ जहाँ डिपार्टमेंटल कैटरिंग चल रही है, उसको सफल बनाने का प्रयत्न किया जाय।

नये रेल मंत्री के साथ हमारी श्रद्धा कामनाएँ हैं। यह सदन उन्हें इस गंभीर और महत्वपूर्ण उत्तरदायित्व पर सफल देवना चाहता है। लेकिन पिछला इतिहास चेतावनियों से और आने वाला विहास

[श्री ए० बी० बाजपेयी]

चुनौतिया से भरा हुआ है । रेलवे मंत्रालय की सफलता पर हमारे आर्थिक नियोजन का बहुत मात्रा में सफलता निर्भर करती है । हमें आशा करना चाहिये कि रेल मंत्री महोदय रेलवे बोर्ड और रेलवे प्रशासन आज का आवश्यकताओं को पूरा करने के लिए ऊपर उठने में सफल होगा ।

धन्यवाद ।

SHRI T S PATTABIRAMAN (Madras) Mr Vice-Chairman, Sir, the Railway Ministry deserves our warmest congratulations for the excellent and remarkable progress that they have made in the past two Five Year Plan periods. It is very easy especially for the Members on the Opposition, to find out small loopholes, magnify them and put them in a remarkably sweet speech and thus minimise the importance of our achievements in the past ten years. Glancing through the past ten years of progress I am sure their progress is not only the pride of our country, but it has been the envy of many countries in the world. Thinking for a moment about the lack of sugar in a cup of tea we should not forget the fact that in the past ten years we have become self-sufficient in the manufacture of steam locomotives. We have begun to manufacture electric and diesel locomotives and we have become self-sufficient in the matter of coaches, and the progress here has been most remarkable in this country. If these ten years have seen the progress of the railways it is most unfortunate that 1961 is not altogether a pleasant year for the railways—we had the remarkable phenomenon of a number of accidents taking place almost daily for a period of nearly two months and we had terrible bottle-necks in railway transport as a whole, particularly in the transport of industrial raw materials. Sir, there

was a time when the Ahmedabad Mills were likely to close down, and their charge was that the coal was not sufficient to keep them going. The Bhilai steel plant, it was said, had to slow down its production of steel so that the railways might be able to move what they had produced, otherwise there would be accumulation of stocks. And our present Railway Minister was the Minister who made the gravest charge against the Railway Ministry for the coal shortage position in various places. Similarly Sir, there had been a number of problems in 1961, and if it is true that the first two Five Year Plans have been years of progress and prosperity, the year 1961-62 has been a year of difficulty, and the year 1962-63 is going to be a year of challenge to the Railway Ministry and the Railway Board, and I want them to face the challenge, solve the problems and get things done as they have been able to do in the past.

Sir, the position with regard to track renewal arrears is very serious. Reading through the papers I find that 13 000 miles of track renewal had to be passed on to the Second Five Year Plan period, and I do not know how much they have been able to clear off. Now, the Third Plan envisages track renewal to the extent of 5 000 miles and if this is added to the arrears a total track renewal of 18 000 miles is to be done, and it will be a remarkable challenge to the Railway Ministry. We talk about accidents we talk about slow running of trains and the unpunctuality of the Indian Railways. But all these things mainly depend on the perfection of the track, and it is a pity that we are lagging behind so heavily in track renewal and we have not been able to achieve much progress in spite of the criticism year after year. I wish, Sir the Railway Minister and the Railway Board take serious note of it and tackle it at a very high level and see that the work is done very quickly and efficiently also.

Another problem is that in the year 1962 the percentage of our over-aged rolling stock is very high, much higher than in 1951. In 1951 the position of over-aged rolling stock was 21 per cent, and at that time we were blaming the partition of the country, the upheavals in the country, and other things but today, after ten years of progress, we are near the figure of 25 per cent in over-aged rolling stock, and they do certainly affect the punctuality of trains and the like. I would like to know, Sir, what the plans are for reducing the percentage of the over-aged engines, coaches and also wagons, and for replacing them by new ones. I have not had a clear policy from the literature that has been supplied to us. Similarly, Sir, there is a remarkable failure in certain other aspects. The Railway Board should look into them and try to rectify them. The statistics that have been provided by them are very revealing. Engine miles per engine day—goods, in use—has been 93 in 1950-51 and only 100 in 1960-61. This is regarding broad gauge. In metre gauge also it was 87 in 1950-51 and only 88 in 1960-61. Similarly, wagon miles per wagon day was 38.7 in 1950-51 and only 47.8 in 1960-61. This is for the broad gauge. For the metre gauge the corresponding figures are 31.2 and 32.1.

Sir, these are very serious lapses. So when going through the book "Performance of the Indian Government Railways" I was not feeling happy. They were trying to justify things, justify by giving excuses, but they have not given anything to show that they faced the problem, that they accepted the challenge, that they experimented and then failed. I do not see it throughout the report. It was only apology, apology and apology, and excuses. So, Sir, this is a performance which we cannot be proud of and certainly it does not do credit to the Railways or the Railway Minister or the Railway Board, and I want the Railway Ministry and the Railway Board

to take cognisance of this and then solve the problem to the satisfaction of all and show increased efficiency. We have got better and well-equipped workshops now, we have got up-to-date machines, and in spite of all these things if we have not succeeded, then there is something radically wrong with the organisation, and the Railway Board should look into and remedy the situation. There is nothing about which anybody can be quite happy, and my colleague, the previous speaker from the Congress Benches, was referring to the unpunctuality of trains, and the Deputy Railway Minister, who is here, when he has the opportunity to intervene, may bring at us statistics to show that from 79.79 per cent punctuality in 1950-51 we have 85.75 per cent punctuality in 1960-61 on the broad gauge, and for the corresponding periods we have gone up from 71.43 per cent to 82.58 per cent on the metre gauge. Statistics can be highly misleading this way or that depending on the amount of intelligence that is associated with them, and I am sure this Ministry has plenty of it. Statistics—while what they reveal is interesting, what they hide is vital. While the statistics can show that the punctuality has increased, on the other hand the Railway Board will admit that they have increased the number of running hours of mail trains. Let them give us figures as to the running time taken by mail trains in the past ten years. I am sure they have increased their running time especially on the main and important lines.

If there is persistent criticism about late running of trains, what they conveniently do is that when the next time-table revision is due they add two more hours to the time taken by the trains and even if the train arrives 1½ hours late, they will say, "We have come half an hour earlier." This is not the way in which things should be done. We are sure the Railway Board will not take shelter under this guise and tell us that punctuality has

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increased. Rather I will be happy if they face the problems. There is the question of track renewal, there is restriction on speed limit and there are other unexpected things such as floods, calamities and other things like engine failures. Let them face all these things and then tell us that they have reduced the running time for many of the mail trains. If they can then reduce it by even 2-3 hours, that will be enough. The time taken by the proposed express train from Tiruchirappalli to Tirupati will be about 25 to 27 hours to cover a mileage of about 200 and it is called express train. I am sure the Railway Administration has taken note of that and is trying to make amends for it and will really make it a fast express train.

Sir, the position with regard to punctuality of trains is very unsatisfactory and there is no use hiding it. On the other hand I would request the Administration to face it and reduce the running time of many of at least the mail trains.

Sir, another important factor that has contributed to the travelling of a number of people in this country is the new amenities that have been provided. We are extremely grateful to the Railway Administration for providing a number of amenities to the third class passengers, especially with regard to fans, sleeping berths and water facilities and other items of convenience which have been greatly appreciated. But there is one snag in it. The sleeping berths in the third class coaches are very inconvenient. I hope most of the people must have seen that. Their width is not enough. Perhaps, Sir, these third class sleeping berths were designed when Lal Bahadurji was the Railway Minister and his standard was taken up. Indeed with that width and breadth people find it difficult to sleep on. Now that Swaran Singhji has come, I am sure he will apply his standard, and our Deputy Minister also will apply his standard while redesigning the berths so that we can

have comfortable sleep and at the same time not have a feeling throughout the journey that one is likely to fall down any time. This is a small thing but I am sure the Railway Ministry will attend to it and also remedy the defects.

The Second Five Year Plan could not provide for a large passenger traffic. The passenger traffic had not been given priority—we all know that—because the Government was interested in giving priority to freight traffic. Now that we have come forward with a proposal for enhancement of fares by 10 to 15 per cent., we will now have to give them increased passenger traffic facilities also.

Sir, the country is on the lines of prosperity. With the increase of 18 per cent in the national income in the First Five Year Plan and 19 per cent in the Second Five Year Plan, and 39 per cent increase in the production of agricultural commodities and 40 per cent increase in industrial production in the Second Five Year Plan, you cannot expect people to sit down idly with all the money they have. They want to travel. Most of the trains are fully overcrowded and the passengers are not given proper amenities. The passenger trains are not sufficient to meet the demand of the people. I will appeal to the Railway Board to think and consider ways and means of reducing this overcrowding in trains and providing them more facilities.

Sir, there are one or two suggestions that I would like to make with regard to the Southern Railway, and that is with regard to the Nilgiri Express. The Nilgiri Express is one of the most important trains that connects the important hill station to Madras. But there is no sleeping accommodation for third class passengers in that train. The sooner it is done the better it will be. In this tourist season it will be very ideal. I would like them to consider that proposal.

Similarly, Sir, there is a great necessity for an additional train to

run between Madras and Erode at least during the months from April to July when the rush is very great and people find it extremely difficult to get accommodation in any of the three existing mail trains because they come from long distances.

There is one small request that I would like to make to the Administration and the Railway Ministry. There was one train running between Mannargudi and Nidamangalam on the Southern Railway. It has a mileage of 11 but that has been withdrawn since a long time. Instead they are running a rickety, old, diesel coach, and if we hear of the phenomenon of people pushing the diesel car in the middle of the track, it is the only place where you can see that phenomenon. Even now goods trains run between these two stations with steam engines. It will be easier for the Railway Administration to run a mixed train so that this diesel coach could be completely taken away and much of the trouble that is caused to the people is eliminated. I would like them to consider that.

Sir, we are extremely grateful to the Railway Administration for providing two or three lines in the South at least in the Third Plan—Manamadurai-Virudanagar and Salem-Bangalore. I am sure that it will be a great help to the people. I will also appeal to the Ministry to consider connecting Tirunelveli with Kanyakumari and Trivandrum. That will complete the link and it will satisfy the people of the area.

Sir, one cannot fail to note the high incidence of accidents which are causing grave anxiety to everybody. Accidents can happen. Nobody can prevent them but their incidence can be minimised. The high incidence of accidents in 1961-62 should be a pointer. Another pointer is the number of accidents taking place in the presence of officers in the station yard. If they have been taking proper care

and caution, how do you explain the accidents within the station premises? That aspect should be considered and examined by the Railway Board and a suitable remedy should be provided to avoid the recurrence of such accidents at least in the yards.

There are certain places where accidents seem to be common. It has been going on for years. I would like to draw the attention of the Ministry to the Katpadi-Villupuram section, Dindugal-Tiruchirapalli and Quilon-Shencottah sections in the Southern region. Every year at least 20 to 35 accidents take place over these lines. I would like to know whether the Railway Administration has taken note of this and made a scientific analysis of these accidents and tried to find out the reason for the same which are recurring periodically.

Similarly, I would like to point out that the cost of administration has been too heavy with regard to certain lines. Generally speaking, the cost of administration in the metre gauge has been very heavy and the broad gauge has been subsidising the other two gauges. If that is so, I would like to know whether the Railway Board has made a systematic and scientific examination of the reasons of high incidence of the cost of maintenance on the metre gauge. If they think that this high incidence of the cost of running it cannot be avoided, why have they not suggested to the Administration that in future new lines should be introduced on broad gauge alone to avoid high incidence of cost?

Similarly, Sir, the narrow gauge has been the problem gauge of the Indian Railways. The Railways cannot be blamed for its uneconomic running as they inherited mostly junk from the previous Railways. But I do not know what prevents them from scrapping it completely. The Railway Minister will have the support of this House. He should be bold enough to take a decision either to scrap them or to replace them with other gauges of

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railways. It is for him to decide. Going through the figures we see that whereas the income is 100, the expenditure for its maintenance is 400 in some cases and this continuous drain on the resources of the country can be stopped and the Railway Minister need not plead for more money if he can make them remunerative and abolish uneconomic lines.

Sir, the Railways have done very well. With regard to departmental catering, I might say that departmental catering has been good in spite of the fact that many people have criticised it. In the House, in Parliament, many people wanted departmental catering. Now that it has been done, they want it to be replaced. Sir, departmental catering has its own defects. I do not deny that. I do not say that it is hundred per cent perfect. Nothing is hundred per cent perfect. Now we are accustomed to certain things and we can make them improve departmental catering. I do not want to put the blame on the workers who are behind departmental catering. But, for the loss of efficiency in departmental catering the management has to be blamed and by toning up the management we can get better service. I have seen with my own eyes that managers of restaurants are completely indifferent. They never come to the restaurants. They have no hold over the administration and as such the quality has deteriorated. If the Railway Board can give instructions to these managers to be on their guard and if they have a proper check on their staff, I am sure the departmental catering will be a better success. Even today, many people like it and it only needs a bit of toning up.

The Railways have once again proved that they can take the laurels and they can cope up with the increased traffic, both in freight and in passenger traffic. The Railways have a great future and I am sure the Railway Board and the Railway Ministry will be able to solve all these problems. The skeletons from the cupboard can

be removed and they will show greater progress and certainly people will not mind paying a few rupees more and a few annas more if they are satisfied that their resources have been fully utilised for the betterment of the country and that the people have been given a fair deal.

With these words, I support the Budget.

SHRI SUDHIR GHOSH (West Bengal) Mr Vice-Chairman, I wish to set an example in brevity by making a speech consisting of about five or six sentences, to take advantage of this opportunity to draw the attention of my hon friend the Railway Minister and my good friend, the Chairman of the Railway Board, Mr Karnail Singh, to a small railway problem in the State of West Bengal, where I come from, in the district of Purulia, which is next door to the rapidly growing industrial district of Ranchi. I happen to be the Chairman of a body called the Purulia Development Board created by the State Government of West Bengal which tries to look after the agricultural and industrial development of the very backward district of Purulia.

The direct railway route from Calcutta to Ranchi is the broad gauge line from Calcutta to Purulia and then there is a meter gauge track from Purulia to Ranchi. As the House knows, the Railway Board . . .

SHRI SHEEL BHADRA YAJEE It is narrow gauge.

SHRI SUDHIR GHOSH Yes narrow gauge, I am sorry. As the House knows and the country knows, the Railway Board has done a fine job by taking in hand the laying of a broad gauge line from the Bokaro coal-fields, that is, from Chandrapura to Ranchi and from Ranchi to Rourkela which will make a very big difference to the industrial development of this region by providing adequate facilities for carrying the coal from the Bokaro coal-fields towards the industrial centre of Rourkela and also by carrying

iron ore from the Orissa region towards the projected fourth steel plant in the Bokaro area

There is a curious little railway problem they have left unsolved. The Chandrapura-Ranchi line is already a broad gauge line because the Railway Board has laid the broad gauge rail on top of the narrow gauge track which was already there but they have, for some reason or other, left a small gap of only 16 miles between Purulia and a little railway station called Kotshila. In other words, the whole length of the railway from Purulia to Ranchi is a broad gauge line with the exception of this little gap of 16 miles from Purulia to Kotshila. I do not understand why it is so. If this little gap could be filled up, then we would immediately have a direct broad gauge route from Calcutta to Ranchi via Purulia. As we all know, at present the main railway trains run from Calcutta to Ranchi by a roundabout route, that is, via Jamshedpur, and if this little gap of 16 miles is filled in, then there would be a much shorter route from Calcutta to Ranchi, which is a very rapidly growing industrial area, and will solve also the problem of the local people of that district. We are supposed to be representatives of the people here and I have this representation from the people of that area to try and persuade the Railway Minister and the Railway Board to fill in this little gap of 16 miles between Purulia and Kotshila, and thus remove their grievance. I hereby exercise whatever influence I have on the mind of my friend the Railway Minister and the Chairman of the Railway Board so that they may lay these 16 miles of railway.

SHRI S C DEB (Assam) Mr Vice-Chairman I rise to support the Railway Minister's proposals but I have some remarks to offer. One is, much has been said about the proposed increase in the fares and freights. There are many reasons for it but I think the Railway Ministry should consider the matter again because of

the criticisms made here in this House and also in the other House because, as our revered Member, Shri Sapru, pointed out, the third-class passengers will be very much hit by this increase in the fares. You know, in the modern days all kinds of pressures are there to maintain our living standards, etc. You know that people have to run from place to place to find out how to meet their difficulties, how to maintain their way of life and how to meet all the difficulties that they face in the world. They run from place to place and most of them are third-class travellers. You know that overcrowding is there and it is continuing. That problem is there. We cannot solve that problem. Why is there overcrowding? People must travel from place to place. They cannot remain static in a place. So if they are to move, they cannot afford to pay so much fare even now because already through permutation and combination—that is another thing—fares have been increased very much. If 5 P.M. you increase it by 10 per cent, the poorer sections of the people will be hard hit. So that matter also should be considered when you consider the other proposals for improvements and provision of better facilities and so on. The need to give better facilities and better amenities to our workers on our Railways should not be made the only reason for increasing the fares and thus taxing the poorer sections of the people. So this matter should be considered.

Another thing that I want to refer to is about these programmes. We are making all kinds of programmes for development. There is also the road transport system developing. But still we all know that the railways are the most important system of transport in our land. The Railways still have the first responsibility to provide transport facilities to the people. In this respect we are facing many difficulties. There is need for track renewal, need for doubling of lines and so on. There is also need for electrification of some sections and dieselisation too. All these matters are being attended to

[Shri S C Deb]

Still there are difficulties in many parts. The whole question should be gone into in a scientific manner in order to find out how we can improve this railway transport system. We know that we are making development programmes for Bhilai and Durgapur and other areas. We have planned for them already. We are prepared for that work. The Railway Ministry is paid for all that. Still there are so many new avenues for development coming forth. All these have to be met properly.

[THE DEPUTY CHAIRMAN in the Chair]

We have to increase the efficiency of our Railways. Unless we do that we cannot be proud of our railway system. After all, this is a national enterprise.

Madam Deputy Chairman, you will see that in all our discussions here we have been always laying stress on accidents and the need to avoid accidents. Still these accidents are increasing. Why are they increasing? It seems to me that there must be some inherent defect which is responsible for this state of things. We cannot say that it is due to human weakness. Of course human weakness will be there. But that way we cannot shift our responsibility.

Now, we know that another kind of difficulty is there in our railways. When passengers are moving from one place to another, either in first or second class or third class, they are being stabbed and thrown out of the running train. People die in this manner. All these things are going on. And we also see that our Railway Minister in his reply says that in such cases the persons have been handed over to the police, as if the Railways have no responsibility for the life of the people travelling in our trains. They are taking money for it and just handing over the assailant or the case to the police would not mean the discharge of the whole responsibility by the Railways. Some months ago, Madam, there was a great tragedy in a train coming from Nabadwip to

Gaya. There were some persons belonging to my place travelling in a first class compartment in that train, a lady and two or three men. All of a sudden some assailants attacked them in the running train. Three of them are dead and another has become useless or a cripple for life. And remember, that happened in a first class compartment. When such is the condition, what can we expect the people to think of the Administration? The other day we know how in a second class compartment, between Ghaziabad and Sahibabad, a woman was stabbed and her young child and herself were thrown out of the train. These things are going on. This is not a solitary instance. Life is not safe in the railway trains. So, I would request the Railway Administration to take special care in this direction and not merely hand over the case to the police. They have the responsibility to see that such things do not happen in the trains, for people think that they are safe so long as they are inside the train.

Now Madam, coming as I do from my part of the country

SHRI SHEEL BHADRA YAJEE:
Which part?

SHRI S C DEB: I mean that corner of the country which is bordering Pakistan. I have to say that because of the creation of Pakistan all our difficulties of movement have arisen. Now, there is one railway system from the plain part of Assam going to Cachar. There is the other part in Tripura and Manipur. There you have to pass through the hill section. It is called the hill sections because there are 37 tunnels there and it is a very difficult line, of course. And much of the difficulty has been caused by the Naga hostiles recently. The other day the Railway Minister said that one searchlight party was there with a pilot train and because of that people would be held up for 3 or 4 or 5 hours in that section and that a through carriage would be attached to another train so that passengers would not be put to much trouble. But nothing has yet happened. Things

continue as they were. So, the people in that part of the country feel that they do not belong to independent India. Because of their difficulties this is how they feel. Every day of their life is hazardous. They cannot travel from one place to another in pursuit of their avocations. That is the position.

And then about industries in that part of the country, I would like to point out that there is no power there and no industry can be started, as you know, without power. Power generation and industries go together. Now, though there are natural resources and all that there, no plan is being thought of and no industrialist goes to that part because of lack of transport. Should the people think that in these days of development, they should remain where they are and they should not enjoy the new life that is coming in other parts of India and that they should be deprived of all that? May I ask our Railway Administration humbly why they should not think of finding out a way for developing a new line not only to go to Cachar but also to Manipur and Tripura? Something should be done or should it be that we should be satisfied with this neglect going on and nobody should think of that area? (*Interruption*) I know and I appreciate his difficulties but we are facing difficulties. That is the thing. No solution is coming forward. What we want is some solution. After fourteen years of independence that difficulty is still continuing. Here, I beg to submit that efforts should be made to find out a new approach, a new line to cover all these areas so that no further movement difficulties are faced by the people and also by the Government. Government also faces difficulties here. For security reason, that part is most important. Cachar district is a border district, Tripura is on the border and Manipur is also on the border. What is a border place now? We are knowing from China what is our border and that should not be neglected

and every effort and great care should be taken to have effective steps for security measures.

I do not want to take too much time of the House. I would like to mention one more thing. In that part of the country, difficulty still continues in regard to the supply of pure drinking water in the trains and on the platforms. No drinking water is available either in the trains or on the platforms and the employees working there also are not getting pure drinking water. We talk of the Railways doing everything to supply drinking water to the passengers and on the platforms but no such thing is there in that part of the country. I say with all responsibility that pure drinking water is not available. Should we not think of the life and health of the people, of the passengers and our workers there?

Another thing is the failure of electricity. One fine thing is that when the train moves, there is bright light but when the train does not move, then electric current almost vanishes. Why does it happen like that? This I find in most of the trains and I have also had discussion with the General Managers in many Railways. They are also complaining that the electricity department is not working properly. Why is it so? Why should they not perform their duties with all responsibility? In the main line we find the electricity departments functioning well but in our parts we find that at times there is no current at all. You go to the station master and ask him "What is the difficulty?" A man comes and sees this and that. He repairs something and something is left unrepaired. These things are going on. Naturally, people cannot think that they are making progress in every direction.

Now, Madam, as far as the locomotives and the coaches are concerned the percentage of over-aged stock is not diminishing though we are producing coaches and engines and

[Shri S C Deb]

we are congratulating them for doing their job efficiently. It is increasing. Why? Unless you put on new engines and new coaches you cannot say that you are doing your part so far as amenities so far as the speeding up of movement, etc., are concerned. When we are producing in these various factories yet we find the percentage of over-aged stock increasing. Why is it so? Why has not the percentage gone down? Should I not ask our Administration, should I not ask our Railway Ministry, to see to these things? They are carrying on many researches and experiments and they are also giving us many reports. All these things are there but I would humbly request them to take this matter into consideration in the right earnest. Last time, we were told that spares would be put to better use. How have they been used? What is the percentage of utilisation? What steps are being taken? These are all questions about which we have not got any data as yet. We must get some idea how our spares and scraps are being utilised, what is the percentage of utilisation and what efforts are being made to improve that percentage. These are all questions for which we must have some answer. When they say that they are making proper use of the spares, better utilisation of the spares, we must have a report and idea, concrete idea, how these spares and scraps are being utilised.

SHRI N SRI RAMA REDDY Madam Deputy Chairman, railways are said to be the life-line of the nation. Certainly they are so. The stresses and strains of the post-independent period in India which the railways faced were very great indeed. Of course, being the life-line of the nation, the railways have got to play a very important role and especially so with the launching of the successive Five Year Plans, by which we have attempted to maximise production not only in the agricultural sector but in the industrial sector and other sectors as well. In keeping with the

working out of our Plans we have made tremendous progress in agricultural production, in industrial production and in every department of human activity. Without the corresponding development of the railway lines probably our development would have come to nothing at all. Viewed from this aspect, the Railways have done a wonderful job all these years. Whether it is adequate to the needs of the country's developmental programme, whether they have done all that was expected of them or not is a different matter but by and large when we take into consideration the tremendous amount of responsibility the Railways have carried we have no option but to pay a glorious compliment to the Railways.

Madam, this aspect of the wonderful job that has been done by the Railways can be measured or can be brought to the notice of the House in respect of the volume of goods traffic that has been carried by them in the one hand and also in respect of the volume of passenger traffic that has been handled by the Railways. Of course, it is very easy to criticise but it is rather very difficult to obtain a clear picture of the tremendous work that has been done by the Railways but luckily for us the Ministry has placed a wonderful document in our hands entitled, "A Review of the Performance of the Indian Government Railways" which very clearly shows what has been done during the past few years, and particularly during the Second Plan period. Therefore, it will not be out of place, I think, Madam, to refer here to some of these aspects.

Now, with regard to the volume of goods traffic handled by the Railways, a statement has been given on pages 12 to 14. It will be seen that in 1955-56 on broad gauge 4,907 wagons were loaded while it rose to 6,164 wagons in the year 1960-61 which is an increase of 25.6 per cent. Similarly, with regard to metre gauge, in the year 1955-56 it was 2,937 wagons

while in 1960-61 the figures rose to 3,593, and the increase effected has been 22.3 per cent. In terms of tonne kilometres—I do not know whether we can any more refer to miles. I believe we can only refer to kilometres—the total traffic handled was 59,576 million tonne kilometres in 1955-56 which rose in 1960-61 to 87,754 million tonne kilometres thus effecting an increase of 47.3 per cent. This, according to me, is a job well done and, therefore, it is that I rise here to pay my compliment to the Railways.

Now, let us see what the position is with regard to passenger traffic. It is well known that passenger traffic has increased out of all proportion these days and still I am sure the Railways have done fairly well. The total number of passengers carried in the year 1955-56 was 1,275 million which has risen in the year 1960-61 to 1,596 million. It works out to an increase of 25.12 per cent. Of course, I am not referring to the intermediate years because I am taking the Second Plan period for the purpose of comparison. Similarly, in terms of passenger kilometres, the figure for 1955-56 was 38,774 million which rose in 1960-61 to 48,335 million which means an increase of 24.6 per cent. Because we see every train overcrowded, probably it looks as if the needs have been outgrowing the developments in the railways. But for this, of course, we cannot lay the blame on the Railways though they could have foreseen the shape of things to come and carried out developmental work on a much greater scale than what they have done. Probably, they will bear in mind the experience of these two Plans and I am sure they will fare better. From all the overcrowding and the turmoil at the railway stations, of course, one gets the impression that the Railways have not done well but actually they have done well though not the extent that the needs of the country require at the present moment. I am sure that this aspect of the question will be

borne in mind and they will try to do their best.

Similarly, gross earnings also have risen since 1955-56 by 44.95 per cent. Thus whether it is with regard to the volume of goods that has been handled or with regard to the passenger traffic that has been carried or with regard to gross earnings, there has been a considerable increase in all spheres but still when we examine closely, we find that the finances of the Railways are not very good and I would hesitate to pay the necessary compliment to the Railways on this score. The finances have been none too good. Now, it has been said that the latest increase in railway fares and also in freight charges has been necessitated on account of the dearness allowance that had to be sanctioned to the railway employees. The entire dearness allowance does not exceed more than Rs. 12 crores or so per annum and this extra expenditure of Rs. 12 crores has necessitated the imposition of an extra burden. Of course, the public are very touchy about this. I do not know whether it was really called for. If a vast undertaking of the dimensions of the Railways could not stand the strain of Rs. 12 crores, that by itself speaks volumes about the financial condition of the Railways. This is the impression, generally speaking, one gets and I also got that impression.

Now, if we examine it, we will find that ever since the Second Five Year Plan started in this country, the capital-at-charge has been rising at an enormous rate. Instead of referring to the actual figures it is enough for my purpose to state here that the capital-at-charge has increased by 76 per cent. during the second Five Year Plan period. of course, it is inclusive of the first year of the Third Five Year Plan. It has increased by 76 per cent. This shows that our investments have been very heavy on all the developmental works of the Railways. It is enormous. It is in terms of crores of rupees. I am not able to give the figure. On the whole about

[Shri N. Sri Rama Reddy]

76 per cent. increase has been recorded in the matter of rise in the capital-at-charge. Naturally, this should have increased the gross earnings of the Railways. I do not know if I am right to expect that the Railways should have increased their gross earnings by the same 76 per cent. At any rate, I got the impression that their gross earnings should have increased by 76 per cent, but it is not the case. Now, if we examine the gross traffic receipts, it has increased only by 58 per cent. as against a 57 per cent. increase in the capital-at-charge. I do not know, but I expect the Railway Minister to enlighten me in this respect. Similarly, the gross expenditure has gone up by 53 per cent. Thus, the gross receipts have increased by 58 per cent. only against an increase of 76 per cent. in the capital-at-charge. I would like to have clarification whether this is a sound system of finance from the point of view of the Railway Ministry. These are my observations with regard to the finances of the Railways.

Now, I would like to refer to the operational efficiency. Probably, this poor state of the finances of the Railways can be attributed to the operational inefficiency which, to a certain extent is revealed in the figures given in this book. Now, I would like to refer to engine kms./miles per engine day on line, which is given here. It is 135 kms. for steam traction in the year 1955-56. It is 133 kms. in the year 1961-62. Practically, this figure has not altered at all. This is so far as broad gauge is concerned. With regard to metre gauge, it was 124 kms. in the year 1955-56 and it is 120 kms. in 1961-62. Thus the efficiency has fallen down. Anyway, these are the figures given by the Ministry. Now, the average speed of goods trains in the year 1950-51 was 17.4 kms. on the BG for steam traction. For all traction it was 17.4 kms. Again, in the year 1960-61 for steam traction it was 15.6 kms. and for all traction 16.1 kms. There has been a fall. There

has not been any rise at all. Similarly, on the metre gauge, for steam traction it was 13.5 in 1955-56 and it is 13.7 in 1960-61. For all traction, similarly, it was 13.6 kms. in the year 1955-56 and again 13.6 in the year 1961-62. So, without referring to many more details in this respect, I am forced to draw the conclusion that the operational efficiency of the Railways has not been satisfactory. At any rate, there has not been any improvement at all. Therefore, I do not know what can be done with regard to improving the operational efficiency of the Railways. I am sure that the Railway Ministry will pay attention to this aspect of the problem.

Again, the Railways have given us some figures, viz., "Comparison of wagon user on Indian and U.S. and Canadian Railways". Of course, in respect of wagons we have been doing much better than what the United States has been doing or what the Canadian Pacific Railways have been doing or what the Canadian National Railways have been doing. All the same, efficiency has not increased according to me. Therefore, it is very necessary that the Railways should do their best with the co-operation of the railway staff. They should not now grudge to work properly and efficiency must be increased all round.

Now, Madam, I would like to refer to the serious bottlenecks that the Railways have not been able to get over. The Railways have failed in certain respects for which the Railway Ministry cannot probably be condoned. According to me the serious shortfall in the production, in the national output, has really come out of the failures of the Railway Ministry, especially in the matter of transport of coal. There is not a single place that I have seen of any industrial importance where coal shortage has not been felt. As one interested in the industrial development, the problem has been gone into by me as well as could be. Still I find that the Chairman of the Railway Board says that there have been enough

wagons The fault is that there has not been production in the collieries. Then, the colliery people say "There is nothing wrong with us. We have been producing enough coal. Only the Railway Board has not made arrangements to transport coal from the collieries." Then, our hon. Minister of Railways says in his Budget Speech that probably there has been a certain amount of shortage of wagons for transporting coal. I do not know on whom this blame has got to be placed. Now, I am confused and am getting worse confounded when I hear two types of charges levelled against one another. It ought to have been foreseen by the Railway Ministry how the country's coal requirements have been increasing with the increased tempo of industrial development in the country. Therefore, we would like to see that the Railway Ministry is not any more subjected to criticism on account of this lapse in the matter of transport of coal to the required places. This is a very very important aspect of the entire responsibility of the Railways. Therefore, I specially invite the attention of the Railway Minister to this aspect, and I am sure that in times to come this lapse will not be felt, lapse of a very serious kind. It means that the national output is going to be reduced on account of fuel failure, and, therefore, their responsibility is all the more great.

Now, apart from coal, the other day I saw in the papers some comments made that the ingots they manufactured in the Bhilai Steel Plant could not be moved and, therefore, the Plant authorities were planning to slow down the process of manufacture of the ingots. Can this be imagined? I have not seen the Railway Ministry denying this charge. The comment was there in the papers only a week back, and what has the Railway Minister to say for this? If steel is not removed and consequently the production in the Bhilai Steel Plant has got to be slowed down, what can be worse than this? Will

the Railway Minister, therefore, give his utmost attention to this, and will he also be pleased to give suitable answers in his reply for this?

Madam, I singled out coal and steel to show the failure of the Railways. I would also like to refer, in the context of the poor finances, as I would call them, of the Railways, to ticketless travel which is another great problem. This problem of ticketless travel has been growing almost with the development of railways, the greater the development the greater the ticketless travel. Madam, I saw the other day a very interesting note in the papers—I think it must be in the "Times of India". A survey was said to have been conducted in the Northern Railway among three hundred ticketless travellers that were found. What was the composition of those three hundred? Was it the poor man or the beggar or was it a man well placed in life that was travelling without ticket? I do not know. It is for the Railway Minister to say. I am only speaking from the paper cutting. My entire authority is the paper cutting. It is for the Railway Minister to say whether it is true or not. Out of the three hundred that were found, there were magistrates who were found to be ticketless travellers—magistrates, here is the paper—and then there were teachers, and then there were students, and worst of all your own railway servants, and police. What more do you want? It is corruption of the worst form. Madam, and the sooner the attention of the Railway Ministry is given to this aspect the better.

Madam, I was travelling from Hardwar to Delhi only yesterday. This is not a case of corruption that I am referring to but a peculiar experience that I had only yesterday. At Hardwar there was a ladies' compartment, third class compartment reserved for ladies. Naturally, when the board was put there as "Ladies" it was meant for ladies only, but I saw policemen who were probably

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sent there for duties in connection with the Mela at Hardwar, a huge number of them, rushing into that compartment, and they literally pushed the ladies out. This is what I have seen myself, they pushed the ladies out and they pushed in their articles. What safety is there? If policemen do this, what safety is there? Anyway the Railway Minister might say, 'It is the policemen who did it. What can I do? You can complain to the Home Ministry.' But this is what has happened. I could not stand that, ladies being pushed out by the police, and so I went to the guard and said "Are you the guard?" "Yes." "Here is what is happening. The ladies are being pushed out. They are being dragged out of the third class compartment and the police have got in and occupied it." That guard did not care for it, he was an indifferent man. He said "I do not know. I cannot do it. You go and complain to the station master." I said "It is not for me to complain to the station master. You are in charge of this entire train"—that was Dehra Dun Express—"you are in charge, you must take suitable action." He said "Oh, if you want your ladies to sit there, you must go and do that." That is what he said. Then I said "All right, I shall see what should be done to you." I was forced to reveal my identity that I was a Member of Parliament. The moment my identity was revealed to him he took action. The train was delayed. I should think for about half an hour. The guard would not permit the train to move until the police vacated that ladies' compartment. This happened only yesterday. Why I am inviting the attention of this House to this is to show that such things are happening. The police illegally occupying a ladies' compartment was itself wrong, but the police travelling without tickets was much worse. That is what I was driving at.

The same paper estimates that 90 lakhs of people travelled without ticket and loss to the Railways was about Rs 5 crores annually. I want the Minister to say "yes" or "no" to that statement. If Rs 5 crores is the loss to the Railway Ministry due to this, how can the finances of the Railways be very sound? Therefore, this ticketless travel problem has been a very nasty problem so far as the Railways are concerned. Proper steps, therefore, should be taken. I see any number of ticket-checkers come and check. That is my experience. I was never left unchecked. That itself shows some improvement, but really if Rs 5 crores is lost by the Railway Ministry, it is something very serious. It calls for the immediate attention of the Ministry. The present method of dealing with ticketless travelling is none too satisfactory. Some more deterrent punishment is called for. I should think that if any of the Government staff were found to travel without ticket, suitable disciplinary action even to the extent of dismissing such persons should be introduced. Some method must be introduced, some deterrent punishment is called for to check this ticketless travelling. Therefore, I invite the attention of the Minister to this aspect of the problem.

Now having dealt with this problem, I would like to come nearer home, that is, my own home State of Mysore. I would like, first of all, to thank the Railway Ministry for having taken immediate action on some of the suggestions that I made during my speech on the last Railway Budget. They have undertaken the construction of six railway under bridges within the populous City of Bangalore, they have undertaken some work. I really thank them for that. But what has been mortifying to the Mysoreans particularly and to the South Indian people generally is that the Hassan-Mangalore line proposed to be taken up has been dropped. This was not what was expected. Even the Deputy Minister

from Madras gave out a statement that the Hassan-Mangalore line was going to be taken up. Now, it is said that it has not been included. No mention of it is made anywhere in the literature that has been supplied to us, and I was sadly disappointed too. The Hassan-Mangalore line is a very, very important line in order to develop the mineral trade of the Mysore State and this work for which even sanctions were made for preliminary estimates, etc., has not been taken up. This is a very sad disappointment which, I am sure, the Railways will not cause and I hope they will take it up. To say that it depends on the question of taking up the work of development of the Mangalore Port, etc. is a very lame excuse. Work on the Mangalore Port must be undertaken, this laying of the new railway line from Hassan to Mangalore must also be taken up.

DR A SUBA RAO (Kerala): The former Railway Minister is now, after all the Transport Minister and so, they can get the sanction very easily.

SHRI N SRI RAMA REDDY: All right, very good. Let him kindly do that.

Sir, having drawn the attention of the Railway Minister to this problem, I would like to invite his attention to more serious problems. Let alone their not putting up a new railway line, taking away a line that has already been put up is a very serious thing to the Mysoreans. This certainly shall not be done. The Talguppa-Sagara line is of a short distance of nine miles. They want to pull out the rails and want to use them elsewhere. This is the latest report. If this is true, I detest the proposal of the Railways.

The DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): Which line?

SHRI N SRI RAMA REDDY: The Talguppa-Sagara line. It is only of a

distance of 9.4 miles and this is an important line. Mysoreans would rather like to put all the pressure that they can in order to extend the line from Sagara to Dandeli where there is a big paper mill, where there is already a line, and from Dandeli to Karwar from where you are supposed to come, Madam. Even if it means a loss of revenue, these nine miles should not matter anything at all. Therefore, we are hoping that a day will come very soon when Sagara will be connected to Dandeli, Dandeli to Karwar and Karwar to Goa. That is what we are expecting. Instead of that, if you consider that this line of nine miles is useless on the ground that it is not profitable or that it is not revenue-yielding, I should think that this makes a very sad story. I earnestly hope that this will not be done.

While speaking here on the Railway Budget last year, I requested the Railway Minister to give his kind attention to the problems of the City and Cantonment Stations at Bangalore. Of course, I also understand from papers that some work is going to be undertaken. Bangalore is a beautiful city and the railway station as such is Victorian in appearance. Of course, 'Victorian' is too big a term for it, it is a very old, outmoded building which requires to be remodelled.

THE DEPUTY CHAIRMAN: I hope you will finish your remarks by 6 p.m. sharp.

SHRI N SRI RAMA REDDY: All right, madam. I will do so.

The Bangalore City Station requires to be remodelled very urgently to give it some aesthetic appearance. Similarly, the Cantonment Station also is probably a century old. This station was built at the time when the railway line was laid and since that period, nothing has been done to improve it. I have seen every other railway station being remodelled.

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right from Bangalore to Delhi. While I travel by train, I see that every station, even smaller stations, being remodelled. I do not know why the Railway Ministry is not kind enough to look to the Bangalore City and Cantonment Stations both of which require to be remodelled to suit the present-day tastes of the people.

With regard to the amenities to the railway colony people, I was talking last year about the provision of electricity and water to the houses etc. Some work is being done. I thank the Railway Ministry for the kind attention that they have given here. Now, Madam, there is a school. It is a very important thing—of course, important for the Socialistic State that we are proposing to establish in this country—that all the children must be educated. In what is called the BG Colony in Bangalore City, there is a one-teacher school with a huge number of boys and girls. I do not know how a single lady teacher could teach all the pupils that I found in that school. That leads me to believe that the question of primary education which is being handled by the Railways is being done very half-heartedly. There is a single teacher there. There are nearly 200 pupils. How can you expect a single teacher to teach all the students? When I questioned the local authorities about it they said that not more than a single teacher would be given according to the rules of the Railways. This is wrong. You can as well not give any teacher at all, instead of giving a single teacher for nearly 200 pupils. I do not know exactly the number of the boys and girls that I found in that school. If this is the type of education that you are giving, you

better not give it. Either do it very thoroughly or do not do it. This job of giving primary education is very important from the point of view of the country's interest as well and we cannot neglect it and much less, the Railway Ministry can neglect it. You afford so many facilities. The amenities that the people are getting have risen by 144 per cent since the Second Five Year Plan. That is what I have found in the book and why do you grudge giving this primary education which is very vital from the point of view of the national interest? Therefore, I invite the attention of the Minister to this primary education problem which is being dealt with by the Railways.

I thank you very much, Madam, for the kind indulgence shown to me by you and close my small speech.

6 P M

THE BUDGET (GENERAL)—1962-63

The DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI B R BHAGAT) Madam, I beg to lay on the Table a statement of the estimated receipts and expenditure of the Government of India for the year 1962-63.

THE DEPUTY CHAIRMAN The House stands adjourned till 11 00 A.M. tomorrow.

The House then adjourned at one minute past six of the clock till eleven of the clock on Tuesday the 24th April 1962.