

coal pilot had started, from Dhanbad towards Kusunda, necessitating setting of the points for the main line. The Cabin staff, on realising that the wagons had rolled down made an effort to alert the gateman on duty at the level crossing gate so that it could be closed against road traffic, but before the gateman could do so the wagons had collided with the road vehicles.

A senior officers' enquiry has been instituted to enquire into the cause of the accident.

MR. CHAIRMAN: We express our sorrow and sympathy with the members of the bereaved families and hope that those who are under treatment will soon recover.

PAPERS LAID ON THE TABLE

REPORT (1960-61) OF THE UNIVERSITY GRANTS COMMISSION

THE MINISTER OF EDUCATION (DR. K. L. SHRIMALI) : Sir, I beg to lay on the Table, under section 13 of the University Grants Commission Act, 1956, a copy of the Report of the University Grants Commission for the period April 1960 to March 1961. [Placed in Library. See No. LT-22/ 62.]

THE CONDUCT OF ELECTIONS (SECOND AMENDMENT) RULES, 1962

THE DEPUTY MINISTER IN THE MINISTRY OF LAW (SHRI R. M. HAJARNAVIS) : Sir, I beg to lay on the Table, under sub-section (3) of section 169 of the Representation of the People Act, 1951, a copy of the Ministry of Law Notification S.O. No. 965, dated the 31st March, 1962, publishing the Conduct of Elections (Second Amendment) Rules, 1962. [Placed in Library. See No. LT-6/62.]

LEAVE OF ABSENCE TO SHRI ANSARUDDIN AHMAD

MR. CHAIRMAN: I have to inform Members that the following letter dated the 16th April, 1962, has been received from Shri Ansaruddin Ahmad: —

"I beg to state that the long journey by train back home from Delhi after attending the last session of our House put a strain on my health and it worsened on arrival here, as I got a bad attack of cold and cough from which I have not as yet recovered fully. In this weak condition of health I do not feel fit enough to take the arduous journey back to Delhi to attend the present 38th Session of our House. I beg therefore of you and my colleagues in the House to excuse my absence for the whole of this session from the House and grant me leave of absence for the same period."

Is it the pleasure of the House that permission be granted to Shri Ansaruddin Ahmad for remaining absent from all meetings of the House during the current session?

(No hon. Member dissented.)

MR. CHAIRMAN: Permission to remain absent is granted.

THE BUDGET (RAILWAYS), 1962-63—continued

SHRI M. RUTHNASWAMY (Madras): Mr. Chairman, it is as a large and frequent consumer of railways that I wish to take part in this debate. I prefer railway travel to travel by air because apart from the ultimate argument that if anything happens in the case of a railway accident some part of the body may be recovered but in an aeroplane accident nothing may be recovered and one may be cremated before one could get a decent burial, railway travel is

[Shri M. Ruthnaswamy.] quiet, leisured and instructive. Unfortunately, my first contract with the present Railway Administration has been through an accident. During my journey to New Delhi to assume office as Member of this House, I was detained for four hours at Kazipet Junction because at some place between Kazipet and Ballarshah an engine and goods train had come into a head-on collision. We were detained for four hours at Kazipet and at the place of transshipment another four hours. I must congratulate the Railway Administration on the way they met this breakdown. Everything was arranged for the transshipment of the passengers. We got the same kind of berths we had in the original train. Coolies were found for us and everything was done to meet the consequences of this accident. But I should have congratulated the Railway Administration more if they had avoided this accident rather than trying to meet the breakdown which was consequent on this accident. Talking about accidents, Sir, it is unfortunate that in the year 1961-62 in the course of six months there were 1,885 accidents. Of course it is very easy with statistics to show that 1,885 accidents are not many with a population of 400 millions but the consequences of these accidents are felt by those who suffered from them. Now, what are the causes of these frequent accidents on our Railways? A recent Report says that 99 per cent, of these accidents are due to failure of personnel. Has any enquiry been made by the Railway Administration into the causes for the failure of the human factor on our Railways?

The other day a Member on my right—he really ought to be on my left —pointed to the fact that engine drivers were overworked on our Railways. I also learn that the former intimate connection between an engine driver and his engine has been cut off*. Formerly an engine was allotted to an engine driver for a considerable period so that he took a personal interest in

the engine, looked after it as his own wife or child and thus was able to secure *the* maximum service from his engine. Whether it is due to the desire to implement the socialistic pattern of society or to introduce equality between engines and engine drivers this intimate association of the engine with the engine driver has been broken. Everybody's engine is nobody's engine and so that close and intimate care which engine drivers used to take of their engines has come to a stop and that may be one of the reasons why frequent failures of engines are taking place. Or is it on account of the remote control which has been introduced in recent years, signals being operated from one central place? In the old days I believe the individual station master found out for himself by telephone or by telegram whether the line was clear from the stations on either side. With regard to these accidents, also the complaint has been made that the enquiry into the cause of accidents is not quick enough and what is worse the offenders are not punished as they ought to be. Now, if this kind of thing is allowed to go on, if discipline breaks down among our railwaymen, how is it possible to prevent these frequent accidents? Is this remote control the result of the regional integration which took place a few years ago? Regional integration of railways is no doubt good. It is conducive to economic administration and efficient working of the Railways. But with this regional integration there ought to go also local decentralisation in executive action. The other day the Member to my right pointed out that for securing certain parts, the workmen of the Railways, engine drivers and others, had to go to a central agency. Would it not be possible to decentralise our workshops so that, parts of our engines may be available when and as they are required?

The most important and striking-feature of the Railway Budget this year is the increase in fares and freights. I would like to ask if that

is the only way of meeting the cost of our Railways. I would like to point out that as much as Rs. 69 crores, are contributed by the Railways to the General Revenues. Now, this contribution, if I am not mistaken, which began in 1924 was the result of the suspicion which. Members of the Legislature of those days, representatives of the people had as to the way the profits of the railway companies managed by foreign companies in those days were used, whereby the surplus profits would go to increase the dividend payable to foreign shareholders. I would like to ask whether this contribution is justifiable in modern circumstances when all our railways, the whole railway system has been nationalised and the railway system has become a public utility service. It is not merely a nationalised industry, but is really a public utility service. It should, therefore, not be made a large profit-making concern, and the surplus which is available with the Railways ought, I think, to be ploughed back into the railway system so that the working of our Railways might be improved.

SHRI K. SANTHANAM (Madras): No interest is paid on capital.

SHRI M. RUTHNASWAMY: Apart from interest on capital, there is also some surplus out of the profit made which is payable to the General Revenues.

SHRI K. SANTHANAM: Half per cent.

SHRI M. RUTHNASWAMY: Whatever it is, even that small portion ought to be ploughed back into the Railways instead of being made a contribution to the General Revenues. I am sure the Minister of Finance will not welcome this proposal, but I think if we look upon the Railways as a public utility service, rather than as a purely profit-making institution, it would be possible to reduce this contribution to the General Revenues, if not altogether at one stroke, gradually, say Rs. 10 crores this year, Rs. 20

crores next year and so on, till a very small proportion of the surplus profits goes to the General Revenues.

Then, there comes the question of the relation between rail and road traffic. The increase of the rates in our passenger fares and goods freight will certainly encourage the use of roads and I am sure if this increased use of roads for goods traffic goes on, the Railway Administration will be tempted to put some restrictions on the use of roads for goods traffic. I hope they will not do this because the Railways should not have a monopoly in transport. They should work on competitive lines with roads. It is only this kind of competition that will promote the efficiency of the Railway Administration.

Turning to the possibility of improvements in the Railway Administration, may I say how much remains to be done yet to improve the amenities for passengers? The condition of carriages, even First Class carriages, continues to be far from satisfactory. In my recent journey to New Delhi I found the need for carrying a bag of carpenter tools with me because one of the glass windows got jammed and it was impossible to pull it up. I had to have recourse to an Air Force Officer who was travelling with me, who brought from his suitcase a large knife and with that knife we were able to pull up the glass window.

Corridor coaches are another new invention of the Railway Administration. Corridor carriages are all very well in Europe and Western countries where the journeys are very short. But in our country where the journeys are so long, corridor carriages are a great inconvenience. It is difficult to get into them. It is more difficult to get our luggage in. And there are only two lavatories to serve about twenty-five passengers and very often we have to stand in a queue.

As for the chronic overcrowding in first class carriages, it was one of the-

[Shri M. Ruthnaswamy.] routine complaints of the representatives of the people against the old British Railway Administration. It is tragic to find that this complaint has still justification in these years of freedom and independence. More Janata Expresses ought to be run. Our tracks ought to be doubled to enable this. And coming from the South, I should like to bring to the notice of the Railway Administration the great sufferings incurred by pilgrim passengers from the North who go to the famous pilgrim centres of Madurai and Rameswaram. At Madurai there is no large waiting room for these passengers, with facilities for bathing and other conveniences. At Rameswaram there is no waiting room at all for the thousands of pilgrims who come from northern India. Some years ago when I was asked to do some touring on behalf of the Railway Administration to explore the possibilities of improving the amenities of tourists in this country, I proposed that first of all the Rameswaram railway station should be reconstructed and that large waiting halls should be provided for the thousands of pilgrims who come from the North.

As for amenities for the employees, we find that only a little over thirty per cent, are provided with housing. Now, the Railway Administration boasts that it is the largest industrial employer in this country. One of the social obligations of a modern employer is that he should provide decent housing accommodation for as large a proportion of his employees as possible. I think the Railway Administration should see to it that within the next five or ten years all its railway employees are found decent housing accommodation. As for improvements to the railway system itself. I have already spoken of the need for double tracks. I congratulate the railway administration on having taken up the development of double railway tracks. They ought to increase the number and mileage of these double tracks so that not only

movements of passenger trains could be facilitated but also the chronic traffic block that takes place in regard to goods traffic might be minimised.

More lines are required especially for short distances. I think we at present have all the long distance lines that we need except perhaps that a second alternative line direct from Madras to the North, say, to Kanpur should be found in order to improve the traffic between the North and the South. There ought to be more lateral lines especially in the southern regions, and especially the new port at Vizagapatam and the port-to-be at Tuticorin should be provided with feeder lines that will develop the traffic between the hinterland and the ports.

Another improvement which was also suggested by my friend from the right was 'the increased dieselisation of our engines. Our Oil Minister touches nothing that does not turn into oil, and I am sure the increased production of oil could be used for the dieselisation of our engines so as not to put an undue strain upon the transport of coal.

Another improvement that I would suggest is that there should be more marshalling yards which again would be useful in reducing the traffic block of goods trains.

Sir, I think I have said enough to show that our railways are not only a great nationalised industry but they should be treated as a great public service. Not profit making but increased service to the public, to the third class passengers, to the poorer classes of our passengers, should be the great ideal of the railway administration. I hope as the years go by it will become less and less a profit-making institution and more and more a service-rendering system.

SHRI M. C. SHAH (Gujarat): Sir, in the literature supplied to us by the Railway Ministry, in one of the booklets, this Ministry has claimed that it

has ample facilities to haul the supply of coal to the western parts of our country. In one of the press releases of the Ministry of Mines it has been stated that there is sufficient coal at the pitheads and, therefore, the industries should not suffer for want of coal. Sir, looking into these two statements of responsible Ministries, coming from Gujarat, I have personal experience of the shortage of coal in that part of our country. Gujarat is a new State, and the Gujarat Government is trying its utmost to invite new industries for the welfare of that State.

[THE DEPUTY CHAIRMAN in the Chair]

As a matter of fact we have a very good response for new industries in "the State, and our unfortunate experience has been that during the last four or five months our industries have suffered very much because of the shortage of supply of coal. In spite of the statements of these two Ministries, Railways and Mines, it is our experience that several industries had to close down for certain days in the month and certain shifts were reduced, and even the power station? suffered due to shortage of coal. It is therefore very necessary that there should be close co-ordination between these two Ministries, and the industries should not suffer for want of coal. Big industries are coming up in Gujarat, industries investing about Rs. 8 crores to Rs. 10 crores, but when they find that there is shortage of coal, they are very much hesitating and every day they make representations to the Government that something should be done to assure them of a regular supply of coal.

Sir, in Gujarat we tried several ways to assure these industries that they will not suffer due to shortage of coal. There was a scheme of creating dumps at certain places. That scheme did not materialise. Then we were told that coal would be supplied to ports in Saurashtra and some arrangement would be made to see that the

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extra cost that would have to be incurred by carrying coal to the ports of Saurashtra would be subsidised to some extent. That also has not materialised as yet. Thirdly, Sir, several industries tried their utmost to see that they did not suffer. I know personally that the Gujarat Government had to contact the Controller of Coal practically every day by telephone and by telegrams, and even then the results were not satisfactory, and the Gujarat Government had to depute one officer permanently to Calcutta to see that coal was supplied in as satisfactory a way as possible. In spite of all these efforts Gujarat still suffers from shortage of coal. I would, therefore, request both these Ministries of Railways and Mines to have a close co-ordination or a high power Committee to look into the requirements of coal for the industries in the western parts of our country.

Railways, Sir, claim that they have sufficient wagons for haulage of coal. But I know that in Gujarat 2400 wagons were allotted for its industries, but this number has been reduced to 1600, and yet we are told that there will be no shortage of coal. I would request the hon. Minister to see why these 2400 wagons were reduced to 1600 for Gujarat.

We were told that coal will be supplied through ships, and the Government of India agreed to give two ships for the haulage of coal. But when there is such a great reduction in wagons, two ships will not be in a position to carry the necessary quantity of coal. I would, therefore, urge that six ships or at least four will be required to carry coal to the ports of the western parts of the country if the industries are to survive. Otherwise in a new State like Gujarat it will have very undesirable effects on new industries, and the atmosphere that has been created of co-operation and of new industries coming up will be vitiated to a very large extent I remember some cases when some rakes with coal were forwarded to Gujarat but in the midway the Rail-

[Shri M. C. Shah.]

ways required them and those rakes were diverted for railway purposes and the industries were left without any coal for days together. I would therefore urge again that a high-power co-ordinating committee may be set up to see that the industries do not suffer for want of coal, especially as we are experiencing in Gujarat and the western part of the country. That should be done and an assurance should be given that wagons will be available. Coal is available at the pits. I do not understand why the industries should be made to suffer because of lack of co-ordination. I therefore urge that necessary steps may be taken for co-ordinating the supply of coal to the industries in Gujarat and other parts of the country.

Then, I would like to refer to another point. It has been said that the Railways will be having Rs. 21-26 crores in 1962-63 by way of new taxation. A break-up has been made and it is said that the upper class passengers would contribute Rs. 147 crores and the third class passengers Rs. 9-99 crores. The yield from goods traffic will be Rs. 9.80 crores. I ask whether it is desirable to burden the third class passengers with this amount of Rs. 9.99 crores. And what are the new amenities that are being provided for the third class passengers? Madam, I would require the Ministry to tell us in clear terms what the number of third class passengers travelling by our railways in the country is and what the seating accommodation provided for these passengers is. Members of Parliament have been travelling by air. I would request them to travel by the suburban trains of Bombay during peak hours. I would request anybody to travel even in the first class and see whether that journey is comfortable or that journey is befitting a human being. The same thing happens in all the railways during certain seasons, as for example, in the months of April and May when there will be vacations, when there will be marriage ceremonies. It is utterly repugnant to see how the third

class passengers are huddled together in the railway compartments like sheep and cattle. When we are not going to provide even sitting accommodation for our third class passengers, may I ask what justification we have in asking them to contribute about Rs. 9-99 crores for our Railways for 1962-63? The main burden falls upon them. They have suffered and suffered for long years. Is it fair? Perhaps we might say that they are used to this travel. We have a pamphlet suggesting what are the amenities that are provided for the passengers in the year 1962-63. It is very well to read these things in a book. But I would invite any high officer of the Railways to travel in the third class for about a couple of hours. In these days of summer heat people have to travel even on the roofs of the railway coaches. In the pamphlet that was given to us, regarding the accidents on the railways the passengers were blamed—why should they travel on the roofs of the coaches? Is it any luxury, is it any pleasure for them to travel on the roofs of the coaches? They are compelled to do it. There is no other alternative for them. Therefore I would urge most emphatically that the Railway Ministry should provide at least sitting accommodation for third class passengers and then they should think of throwing some burden on these passengers. Otherwise, there is no justification whatsoever and we will be doing something which will be undesirable, which will be repugnant to the public at large if this burden is thrown upon the third class passengers without giving them any further amenities which they deserve in a very large measure.

THE DEPUTY CHAIRMAN: Mr. Shah, you have three minutes more.

SHRI M. C. SHAH: Yes, Madam.

Then, another thing is, we have a train from Ahmedabad to Bombay. It is called the Gujarat Mail. It is run by the Western Railway. There is another similar train run by the Central

Railway from Bombay to Poona. Compare the facilities and the amenities in the Central Railway and the Western Railway. The traffic and the yield to the Railways from Ahmedabad to Bombay which are the two highly industrialised cities of the country are very high but in spite of it, old second class coaches were converted into first class coaches. Then the journey is of eight hours from Ahmedabad to Bombay. The journey from Bombay to Poona is only of four hours. Compare the facilities provided to the first class passengers in the Central Railway from Bombay to Poona and the facilities provided to passengers travelling from Ahmedabad to Bombay in the first class. They cannot stand any comparison. Therefore, I request that the Western Railway may be asked to look into this, and the passengers should be given more amenities in this travel.

Thank you.

SHRI NIREN GHOSE (West Bengal): Madam Deputy Chairman, I wish I could but I think that no countryman would be able to congratulate the Railway Minister for the wonderful bouquet he has presented to the nation in the form of enhanced freight rates and fares, adding to the miseries of the people already downtrodden. I think it is neither necessary nor justified. It is not necessary because it can be taken from the Railway Revenue Reserve Fund which has accumulated to the tune of more than Rs. 53 crores. It can be adjusted from the abnormally high appropriations to the Depreciation Fund or it can be adjusted in some other fashion. We should also remember that the charges on the Indian Railways are probably the highest in the world, compared to the income, the economic capacity of the Indian people. It is true that the charges are higher in the United Kingdom or in the United States of America. But there the *per capita* income is many times higher than that of India. Even the freight structure is devised in such a way as to benefit big business and big industrialists to

the detriment of the small and medium traders. For example, in the larger percentage of increase for short distance traffic, it would act to the disadvantage of the small and medium traders, businessmen and industrialists because it is they who cater to the local market. In the old days the Britishers were using the railways as a profiteering concern and used to plunder the people. Our Government is continuing the same thing with greater emphasis. Needless to say, if you want to plunder the people in order to benefit big monopolists foreign and Indian, and rob the common people, then say so; tell us plainly. Then I should think it is building up a socialistic pattern of society with vengeance.

Then with regard to the average railway performance, there is nothing to boast about it. From the figures you will see that they have only completed 50 per cent, of their Plan targets as regards laying of new tracks, renewal of tracks, double tracking, manufacture and supply of wagons, locos, passenger coaches, and all that. Here are the figures of targets fixed, and actual performance. For laying of new tracks the respective figures are 842 miles and 698 miles. For renewal of tracks the corresponding figures are 8,000 miles and 4,416 miles. For double tracking they are 1,607 miles and 190 miles. For manufacture and supply of wagons they are 1,07,277 and 67,673. For locos they are 2,564 and 1,704. For passenger coaches they are 11,575 and 4,801.

In the matter of wagon shortage for coal traffic out of 8,307 wagons, after fully meeting the demands of the three steel plants and meeting the demand of the railways, only 2,609 wagons are left for other consumers of coal. How can the trade and industry go on in our country with this small allocation for that purpose? So is it not high time that a moratorium should be declared on the large-scale appropriation to the General Revenues

[Shri Niren Ghosh.] and a high-power committee should go into the entire question of railway administration?

Coming now to the question of labour, yes, the papers they have given us speak of the performance of the Railways. But whatever performance there is, it goes to the credit of the employees or the staff. Just see, for a 100 per cent, increase in goods traffic in net ton miles, and 25 per cent, increase in passenger traffic and 84 per cent, increase in capital outlay, there has been only 70 per cent, increase in working expenses and the labour force has been increased by only 2,47,161, that is to say, comparatively speaking, there is fewer staff and the staff has worked miracles, and instead of taking pride in the railway staff, who have performed miracles for our country, in implementing our projects and all that, they say that they are the villain of the piece and because we have to give them a small increase in dearness allowance we do have to increase the freight rates and passenger fares. Is it fair? Have you ever given the labour a fair deal? Just see, out of the 11½ lakhs of staff, 2 lakhs temporary staff have been demoted and promotion to permanent staff has been stopped and permanent vacant posts are not filled.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN) : That is absolutely wrong.

SHRI NIREN GHOSH: According to my information they have not been filled.

I shall come to the case of accidents and then you will see what happens. Now 4.46 lakhs are casual staff drawing a pittance of Rs. 30—39 per month. Even the Minimum Wages Act is not applied to them. There it is said that at least Rs. 60 per month on the basis of 30 calendar days they have to receive. Is what you do fair? That is how you administer the railways. Now it is no wonder that these fewer staff with so much of burden

are completely fatigued and tired and have become victims of tuberculosis; T. B. patients have increased. Among Class I officers there is not even a single case of T. B. Among Class II staff there are only 2, whereas among Class III staff there are more than 1,000 and among Class IV staff there are at least 3,455. That is the position; you have reduced these employees to this stage, and this staff have earned for you crores and crores of rupees and they have given performance beyond their physical capacity, and for a small increase in their dearness allowance you say they are the culprits and it is because of them that you are going to impose these new levies in the shape of enhanced freight charges and passenger fares.

Now there is a peculiar thing in the railways; democratic rights and trade union rights are progressively being whittled down. That is the position. You would be surprised to hear that article 311 of the Constitution used to be employed till recently even to discharge a sweeper saying that the President is pleased to discharge so and so sweeper—without assigning any reason. Everybody knows that this article was framed so that the President can intervene if a Commanding Officer or a General goes astray or there is something of a very serious offence committed at the top. Now it has become simply ridiculous to use this provision in order to discharge these employees. So they have resorted to another trick and that is rule 149 of the Establishment Code where-under they compel the employees, the new entrants, to enter into a contract with the railway administration that they can terminate their services with *one* month's notice or one month's wages in lieu of notice. Who suffers? Whenever they see that certain trade union officials of a railway workers' union press for their demands, they use this provision against such railway employees, and you cannot do anything and they have not to assign any reason for that. So the employees suffer. Not only that; action is

taken on political grounds also. Whoever they suspect of any political affiliations, they terminate their services with the help of this rule 149. There is no appeal and nothing can be done. The High Court was moved and they said: "We are bound to safeguard the contract. It is a service contract and so we are bound to safeguard it." So it proved infructuous. Moreover, in case of accidents, the General Managers say: "You would fire us in Parliament, but before you fire us, we will fire some seven innocent employees." This is how they do and this thing is being utilised in this fashion. In olden days, in the British regime, from personal experience I may tell you that railwaymen used to form their unions and agitate for their demands. They used to attend political meetings even, and mix with ordinary people like us, but no charge used to be framed against them. Now-a-days, even on the slightest pretext that somebody is affiliated with the Communist group or the leftist group his services are terminated forthwith with the help of this Code, and there is no justice. You would be surprised to hear that a charge-sheet was framed against an employee, three years after, that he went to some political meeting to listen to some speeches, and he was charge-sheeted after a lapse of three years.

Similar is the case with the Chittaranjan and the people of West Bengal call it a prison township. Section 144 has been applied there for years and years together. Even the elected M.L.A. from that constituency cannot hold meetings there in order to be in contact with his electorate. That is the position in Chittaranjan. They say that it is a poetry in cement and steel, but it is a poetry in blood and tears.

SHRI LOKANATH MISRA (Orissa):
Nationalised industries are being kept safe.

SHRI NIREN GHOSH: Even foreigners visit them, the Britishers visit them, but you are afraid of your own people it seems.

SHRI LOKANATH MISRA: I am with you.

SHRI NIREN GHOSH: Then you support me, it seems, that our national Government is more afraid of their working class, their own staff, than even the Britishers used to. This is the position which I see. They would not concede the railway trade unions their elementary democratic rights since they want to reduce them to human robots and at the same time expect them to perform miracles in implementing the projects and all that. This is the position. And you speak of democracy after reducing democracy to a mockery. So I think this should be revised and the Railway Minister and the railway administration should seriously think about it, what to do. You know the cases of victimisation of workers. During the last general strike scores of them had been suspended and thousands had been demoted. Their promotions have been stopped. They have been transferred to other places and all that. And on the floor of the House they had assured us that nobody would be punished for participation in the strike. Where is that promise? Have you honoured that promise? I think you have not. That is the position with regard to that.

Coming to the passenger amenities and all that, many hon. friends have mentioned about that point. I too would like to mention something from my personal experience. In the Ba-rackpore belt in the Sealdah Division, I know that people have to travel on the roofs of the trains in order to return to Calcutta. They are herded in such a fashion that they cannot even alight at stations. Before some of them are able to get down the train starts. That is the position. There are no arrangements for fans etc. during the hot summer season. The passengers who have

[Shri Niren Ghosh.] brone the main brunt of increase through passenger fare earnings—during the last three or four years the earnings on account of third class passengers have gone up by at least Rs. 32—35 crores—for them absolutely nothing has been done. On the wayside stations there are either no sheds or they are uncovered. During the rains the passengers get completely drenched. That is the position.

Madam, the earnings from the first class passengers have gone up by only Rs. 2 crores. I know that it is difficult to remove all the complaints and grievances of the third class passengers in one sweep, but I would request you to please see whether you can do something about them. What I would suggest is this. Abolish the air-conditioned coaches. We need no luxury in our country for this purpose. Make more third class passenger coaches available and abolish officers' saloons. What is the necessity for officers travelling in saloons for 500 or 600 miles? The saloon cars must be transformed into third class passenger coaches.

Then, you should take the labour into Confidence. If you do that, they would be able to suggest to you ways and means of more swift and quicker running of trains and will suggest to you how to increase the number of trains which can run on a particular line. In that fashion you can run more trains and the passengers finding a train overcrowded can avail of the next train. I suggest you to look into this matter and see what you can do about it.

Then I would refer to another matter. The third Five Year Plan included a railway project linking Haldia Port, a subsidiary port, with Kharag-pur. Now it is reliably learnt that it has been abandoned under pressure from a certain Congress M.P. Now that project is to be linked up with Pan-chkura. It is a small wayside station between Howrah and Kharagpur.

But by connecting Haldia to Kharagpur directly you can get three lines going to Gomoh in Bihar and Madura and Bombay. Kharagpur is a big railway junction. It has a railway yard and only Kharagpur can handle such a heavy traffic. That way goods can easily reach up to the farthest ends of India. By the opening up of the Haldia subsidiary port there will be heavy pressure of traffic which can be handled only by the Kharagpur railway yard. Now, why have you abandoned a thing which was included in the Third Five Year Plan? I have been told that reasons here do not count. Arguments and pleadings fall on deaf ears. It has been our experience that the Government and the railway administration have become so wooden-headed that they would not listen to anything. They would go their own way.

As regards accidents, Sir, I may mention that there has been a drastic fall in operational efficiency. Perhaps it is due to non-availability of rolling stock, non-supply of essential raw materials and so on. It is also perhaps due to the employment of casual labour. Semi-skilled labour is put on to skilled jobs like that of firemen in maintenance shops, in loco shops and in transport departments. Then, some of them are made to work 12 hours instead of 8 hours. The posts of Assistant Station Masters, Train Drivers and Traffic Clerks are not filled in so that the existing staff are fatigued and with this fatigued labour you want to bring in efficiency through incentives like bonus schemes to get more production. No wonder, therefore, that accidents should happen. Is it any wonder then that people call the India Railways "Accident Express"? That is the compliment that is paid to you by the common people. You never come in contact with the common people. You never travel third class. You always travel in saloons and first class. Though we have been elected to this House, even then we sometimes travel by third class.

You never know what they feel about these new imposts. The Finance Ministry has already announced a number of new taxes. All put together it is bound to set off a chain reaction, culminating in the rise in prices of all types of commodities exceeding far beyond the budget fixed by these imposts. I warn the Government that these new taxes might soon reach a point when they might prove to be the last straw on the proverbial camel's back. The Government ought to listen to the voice of the teeming millions. Every person has been made a victim to your coercion. They may bear social injustice meekly for some time. But you know the Indian history. On the floor of this House I would suggest you to take all these factors into account. You are harming the interest of the nation. You are not advancing the interests of the nation. Therefore, whatever little I have put before you you will kindly look into it and see that when you reply to the debate you announce something for the people to remove their grievances. Thank you.

SHRI M. S. OBEROI (Bihar): With your permission, I want a clarification. The hon. Members have been addressing the Chair as Madam. I think the correct parliamentary word to use is 'Sir' because you have been elected as Deputy Chairman.

THE DEPUTY CHAIRMAN: The hon. Member may do as he pleases. Mr. Akbar AH Khan, you will speak after lunch.

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 AKBAR ALI KHAN (Andhra Pradesh): Madam Deputy Chairman, the main question for consideration of this House is whether the increase in the passenger fares and in the freights that has been proposed by the Railway Ministry should have the support of this House or not. I have been listening with some interest to the speeches so far made and they are all unanimous on one point, namely, that there should be no increase particularly so far as the third class passengers are concerned. The first speaker representing the Communist group, Shri Ramamurti, recognised the need for development and also the need for resources but he felt that there are other ways through which this amount could be found and the way suggested by the Railway Ministry, according to him, will not be in the interests of the development of our economy on right lines. Shri Gurupada Swamy representing another group, also supported the same idea but his theory was that he would also have supported this levy but in view of certain lapses on the part of the Railway Ministry, he felt that there was no justification for such a levy. The Leader representing the Jan Sangh also supported this view and he further added that it would give rise to a chain of action and reaction in prices and that it was bound to affect adversely our economy. My friend, Dr. Sapru, for whom we have great regard, also came out with a very vehement speech condemning the increase in the freight as well as in the passenger fare. I have considered this matter in my own humble way and have come to the conclusion that I should support the measure in a modified way. What that modified way is, I will place before you a little later. What we have to decide at present is that those friends who have emphasised their opposition to this levy have also said that in view of our developing economy, in view of our developing industrialisation, in view of the fact that there is a greater demand for passenger traffic as well as goods traffic, we have to

[Shri Akbar Ali Khan.] develop our railway system. We have to see that we increase our lines. We have also to see that we double our lines. We have also to see that the production of the locomotives, wagons and coaches is increased with greater rapidity. Otherwise, We will not be able to meet the demand of the developing economy. It is also agreed that according to the recommendations of the Pay Commission, we all feel that our workers, our labourers, are entitled to a D.A. which will be to the tune of Rs. 12 crores. There are no two opinions about it. It is also demanded that so far as amenities to the workers are concerned regarding their privileges and Concessions, or the repairs to the stock are concerned, there is very urgent need that we should see that our workers do not strain themselves. An engine driver should not be asked to do work for more than 12 hours. Similarly, others in the Railways should also have further concessions so far as leisure, rest and leave are concerned. It is also agreed and it has been emphatically stressed on all hands that the third class passengers are not getting amenities which they should get. The greater portion of the income comes from the third class passengers and even today the position is that they are not getting their dues by way of rest and comfort which are necessary for them. I appreciate that effort is being made that so far as sleeping accommodation and provision of fans, etc. are concerned, something is being done but certainly this does not touch even the fringe of the problem and when we see the third class passengers huddled together like cattle, not even having sufficient air to breathe in, we feel that there is something seriously wrong with our Railway Administration. We have also to see that the shortage that we had about the supply of wagons to the coal-mines and to our steel industry is not there. Madam, it is a strange chain of events that the Minister who was in charge of steel and who gave statements in

a way implying that the Railways are not doing their part well, is now saddled with that responsibility and I am sure he must feel double responsibility because he knows how the industry has suffered or was likely to suffer. As the Minister of Steel he charged the Railway Ministry of not doing things which should have been done. So now these are the problems that we have to meet and the question arises how to meet them. I quite understand that there could be some economy effected in administration. I could also understand that by tightening the administration and seeing that there is not much of ticketless travel we could improve the position. I could also understand that by taking effective measures regarding the new responsibility which Parliament has placed on the shoulders of the Railway Department, namely the liability of a common carrier for goods instead of being a bailee, for which they have provided Rs. 2 crores, and by having all these things in mind, there could be some reduction in expenditure. But I do not think that reduction would be of a value sufficient to meet the increasing demands of the Railways. That is the problem. It is true that it will be hard to increase any fare. It would be hard to increase any freight. We do realise and we do appreciate it and as representatives of the people we do feel everyday that our people are being taxed more and more. This morning, or to be more correct, last evening, we had a bomb-shell from our Finance Minister. Of course, we will deal with that later on. We are thankful that it has not been an atom bomb.

SHRI SHEEL BHADRA YAJEE (Bihar):
That is in the General Budget.

SHRI AKBAR ALI KHAN: Yes, I am coming to that. So far as the financial proposals are concerned, we will not mix them up with what we are now discussing.

SHRI R. P. N. SINHA (Bihar): Or tax our patience.

SHRI AKBAR ALI KHAN: I will try not to do it. Now, the position, Madam, is this. With all these plans for the development of the country we have to provide measures and tighten our belts. Therefore, even if there is inconvenience, we have to bear it. If I may be permitted to say so, if these are the pains, these are the pains of Mother India for the birth of a healthy, strong and patriotic child. These are the difficulties that we are facing. Let us face them with the full realisation that we want to face them and this is necessary for our development.

Coming to the proposals of taxation here, my own view is that so far as railway travelling is concerned—and here my hon. friends of the Communist Group will bear me out—in the socialistic countries it is not everybody who can travel. At least I can tell my own experience of China. There in order to travel you have got to get a permit and a licence. You cannot go whenever you like as we do here. In countries like England and the United States, it is a very expensive job and at places in the U.S.A. rail fares are equal to air fares.

SHRI PATIL PUTTAPPA (Mysore): It is even higher.

SHRI AKBAR ALI KHAN: I am told in certain cases it is even higher. Now we are to have an increase in the passenger fares. I would have agreed with my hon. friend if by taxing the first class passengers alone the requirements of the Railways could be met. But that is not so and we know the break-up. For first class passengers it will be about Rs. 2 crores and so far as the third class passengers are concerned, it will be about Rs. 9 crores. So the problem will not be met by only increasing the first class fares. Therefore, I

think, in view of the development of our country, we may agree to the increase of fares to this extent, and provided the Railway Department takes all the measures necessary to control its expenditure and to minimise its expenditure and to increase efficiency in the Department, we should not grudge this increase.

THE DEPUTY CHAIRMAN: One minute more.

SHRI AKBAR ALI KHAN: Is that all? How much time are we allowed please?

THE DEPUTY CHAIRMAN: Fifteen minutes.

SHRI AKBAR ALI KHAN: I will finish in another five minutes.

THE DEPUTY CHAIRMAN: There are many more speakers.

SHRI AKBAR ALI KHAN: As regards freight, Madam, my own view is that so far as food articles are concerned, this proposal should be modified, just as there has been a modification in the case of giving encouragement for exports and in certain other respects. Similarly, I feel that so far as food articles are concerned, the proposal should be modified and on the other things, these freights may continue as proposed. In this way, the danger that has been pointed out and to a certain extent correctly too, that if the prices of food articles go up, that would create great difficulty, would be avoided. As it is, we are at the saturation point. So let us see that the increase in the cost of taking food articles from one place to another does not indirectly increase the price of the food article itself. So I would request the Railway Ministry to give their serious thought to this matter and modify their proposals to this extent and this will meet many of the objections on this side of the House and on the other side • also.

[Shri Akbar Ali Khan.]

The other suggestion that I would like to make is this. To increase efficiency, of course, you have to tighten up your Research Section. I hope you will do that and also tighten up your Efficiency Bureau. Let Parliament know at least twice a year, what has been the work of the Research Section and what has been the work of the Efficiency Bureau. These are very important institutions. Let us make the best use of them. We know how the Research Section comprises so many things. I do not have the time to go into the details and show how we can improve operational efficiency by research and so on.

The next thing that I would very strongly suggest is that the new Minister should give his serious thought to the problems of reorganising the zonal areas. I think, Madam, that these big zones do not add to the efficiency of the Railway and if there are smaller zones, I am sure the efficiency will improve and many other things also will improve as we desire them to do. In addition to this, I would also say that you have to give your attention to the backward areas or regions. I am not being parochial. I think India is mine, whichever part it is, and it has to be 'developed. But so far the Railway Ministry has given much stress and emphasis on the fact that where there are industries, there lines should be developed. I accept that. But at the same time, I want those regions which are now developing and which are now getting industrialised and now marching forward, should be looked into and their needs should be met in an effective manner.

Similarly, the reorganisation of our States has brought in certain problems. Now We have Maharashtra, Andhra Pradesh and so on and the reorganisation has brought in problems so far as transport is concerned. Bearing these in mind, you will have to take measures which will meet the requirements of transport and communications.

THE DEPUTY CHAIRMAN: Please wind up.

SHRI AKBAR ALI KHAN: One word more and I have done, Madam. Regarding Andhra Pradesh, there are many suggestions and proposals and I would not go into them. But I would appeal that at least two proposals which will not only develop industries in that area in one State but as has been stated, benefit projects in the other State also, should be considered. There should be a broad gauge line from Angole to Hyderabad *via* Nagarjunasagar to be later extended by a broad gauge line to Sir-pur Kaghaznagar in Adilabad District. I will not dwell upon this at any length but only say that you know that Nagarjunasagar is there and it is a great Buddhist centre. We also have a very big reservoir there and there will be industries also. So the needs of these industrial projects and the requirements of a religious centre will also be met if this line is given due consideration and sanctioned. The other line is a broad gauge line from Kothagudem to Visakhapatnam *via* Bhadrachalam with a link between Bhadrachalam and Bailadilla which is in Madhya Pradesh. These are the two lines to which I would request the Railway Ministry in the interests of the development of that area to give due consideration.

I am much obliged to you, Madam, and before I sit down I would say that I am not one of those who think that this is a commercial concern. It is a national undertaking and I give full credit to all beginning from the worker to the officer, to the Railway Board and to the Minister that they are managing fairly well this great national industry and I am proud of them. But they must not be complacent; they must see that the new requirements and the new demands are met with ability and efficiency.

Thank you.

THE DEPUTY CHAIRMAN: There being a long list of speakers the House will sit for half an hour more till 5.30 this evening.

Mr. R. P. N. Sinha. Please keep within your time limit of 15 minutes.

SHRI R. P. N. SINHA: Madam Deputy Chairman, I feel hesitant to speak on the Railway Budget today for the simple reason that the Railway Ministry has undergone change recently and I wonder whether the present Railway Minister who has a reputation for efficiency has had sufficient time to look into the affairs of this Department and that of the white elephant of the Railway Administration, the Railway Board. Nevertheless I thought it would not be putting him to too much of a strain or embarrassment if I just drew his attention to some of the facts that have come out or have been revealed in the Report of the last Public Accounts Committee for Railways. I am sure that when he will have the time to look into these matters intimately, when he will have the time to study that Report, he will have the same feeling as the Prince of Denmark who when he found that there was something very seriously wrong with the Kingdom of Denmark exclaimed:

"The time is out of joint;
O cursed spite,

That ever I was born to set
it right."

There are certain facts, Madam, I would like to draw the attention of the House to, as also to the Report of the last Public Accounts Committee. It is a very tell-tale document. First of all, I will take the House to that big scandal relating to the import of wooden sleepers. I have here a summary of the Report of the Committee of which I happen to be a member. It is a very interesting story and I won't take much time to relate it. Two cases disclosing irregularities in the purchase of wooden sleepers from the U.S.A. and Australia were reported to the Committee last year. In the first case sleepers worth about Rs. 65 lakhs were purchased from the U.S.A. When the sleepers were laid in the track they developed large

longitudinal cracks after- they had been on the line for about a month-It was also reported that when the sleepers were spread and exposed to the sun cracks developed within a matters of hours. The India Supply Mission, Washington, was asked to withhold payments to the firm but they could not do so in view of the terms of the agreement with the suppliers. The terms of the agreement were such that it was not the responsibility of the suppliers to refund the cost nor did it enable the Railway Administration here to withhold the payment. Thus an amount of Rs. 65 lakhs is locked up in this transaction since August 1959. In July, 1961, the Public Accounts Committee were informed that the legal aspects of the case were under active consideration and a settlement would be reached with the suppliers at an early date but the progress made does not appear to be encouraging. Obviously, the inordinate delay in deciding upon the line of action in this case might entail the Railway into avoidable loss due to deterioration of sleepers lying unused, due to accidents like fire, and due to inability to assess precisely the claim for damages because of efflux of time.

With regard to imports from Australia—this is the second case—sleepers of three species which had not been approved in the first instance were later accepted with some reduction in price thereof. A clause was inserted in the contract, outside the terms of the tender notice, for acceptance of the unapproved species on certain conditions. On the basis of the evidence, the Public Accounts Committee came to the conclusion that the inclusion of even a conditional acceptance in the contracts of the species which had been excluded in the call for tenders was a concession to the suppliers. Because of this clause in the contract the firm supplied sleepers of the unapproved species in spite of protests from the Indian Railway Officer in Australia. Another interesting feature of this deal

[Shri R. P. N. Sinha.] with Australia was that on 21st March, 1960, the Ministry of Railways decided that in view of the clear notice of non-acceptability of the sleepers already given to the contractors, the sleepers of the unapproved species could not be accepted. The matter was, however, reopened the same day—this is a serious thing—on an enquiry from the Australian High Commission and a decision was conveyed on the 23rd March, 1960, that on the basis of experience available in Australia and actual observations made by Indian inspectors, the species could be accepted for use in India. The decision was changed overnight and in this connection a very interesting fact revealed was that the person who was instructed to inspect the sleepers in Australia—it came out—was a partner in the firm of the suppliers. This is a very interesting case and that is why I have related it at length. There are so many other cases which the Report of the Public Accounts Committee discloses, like fraud by travel agents, etc. but there is little time and I would not like to go into them.

There is one interesting case to which I would like to refer however. There was a halt at a station and this halt was converted into a crossing station at an estimated cost of Rs. 3-97 lakhs. Later it was decided to reconvert the crossing station into a halt. This resulted in an avoidable expenditure of Rs. 79,000.

There is only one more thing I would like to point out to the hon. Deputy Minister and that is about delays in taking action. The Public Accounts Committee have repeatedly emphasised the need for quick disposal of disciplinary cases. But the position on the Railways still appears to be far from satisfactory. In one case an officer was considered to be mainly responsible for a big loss of about Rs. 3 lakhs and disciplinary action was proposed to be taken against him five years after the retirement of the officer. The matter was kept

hannigg fire for such a long time. These are the facts that would show what amount of inefficiency and carelessness there is in the Railway Administration and that is why I said in the beginning that our new Railway Minister will find it rather difficult to clean the Augean Stable which he has been called upon to do. This is about a few of the scandals revealed in the Report of the Public Accounts Committee.

Now, I will not take the House to the innumerable cases of accident* resulting in casualties and all that. We all know them only too well.

But there are two things which I would like the hon. Deputy Minister to note. One is about departmental catering. Members of Parliament, as you will perhaps remember, have been crying hoarse for the last couple of years about it and instead of improving matters things have probably reached the lowest depths of deterioration. The other day I was coming and with me there was a friend. He had his meals at Moghulsarai station from the departmental catering and after a while he developed nausea. And this is not a rare case; many people have told me like this.

श्री शीलभद्र याजी : बहुत खा लिया होगा ।

SHRI R. P. N. SINHA: He did not belong to the forward bloc.

Another point I would like to mention is about the dirty state of things so far as compartments—first, second and air-conditioned compartments—are concerned. About this also about a year back I put some questions and I got some very unsatisfactory answers from the then Railway Minister. I hope that in the new set up thing, our Railway Administration will, 3 P.M. without increasing the railway fares, without their charging a higher amount for air-conditioned journey, be able to provide better ameni-

ties, better accommodation and cleaner coaches, as is done in other countries

These are some of the things that I wanted to draw the attention of the hon. Deputy Minister to. About the increase in railway fares and freight, my friend, Mr. Akbar Ali Khan, has just now spoken and so many other Members have also disapproved of the proposal. If only the Railway Administration is able to plug the holes of wastefulness in its departments, as revealed in the Report to which I have just referred, it will not be necessary to increase the fares.

SHRI AKBAR ALI KHAN: How much do you think they will save by plugging the holes?

SHRI R. P. N. SINHA: Crores. You have seen that in one case we were losing about a crore of rupees. Therefore, instead of increasing the fares and increasing the freight, it would be advisable to go into the matter of economising things and try to stop the wastefulness that is rampant in the department. Some of the Members in this House and also in the other House have proposed that a high-powered commission should be constituted to go into the whole matter of Railway Administration. Now, the Railway Administration has had a long life. Also, they have had to face a lot of public criticism in the press and in Parliament. It is high time that a commission of this nature is constituted, so that it can go into these matters. The constitution of such a commission would not necessarily mean that things are awfully bad in the Railway Administration. It is only just to find out what better methods could be evolved to avoid wastefulness and increase the efficiency of the Railways. I hope the Railway Minister will not fight shy to accept this suggestion.

Thank you.

SHRI A. D. MANI (Madhya Pradesh) : Madam Deputy Chairman, ma> I begin my observations on the Railway Budget with the prefatory remark that the Railway Minister should be congratulated on the presentation of the Budget and on hu very talented case to raise Rs. 22 crores for the Development Fund. But as this talented case involves the raising of passenger fares—which means that the ordinary man is going to be mulcted—it is appropriate that we should now review the performance of the Railways. I agree with the hon. Member, Shri Akbar Ali Khan, that the Railways have done well, but they can very well do better and I think the question of the efficiency of operation of the railways should be taken in hand immediately because it is possible for the Government to secure the necessary economies in administration itself which will obviate the need for raising passenger fares and for revising the freight rate structure.

I would like to draw the attention of the House to the Review of Accidents on Indian Government Railways—1960-61. On page 9 the number of accidents that took place has been listed. The number of accidents is 1545 and out of these 1035 accidents were due to the failure of the railway staff. And among these accidents there were 129 collisions, which means that there must have been loss of life. The number of accidents, which is increasing every day, goes to show that there has been a gradual let down in the efficiency of the Railway Administration. This very interesting document, the Report of the Railway Board on Indian Railways—1960-61, Volume II, contains revealing figures about the operation of certain Railways. There are certain N.G. railways which are run by private companies . . .

SHRI AKBAR ALI KHAN: They 'have appointed a Committee under Dr. Kunzru.

SHRI A. D. MANI: I am going into the question of efficiency itself. There

[Shri A. D. Mani.]

are certain Railways which are still operated by private concerns like Martin Burns and the Barsi Light Railway. These Railways have done very well, while some Railways run on NG lines show a very poor performance in respect of the relation of working expenses to gross traffic receipts. This only shows that while we have been increasing the burden on the Railways in the matter of emoluments of staff, there has been no corresponding increase in the efficiency of railway operation. I want to say further that the Government should now enquire into certain matters connected with the efficiency of operation, namely, the question of regrouping of Railways. You have the Southern Railway located in Madras having jurisdiction up to Kuruduwadi and Ghorpuri near Poona. It is not possible for the Railway to effectively supervise the working of such remote lines. I am not suggesting that more regrouping should be done, but the Railways should prepare themselves for the heavy movement of steel and coal traffic in the Third Plan which calls for rethinking on the regrouping of railways. Compact units are better from the point of view of management and operation and it may be necessary for the Railways to locate their zonal railways in Nagpur which will supervise the traffic coming from Bhilai and the coal traffic from Chhin-dwara in the Central India fields.

Further, there is the question of metre gauge railways and narrow gauge railways, which are all connected with the problem of efficiency. I believe about 50 per cent of the lines are broad gauge and 50 per cent are metre gauge lines. Surprisingly enough among the figures given by the Railway Ministry in the volume supplied to us there are no figures relating to the wagon and rolling stock position on the narrow gauge and metre gauge lines. There is a widespread belief that the Railway Ministry itself is getting tired of these narrow gauge and metre gauge lines,

where the cost of operation is very high and the lines are really being run at a loss today. It is time for the Government to conduct a full-fledged enquiry into the working of the narrow gauge and metre gauge lines. If some of the lines are not paying, it is better to close them down and leave them for road transport to step into the gap and serve the needs of the public. I suggest that the hon. Minister in his reply might give the House the figures of operation in respect of narrow gauge and metre gauge lines because I have not been able to find out from the figures supplied what exactly is the position of these two lines in respect of railway finance.

Further, there are revealing figures about the efficiency of operation of the Railways themselves, of the various zonal railways. For example, in the Central Railway, the traffic earnings for the year ended were 94.95 crores and the expenses were Rs. 56 crores. Very good performance. On the Eastern Railway the traffic receipts came to Rs. 74.81 crores and the working expenses to Rs. 49 crores. On the Northern Railway the performance was equally good. But in respect of the North Eastern Railway, which runs through U.P., the traffic earnings were Rs. 24.42 crores and the working expenses came to Rs. 22.9 crores. Why is there so much difference between one railway and another? And I am told that the North Eastern Railway is an area of tickleless travel and my hon. friend, Mr. Akbar Ali Khan . . .

SHRI SHEEL BHADRA YAJEE: Question.

SHRI A. D. MANI: In any case, there have been many complaints about tickleless travel from the Gorakhpur area. They are published in the press, whatever the reason may be.

SHRI SHAH NAWAZ KHAN: The reason is that the whole of the North Eastern Railway is a metre gauge railway.

SHRI A. D. MANI: That only underlines my point that you should conduct an enquiry now on the working of the metre gauge and narrow gauge lines. If fifty per cent of the lines are not working on a profit, you better turn them into broad gauge, or have road transport to meet the needs of the public. Now, I would like a statement from the Minister why there is so much of difference between one railway and another in respect of cost of operation. There have been many complaints that there is too much of centralisation of control in the Railway Board and that the efficiency of the railway systems will improve if there is a decentralisation of control and if the General Managers are given the powers to take decisions on behalf of the Railway Board. I would like the hon. Railway Minister to mention to us what steps have been taken to decentralise control so that the zonal systems can function with efficiency.

There is one other matter I would like to mention about the efficiency of the railways, and that is the recent Supreme Court decision relating to promotions also being reserved on the basis that backward classes should be encouraged seems to have affected the efficiency of the railways at certain levels. I am not one of those who believe that backward classes should be kept back.

AN HON. MEMBER: Scheduled Castes.

SHRI A. D. MANI: Yes, Scheduled Castes. I am not suggesting that Scheduled Caste people should not be given adequate opportunities for coming up to responsible positions. But the railways are a technical matter, and I would like a statement from Government that as far as the railways are concerned they will give the highest priority to merit and not to any other consideration. If a collision takes place and people are killed, it is no satisfaction to the public to be told that the Supreme Court judgement had been honoured and that the people

who have been bereaved should take it as one of the steps to improve the backward classes of the community. I would, therefore, suggest that the Government should come out with a clear statement of policy to reassure railwaymen that merit will receive the greatest consideration at the hands of Government.

Madam, I would like to raise a question about the Research and Standards Organisation about whose work we have been supplied brochures along with the budget papers. This organisation under the Railway Board, if I may say so, has done extremely well, and the fact that the Suri transmission has been taken over by foreign countries for experimentation is a tribute to our engineers. But there are reports current that some of the wagons built according to the design of the Research and Standards Organisation are not functioning well, and they have been responsible for many derailments. One of the reasons why coal traffic is not going at the speed expected is due to the fact that the Bobs type wagon which has been designed by this organisation is capable of producing derailments on account of its design. It has been said that the stage has been reached . . . *(Interruption)* But we would like to have a statement from the Railway Minister on this matter. The Bobs type wagons have been withdrawn. There is a shortage of wagons. The Railway Ministry throws the blame on the Steel Ministry. But the Bobs type wagons are not on the lines because they are producing derailments. I would like to have a statement from the Government on the facts of the case.

Madam, there is one other factor about this Research and Standards Organisation which I would like to mention, and that is that this organisation now is being run by most capable young men who have been turned out by the Jamalpur Institute. The Jamalpur Institute has been doing vary

well and has produced very good engineers, but for design engineering it is necessary that special qualifications are stipulated for those who are admitted to this organisation. There was a Committee appointed by the Railway Board on the Railway Technical Training Schools, and they submitted a report that men who have taken a graduate's degree in a university have a wider perspective in the matter of designs, and I would suggest to the Railway Minister that as far as the designs organisation is concerned, there should be a stipulation that the design engineers must have a very wide perspective and must have a full-fledged university education plus an engineering qualification. The Committee itself mentioned the advantages of such a perspective. Further it is necessary that we should have foreign technical personnel associated with this organisation so that we have the benefit of the experience of other countries. I am not running down the work done by this organisation. As I said, the organisation has done very well, but to improve the quality of its work and to see that the BOBS type wagons are not produced it is essential that we should have also foreign technical collaboration with us at the designing stage.

Madam, the Budget papers have spoken about diesel traction, and there is a factory at Banaras which is going to produce diesel locomotives. I know that in the United States the railways have gone over to diesel traction. I have travelled on some of those trains, and they go at about 80 miles an hour. I do not know whether our track can stand a speed of 80 miles an hour. In any case there are far too many collisions for our trains to attempt that speed on our lines. But then diesel traction raises certain complicated points. A diesel locomotive has got to be maintained as a motor car. If there is some defect in the carburettor, then the motor car breaks down on the road, and similarly in respect of diesel trac-

tion, unless the maintenance is perfect it is not possible to avoid stoppages of its working on the rail road. Further, diesel traction depends on a continuous and ready availability of crude oil. If the hon. Railway Minister is depending on his colleague, the hon. Minister of Oil, for crude oil, I would rather ask him to go slow and take a very cautious step. We do not know what crude oil we are going to get from our refineries, and we do not want to depend very heavily on foreign supplies for crude oil because in an emergency those supplies may be cut off. I would, therefore, like to ask the Railway Minister on what lines he expects dieselisation to be attempted by the railways. If they are confined only to the cities, they will be meeting a long-felt want because on short runs diesel locomotives have been found to be very useful.

THE DEPUTY CHAIRMAN: You have got three minutes more.

SHRI A. D. MANI: I shall finish in three minutes.

Now I would like to mention about railway fares. There has been a good deal of protest in this House, and I join the protest, that the Railway Minister is trying to mulct the public. The public cannot stand the railway fares. I might say from the figures supplied that the cost of operation has gone up and it is necessary for the railways to meet it. But I would like them to adopt a different concept of railway finance, namely, to treat each unit as an individual unit. On broad gauges the cost of operation was very low. Let the travellers who go on the broad gauges not have an increase in the passenger fares. The narrow gauge lines and the metre gauge lines are the most expensive lines. Increase the fare on those lines and let the traffic go to the roads.

AN HON MEMBER: There will be discrimination. (*Interruption*).

SHRI A. D. MANI* I would ask the Railway Minister to see the figures in volume II. Martin Burns' Barsi Light Railway have done much better than his railways. Why?

AN HON. MEMBER: So many people travel on the roof ...

SHRI A. D. MANI: There are so many people at the top in the Railway Board here. (*Interruptions*). When it is a question of raising, put it on economic ground. You treat railways as different units. But I would not like to have any rise at all. I would rather suggest to the Railway Minister that in respect of the coal traffic there is a very clear case for seeing that the coal industry bears at least the cost of transport now that they are getting it on a concessional basis, and coal occupies a very substantial portion of the goods traffic in the country. Why not increase the tax on it so that the industry, which has legitimately got to bear it, should bear it. I would like a new approach to be tried in regard to railway-fares. As I said, let the railways try to treat it on a regional basis or a zonal basis and see the cost of operation.

Madam, I would like to make only one remark about railway catering about which there have been protests. The prices have gone up, and recently an advertisement was inserted in a paper calling for tenders for *dalmoth* and *jelapis*. If the State cannot run departmental catering successfully, let them hand it over to the private vendor who does the job better and whose products the public like much more than the poor, miserable stuff served by the railway stalls. Thank you.

श्रीमती उमा बेहरे (उत्तर प्रदेश) :
श्रीमती चेयरमैन साहिबा, मैं रेलवे बजट का स्वागत करती हूँ और रेलवे मिनिसट्री को मुबारकवाद देती हूँ। इसमें कोई सन्देह नहीं
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कि जब हम देखते हैं कि रेलवे मिनिसट्री ने कितना काम हमारे देश में किया है और तीसरे दर्जे की गाड़ियों में इतनी तरक्की की है तो वह काबिले तारीफ मालूम पड़ती है, गो वह तरक्की अभी इत्मीनान के काबिल नहीं है लेकिन वह तरक्की देख कर हमें खुशी भी होती है। तीसरे दर्जे के डिब्बों में पंखे चल रहे हैं, गरीबों को मुख कुछ मिल रहा है लेकिन मालूम नहीं क्या बात है, पंखे भी हैं, सब कुछ है लेकिन सब मुख के बाद भी हम यह देखते हैं कि इतने ज्यादा लोग भेड़ बकरियों की तरह तीसरे दर्जे में खड़े हैं कि उन तीसरे दर्जे के डिब्बों की सफाई भी नहीं की जा सकती है। पंखा बिल्कुल बेकार रह जाता है क्योंकि गाड़ी के अन्दर लोग इतने भरे हुए हैं कि वहां जरा चलने तक की जगह नहीं होती है। मेरे ब्याल में हमने काफी भरसे से थंड क्लास पैमेन्जर्स को मुख पहुंचाने की कोशिश तो की है, सहूलियतें भी दी हैं लेकिन हमारे पास कोचेज की कमी है। हमको कोचेज बढ़ानी हैं ताकि इन सहूलियतों का फायदा हम उन को दे सकें।

इसके बाद मुझे कहना यह है कि आज मैं देख रही हूँ कि फर्स्ट क्लास और सेकेण्ड क्लास की हालत तो यह हो गयी है कि रोज़बरोज़ अबतर हालत हो रही है। मुझे बहुत अफसोस है, मुझे यह कहना पड़ता है। लेकिन हालत बहुत खराब है। अब हाल में मैं यह देख रही हूँ कि कोरिडोर ट्रेन्स चलने लगी हैं। कोराइडर ट्रेन्स जो चली हैं उनमें जो कोचेज पहले एयर कंडी-शन्ड होती थीं और अब जो रद्दी और पुरानी हो गयी हैं वे ही कोचेज लगायी जाती हैं, जिसमें बैठ कर हम लखनऊ से यहां आते हैं और यहां से वहां जाते हैं। यह हालत हम देख रहे हैं। मैं चाहती हूँ कि सही तरीके से हम इन चीजों को देखें, यह नहीं कि किस में पेंच है किस में नहीं है। फर्स्ट क्लास और सेकेण्ड क्लास के गुसलखाने ऐसे हैं कि उनमें इन्सान घुस नहीं सकता, इतनी गन्दगी और बदबू उन गुसलखानों में है। इसके बारे में भी आपको विचार करना है।

[श्रीमती उमा नेहरू]

इसके अलावा आपने स्टेशनों पर बहुत तरक्की करी—आपने लाउडस्पीकर वगैरह लगाये। लेकिन शोर व गुल इतना होता है कि इन लाउडस्पीकरों के भारे तो नाक में दम हो गया है। कुछ समझ में नहीं आता, क्या हो रहा है? अगर लाउडस्पीकर के जरिये यह बताया जाये कि कौन ट्रेन किस वक्त आती है, किस वक्त जाती है, क्या होता है, क्या नहीं होता और यह भी बताने कि स्टेशनों को साफ कैसे रखते हैं, मक्खियां कैसे दूर होती हैं, ये सब काम प्लेटफार्मों पर लाउडस्पीकर के जरिये होता तो बहुत कुछ फायदा पहुंच सकता था। इस वक्त स्टेशनों पर वैसे ही गुल मचता है और फिर ये लाउडस्पीकर गुल मचाने हैं। उनके इस तरह बताने से इन्सान का कोई फायदा नहीं हो सकता।

मैं ज्यादा डीटेल में नहीं जाऊंगी लेकिन सबसे बड़ी चीज जो इस वक्त हमारे सामने है वह यह है कि जिधर हम जाते हैं उधर एक टैक्स का भूत हमारे पीछे लगा हुआ है। खाने को देखो, पीने को देखो, बेजोटेब्ल को देखो, फ्रुट्स को देखो, ये चीजें पहले ही मंहगी थीं लेकिन अब जिस वक्त से यह टैक्स लगा है रेलगाड़ी के किरायों पर, और आगे जो बजट का टैक्स पड़ने वाला है, उस से हम सोच में पड़ गये हैं। सोच में क्यों पड़े हैं? सोच में इसलिये पड़े हैं कि हमारे सामने एक ही सवाल है। जिस मुल्क में तरक्की होती है, जो मुल्क आगे बढ़ता है, जो मुल्क ज़िन्दा रहना चाहता है उस में टैक्स लगाना ज़रूरी होता है, ताकि उस मुल्क को हम बनायें। लेकिन उसके संग यह होता है कि जब हम टैक्स लगाते हैं तो हम सहायित्व भी देते हैं। हम टैक्स ऐसे नहीं लगाते हैं कि केवल हम लेते जायें, दें कुछ नहीं। हमको देना भी होता है। जब देना कुछ नहीं और टैक्स लगायें तो लोगों की हालत चारों तरफ बहुत खराब हो जाती है। कल ही जिस वक्त मैं घर जा रही थी तो टैक्सी वाले ने मुझ से पूछा कि आप

मुझे बताइये कि किस किस पर टैक्स लगा है। मैं बिल्कुल सामोश रही। मैंने कहा, मैंने ज्यादा और नहीं किया क्योंकि फिर वह रास्ते भर टैक्सेज पर बहस करता। हाल यह है कि राह चलते हुए हमसे लोग कहते हैं। लेकिन टैक्सेज लगाना भी ज़रूरी है। मेरी राय तो यही है कि टैक्स लगाना ज़रूरी है, वगैरह उसके हम अपनी योजना को आगे बढ़ा ही नहीं सकेंगे। मैं समझती हूँ कि सरकार को इस पर विचार करना है और यह बहुत ज़रूरी हो गया है कि हमको अपना खर्च कम करना है। सरकार का जो फ़ैलाव है, उसमें चाहे रेलवे हो या कोई और हो, वह इतना हो गया है कि चाहे आप कमीशन बैठाइये, चाहे और कुछ करिये, लेकिन हमको खर्च ज़रूर घटाना है और खर्च घटा कर हम आगे जा सकते हैं। हालत हमारी यह है कि हमारा खर्च तो रोज बरोज बढ़ता चला जाता है और टैक्स देना हमें दुश्वार भी नहीं होता है। लेकिन उन गरीबों का बताइये क्या हाल है जिनके पास खाने को नहीं है? उनका हाल यह है कि उनको हर चीज मंहगी मिलती है, उनके बच्चों के तन में कपड़ा नहीं, उनकी शिक्षा का प्रबन्ध नहीं, उनके लिये और कोई सुविधा नहीं। इसलिये मुझे यह कहना है कि हमको मिफं यह नहीं करना चाहिये कि टैक्स बढ़ाते जायें बल्कि जिन लोगों पर उसका असर हो उनकी आमदनी की सूरत भी तलाश करें।

रेलवे की यात्रा आजकल इतनी खतरनाक हो गई है कि इन्सान को या तो अपनी लाइफ इन्धर करके जाना है; क्योंकि गाड़ी में बैठने से पहले यही पता नहीं लगता कि जहां मैं जाना वाला हूँ वहां पहुंच भी सकूंगा या नहीं पहुंच सकूंगा। हवाई जहाज पर जाना आसान है लेकिन इन ट्रेन्स में जाना आजकल आसान नहीं है। अभी थोड़े ही दिन हुए, आपने पढ़ा होगा कि गाजियाबाद के पास गाड़ी के एक डिब्बे में किसी ने घुस कर एक औरत

को गाड़ी से बाहर फेंक दिया और उसके ६ वर्ष के बच्चे को भी फेंक दिया। इस तरह की घटनाओं को रोकने का सरकार को बन्दोबस्त करना है। यह कोई मामूली बात नहीं है। इस तरह के मरडस हो रहे हैं, चोरियां हो रही हैं, दिन दहाड़े डकैतियां हो रही हैं। इन तमाम चीजों के ऊपर आपको गौर करना है।

अभी मैं सब स्पीचेज सुन रही थी। इस कदर हमको खयाल है लोहे का, स्टील का, सब का। अब तीसरी योजना हमारे सामने आ चुकी है जिसमें ट्रान्सपोर्ट का खयाल हमको ज्यादा अपने सामने रखना है क्योंकि उसको भी कामयाबी से हमको आगे बढ़ाना है। हमको एग्रिकल्चर की तरफ भी गौर करना है। तो इस वक्त जो हम रेलगाड़ी की चर्चा करते हैं, ट्रान्सपोर्ट की चर्चा करते हैं तो इसीलिये करते हैं कि हम अपना माल जो हमारे मुल्क के दक्षिणी भाग में है उसको किस तरह से आसानी से पहुंचाएँ। मैं अपनी कान्स्टीट्यूएन्सी सीतापुर के बारे में आपको बताऊँ कि वहाँ एक छोटी सी ग्रन मार्केट है। सीतापुर कोई बड़ी जगह नहीं है, बैंकवर्ड एरिया है। अभी बैंकवर्ड एरिया का मैं जिक्र सुन रही थी। लेकिन हाल यह है कि उस बैंकवर्ड एरिया में प्रोडक्शन खूब है, लेकिन उस प्रोडक्शन को हम बाहर नहीं ले जा सकते, कारण यह है कि बैगन्स नहीं हैं। माल सड़ जाता है, खराब हो जाता है और वह बाहर नहीं भेजा जा सकता है। इसलिये गवर्नमेंट को इस बात का भी खयाल करना है कि अगर योजना की सफलता उसको करनी है तो प्रोडक्शन को सारे देश में फैलाना है। प्रोडक्शन को अगर फैलाना है तो आपको ट्रान्सपोर्ट का विचार करना है। मैं तो यह कहूँगी कि हमारी जितनी मिनिस्ट्रीज हैं उनमें आपस में कोआपरेशन भी होना चाहिये, कोआर्डिनेशन भी होना चाहिये। जब तक कोआपरेशन और कोआर्डिनेशन नहीं होगा तब तक सफलता भी आपको नहीं मिलेगी।

ये चीजें हमारे सामने हैं। मुझे यकीन है कि मिनिस्टर साहब इन पर गौर करेंगे और बैंकवर्ड एरियाज की तरफ ज्यादा ध्यान देंगे ताकि उनको तकलीफें न हों माल को इधर से उधर ले जाने में। मैं ज्यादा नहीं कहूँगी और मुझे पूरा विश्वास है कि मिनिस्टर साहब इस पर गौर करेंगे। वे एक्सीडेंट्स को रोकने के बारे में भी बराबर अपना ध्यान देते रहेंगे। इंजन की बुरी हालत है, अगर आप देखें वे भी पुराने हो गये हैं। कोई कहता है कि गाड़ी तेजी से चलाओ तो डर लगता है। ये रेलवे लाइनें भी न मालूम कब की पुरानी हैं, इनको भी बदलना है। इसके अलावा दो चीजों पर आपको विचार करना है। एक तो सरकारी महकमों में घापका कमी करनी है और उसमें से किसी तरह रुपया बचा कर निकालना है। दूसरे यह कि हर एक मिनिस्ट्री में कोआपरेशन और कोआर्डिनेशन होना है ताकि यह गाड़ी तेजी से और जल्दी आगे बढ़े।

SHRI SITARAM JAIPURIA (Uttar Pradesh): Madam Deputy Chairman, this is my first opportunity to address this august House, and being a new Member I look forward to receiving your guidance and assistance and also that of the hon. Members of this House.

I have read with attention the speech of the Railway Minister and carefully heard the speeches of the Members of this House, and I venture to put forward my views on this matter. Madam, I feel that one of the most important points that needs consideration that the railways must plan ahead and anticipate the demand in such a manner that some surplus capacity is left. Undoubtedly they try to meet the demand as and when it arises, but my point is that the demand should be anticipated on a liberal scale. There will be no harm if a certain surplus capacity is left because, undoubtedly, all will agree that transport facilities are among those

things which help not only the industrial growth of a country, but also raise the very living standards of the people by making sufficient transport available for industrial growth. In fact, I am reminded of an example. When sugar was decontrolled, at one time in a certain region the prices were very high, but when blocks of rakes of train went there, the prices were brought down immediately. Why I am saying this is only to emphasise the point, Madam, that regular transport availability tends to keep the price level always at a steady level and at a reasonable level all over the country. I quite agree that there is shortage of finance for the development plans of the railways. Here I would submit and very humbly submit, Madam, that it is necessary that the expenditure in the railways should be so regulated that, firstly, the tracks, where they are single, are doubled, that yards are improved, rather than that money is sometimes spent on such items as can be delayed or postponed for a certain period of time. When I am suggesting this, Madam, I have in view the construction of certain railway stations. I refer not only to the new constructions that have been taken in hand but also to the remodelling of certain stations. If the same amount of money could have been spent, say on more yards and more tracks, I am sure the condition would have improved and improved considerably. Undoubtedly, there is need for improvement of overall operating efficiency of the railways. During 1960-61 the railways programmed to carry 162 million tons of originating traffic. But as against that they carried only 154 million tons. This is explained by the Railway Ministry by stating that it is mainly because of the fact that there was less production of steel plants than envisaged and also that there was a loss of 3 million tons as a result of a partial strike by Central Government employees. I do not know whether it was a matter to be regretted by the railways or it was a boon

in disguise. Had this 8 million tons also been offered to the railways I just do not know what would have been the situation. How far the railways have been able to meet the demand is already a well-known fact. The shortage of wagons has been felt by everyone. In fact, the target of goods traffic which has been fixed for the end of the Third Plan is 245 million tons. I venture to suggest to the hon. Minister for Railways that it is not sufficient. Looking to the trends of industrial production, I find (that it showed a rise of 12·1 per cent, in 1960 over 1959, and also that during the first ten months of 1961 it showed a rise of 7·7 per cent, compared to 1960. This lower percentage rise in 1961 was, of course, due to shortage of raw materials.

Just to give you an example of the lack of transport facilities to the extent required may I refer to the commodity of coal? This question has already been dealt with by some of the hon. Members. Madam it is a well-known fact that the Bengal and Bihar coal fields produce nearly 80 per cent. of the country's total coal production and here the requirement of wagons every day is to the extent of 6,150 wagons. You will be surprised to know that the total actual loadings in these fields in the year 1961 was only 4,768·6 wagons per day. Not only that, Madam. In the year 1962, in the month of January, it has been still less; it was 4,731 wagons. I just do not know, if this state of affairs continues, how the industries are going to run. In this connection I desire to refer to a speech of the Chief Minister of U.P. very recently delivered, where he mentioned that the coal quota of the State had been reduced to 2,226 wagons as against 2,996 with effect from the 1st of May. This would make the situation all the more grave. It is a well-known fact that U.P., my home State, is an industrial-1 ly backward State, and if this situation is allowed to continue, it will

aggravate the situation still further. In fact, not only the overall quotas have been reduced but xi has been done in case of certain industries like edible oils also, which were formerly the responsibility of the Central Government. This former Union quota has now been made a State responsibility. Coal is not a commodity, Madam, which can be produced in every State. It can only be brought from the producing States and I very humbly suggest that special efforts should be made to meet the demand. If the situation does not improve, not only will there be loss of production but there might also be closure of mills and factories. In Ahmedabad, some time ago, the textile industry forced a closure. Loss of production means inflation and other tendencies, tendencies which none of us in this House would ever like to see grow. In fact, if I may submit, Madam, in the 35 per cent, rise in prices at the end of the last Plan due to inflationary factors, inadequacy of transport had a major share.

The question of freight rates and passenger fares has already been dealt with by a large number of hon. Members of this House. It is said that this increase will give a yield of Rs. 21½26 crores and it has been justified by the hon. Minister on the ground that the Railway Freight Structure Enquiry Committee and the Committee on Transport Policy and Co-ordination recommended it. I beg to submit that the recommendation of the latter committee was that the existing difference between the lowest and the highest freight rates should be brought down. In fact, the official assertion that the overall efficiency will be negligible is not correct to my mind. I feel that the impact of this increase on railway freights and also passenger fares will mean a tremendous amount of strain on the resources of the country.

There is one point more, Madam, which I should like to raise, and that is about the question of exports. I feel that this enhancement in the

freight rates is bound to affect our exports to a great extent. I need not over-emphasise the need for exports; it has already been well recognised in every quarter that export is a must for us, that we must have exports in order to have a favourable balance of trade and favourable foreign exchange earning. I wish to refer here, for the consideration of the hon. Minister, to the Mudaliar Committee Report. The recommendation of the Mudaliar Committee is for the grant of a general rebate of 25 per cent, on all goods put on board. This has not been accepted so far by the Government. I am quite appreciative of the fact that certain concessions have been given to certain goods that are being exported. But my submission, Madam, is that this has been done on a selective basis. The Mudaliar Committee's recommendation should have been accepted. I may also submit that acceptance of this recommendation will not mean any great financial strain on the Railways because, after all, the freight on exports is a very small percentage of the total. But this concession will undoubtedly help not only the industry but everybody in the country because the country will thus earn more foreign exchange, something which every one of us would like to have at a reasonable cost.

Before I finish, Madam, I should like to touch upon one more point, that is, about the monopolistic position that the Railways enjoy *vis-a-vis* other modes of transport. Judging from the gross inadequacy of rail transport, I feel that other modes of transport like road transport, also need encouragement. It is also a well-known fact, Madam, that since 1939 the position has been otherwise. All sorts of restrictions have been placed, financial and administrative, on road transport. The point that has been argued by the Railway Administration times out of number has been that competition between road transport and Railways would militate against the

public service obligation of the Railways because the rate structure is based not on the cost of service but on the principle of what the traffic will bear. I agree with that contention of the railway officials. But I would humbly suggest that it is not only the question of competition between the two modes of transport which needs consideration but that the interest of the users should also be taken into consideration, a point which has been emphasised by the Masani Committee.

There is one point more which I might refer in connection with coal, and that is about the brick kilns. There was a time when one could buy bricks at a reasonable price with or without permit for coal. Then came a time when you could buy bricks at a cheaper price if you produced a permit for coal. Now a time has come when unless and until coal arrives on the spot at the brick kiln, the brick kiln owners are not prepared to consider giving you bricks at any reasonable price. Why I am submitting this is because of the fact that this high price of bricks will upset all our estimates for construction that has been planned all over the country. I would, therefore, most humbly and respectfully submit. Madam, that this is a point that the hon. Minister for Railways has to consider.

Railways are our largest national asset. They represent more than 1,520 crores of rupees capital-at-large, and undoubtedly every one of us is most eager to see that its operation is efficient and that the larger interests of the nation are served by this great undertaking. All our good wishes are towards the fulfilment of that object, and I am so glad that the hon. Minister, who has recently taken over this portfolio and is fully alive to the situation and who has always taken great interest in the country's well-being and I have served the nation to the best of his ability, will also give to this problem, which is weighing on the

mind of everyone of us, his full consideration. Let me hope that the Railways will be looked after by him with a great measure of success in the larger interest of the nation and the country.

श्री भगवत नारायण भागवत (उत्तर प्रदेश) : उपसभापति महोदया, इसमें संदेह नहीं कि जब से हमारा देश स्वतंत्र हुआ है, उस समय से आज तक हमारे रेलवे प्रशासन में बहुत काफी उन्नति हुई है। हमारे यहां जो रेलवे लाइनें हैं वह भी बढ़ी हैं। हमारे यहां थर्ड क्लास पैसेंजर्स और दूसरे क्लास के पैसेंजर्स के लिये भी सुविधायें बढ़ी हैं। हमारे रेलवे बजट की जो आर्थिक दशा है वह भी हर साल अच्छी होती चली जा रही है। जो भिन्न-भिन्न फंड हैं जैसे रेलवे डेवलपमेंट फंड, रेलवे रिजर्व फंड, रेलवे डेप्रिशीएशन फंड आदि, इन सबकी हालत में सुधार हो रहा है। इन सबको देखते हुए हमें यह आशा थी कि हमारे इस ऐडमिनिस्ट्रेशन के द्वारा और भी अधिक उन्नति होती चली जायेगी और हम लोगों को कोई अतिरिक्त टैक्स या किराया आदि बढ़ाने की आवश्यकता ही नहीं होगी। परन्तु आज मैंने जो भाषण यहां सुने उनसे तो ऐसा लगता है कि यह जो २१ करोड़ रुपया रेलवे फेअर और फ्रेट से अधिक आयेगा, वह अगर हम नहीं देते हैं तो हमारी किस्मत पर मोहर लग जायेगी। क्या मैं यह समझू कि अगर रेलवे द्वारा उन्नति होनी है तो हमको हर साल रेलवे फ्रेट और फेयर को बढ़ाने की आवश्यकता होगी क्योंकि हमारे यहां अभी तक जितनी उन्नति हुई है वह एक प्रकार से समुद्र में एक बूंद के समान है? अगर हम यहां का मुकाबला अन्य देशों से करें तो हमको मालूम होगा कि हमने वास्तव में बहुत ही कम उन्नति की है जो किराया बढ़ा है, उसको अगर हम स्वीकार करते हैं और स्वीकार करना ही है, तो क्या उससे हमारा इतना काम चल जायेगा कि आगे हमको ये किराये न बढ़ाना पड़ें?

रेलवे के पास आमदनी का जरिया क्या है ? रेलवे का आमदनी का जरिया तो फेयर और फ्रट ही है । लेकिन हमको जितना काम आगे करना है उसके लिए हमने क्या सोचा है ? जितना किराया हमने आज बढ़ाया है, अगर उसका दस गुना भी हम बढ़ा दें, तो भी मैं समझता हूँ कि उससे हमारे यहां जितनी तरक्की की आवश्यकता है वह पूरी नहीं हो सकती । इसलिये ऐडमिनिस्ट्रेशन में भी हमको साइंटिफिक एप्रोच लाना है । हम रोज और हर जगह साइंटिफिक एप्रोच की बात करते हैं । तो ऐडमिनिस्ट्रेशन में भी हमें उसको लाना है । हमको केवल यह नहीं देखना है कि हमारी इतनी आमदनी है और इतना खर्च है । केवल यही देखने से हम आगे तरक्की नहीं कर सकते । इस सम्बन्ध में हमारे एक मित्र ने भाषण दिया था और मैं भी कुछ आंकड़े आपके सामने रखूंगा जिससे यह प्रकट होगा कि हमारे इस ऐडमिनिस्ट्रेशन की लापरवाही से करोड़ों रुपये का नुकसान होता है जिस नुकसान को हमको किसी तरह से हटाना है । अगर हम वास्तव में तरक्की करना चाहते हैं तो हमको यह देखना होगा कि हमारे यहां का जो खर्चा है उसमें कितनी बर्बादी होती है । पब्लिक एकाउंट्स कमिटी का रेफरेंस दिया गया । उसके देखने से भी मालूम होता है कि रेलवे में बहुत रुपये की बर्बादी हो जाती है । जो रुपया बमूल होने को होता है वह बमूल नहीं हो पाता और इस प्रकार बहुत सा रुपया मारा जाता है । बहुत से खर्चे ऐसे होते हैं जिनकी सरकार की मंजूरी नहीं ली जाती और बिना मंजूरी के वे खर्च कर दिये जाते हैं । यह ऐप्रोप्रिएशन अकाउंट्स आफ रेलवेज, १९६०-६१ के पेज ७६ को देखने से मालूम होता है कि जो आइटम्स एक लाख या इससे ऊपर के हैं और जिनमें बिना किसी एस्टीमेट के काम कराया गया, उनका पूरा अमाउंट है २७ करोड़, ३८ लाख और ३६ हजार रुपया । तो बिना एस्टीमेट के ही २७ करोड़ रुपये का काम हो गया ।

इसी प्रकार सफा ८० को आप देखेंगे तो मालूम होगा कि कुछ आइटम्स में जितना एस्टीमेट बनाया गया उसमें भी ज्यादा रुपया खर्च कर दिया गया । जो एक लाख रुपये या उससे ऊपर के आइटम्स हैं उनका कुल अमाउंट ७ करोड़, ७२ लाख और ७२ हजार रुपया है । जो एक लाख रुपये से कम वाले आइटम्स हैं उनका अमाउंट १ करोड़, ५८ लाख और ६५ हजार रुपया है । तो हम देखते हैं कि करोड़ों रुपये का काम या तो बिना मंजूरी के हो जाता है या जो एस्टीमेट है उसमें ऊपर लोगों को ठेका दे दिया जाता है और फिर वह काम कराया जाता है । मैं यह नहीं कहता हूँ कि इसमें कोई फाल्ट गवर्नमेंट की तरफ से हुआ है । वह तो जो सरकारी अधिकारी वहां काम करते हैं उनका यह देखने का काम है कि बिना एस्टीमेट की मंजूरी के कोई काम न किया जाये और जहां तक हमें एस्टीमेट स ऊपर मंजूरी न दी जाय जब करोड़ों रुपया इस तरह से बर्बाद होता है तो यह जो २१ करोड़ रुपया हम बढ़ा रहे हैं, इससे क्या होगा । मैं तो कहता हूँ कि यदि एक अरब रुपया भी हम रेलवे फेयर और फ्रट के द्वारा बढ़ा दें तब भी हमारा काम पूरा नहीं हो सकेगा ।

आप देखिये कि जो डेमरेज और वारफेज लिया जाता है उसमें भी कितना नुकसान हो रहा है । यह जो ऐप्रोप्रिएशन अकाउंट्स आफ रेलवेज है जिसका मैंने हवाला दिया, उसके देखने से मालूम होगा कि २६,०५६,३६३ रुपया साल के आखिर में आउटस्टैंडिंग था और इसमें से अधिकांश भाग राइट आफ कर देना पड़ा क्योंकि वह बमूल नहीं हो सकता था । मैं नहीं समझता कि वारफेज और डेमरेज ड्यू होने पर तुरन्त कार्यवाही क्यों नहीं की जाती है क्यों इनने दिनों तक उसको टाला जाता है कि माल सड़ जाय और बिकने लायक न रहे और नीलाम हो कर भी हमारी गवर्नमेंट को रुपया बमूल न हो सके ।

इसी प्रकार का एक और स्टेटमेंट इनी ऐप्रोप्रिएशन में है जो कि अपेंडिक्स एच में है ।

[श्री भगवत नारायण भागव]

उससे मालूम होता है कि अनेकों ऐसे आइटम्स हैं जिनमें अगर जरा सी भी सावधानी बरती जाती तो रुपया बचाया जा सकता था। उसको पढ़ने से मालूम होता है कि असावधानी की वजह से ६३ या ६४ लाख रुपये का नुकसान गवर्नमेंट को हुआ। तो इन बातों के ऊपर भी हमको विशेष ध्यान देना है कि हमारे हाथ से जो नुकसान होता है, उस नुकसान को हम बचावें, उस नुकसान को हम हटावें। तभी हम तरक्की कर सकते हैं वरना टैक्स लगा लगा कर कब तक काम चलाया जा सकता है। आखिर हम कितना किराया बढ़ाते चले जायेंगे ?

इसके अतिरिक्त मैं आपका ध्यान टिकट-लैस ट्रेवलिंग की ओर दिलाना चाहता हूँ। इसी साल मैंने जो प्रश्न किये उनके आधार पर ऐसा मालूम होता है कि १ करोड़ आदमी बिना टिकट सफर करते हुए पकड़े गये। ये लोग तो पकड़े गये लेकिन वास्तव में बिना टिकट के जो आदमी ट्रेवल करते हैं उनकी संख्या, मैं समझता हूँ, इससे तिगुनी या चौगुनी होगी। यह कैसे है वह मैं बताता हूँ। इस बात के लिये भी मैंने अपने मंत्री महोदय को कई बार लिखा और मैंने जनरल मैनेजर को भी लिखा। जब मैं ट्रेवलिंग करता हूँ तो मैं प्रायः थर्ड क्लास में जाता हूँ और मैं देखता हूँ कि वहाँ क्या क्या कार्यवाहियाँ होती हैं। ट्रेन को स्टेशन पर पहुंचने में दो फ़र्लांग रह गया है कि जंजीर खींच दी गई और उसमें से पचासों आदमी उतर गये। हर स्टेशन के दो-दो फ़र्लांग पहले यह चीज होती है। मैंने अपने पत्र में बांच लाइन का हवाला मंत्री महोदय को दिया था। हर स्टेशन पर यह हाल हुआ। कोई स्टेशन नहीं बचा जहाँ कि उसके पहले जंजीर न खींची गई हो और पैसेंजर्स न उतर गये हों। बांच की जाय तो पता चलेगा कि १ करोड़ लोग तो पकड़े गये हैं लेकिन इस तरह से जंजीर खींच कर कितने करोड़ पैसेंजर्स उतरते हैं। हमारे और भाइयों को भी ऐसा अनुभव हुआ होगा कि जहाँ स्टेशन आया कि लोग पीछे से

उतर गये और अपने गांव को चले गये। वे स्टेशन के प्लैटफार्म पर नहीं जाते हैं और उनको कोई देखने वाला नहीं है। इसके अलावा एक बात की ओर मैं आपका ध्यान और दिलाता हूँ। वह यह है कि कुछ ऐसे स्टेशन हैं जहाँ कि व्यापार की मंडियाँ हैं और जहाँ बहुत से पैसेंजर्स उतरते हैं। वहाँ बड़ी बड़ी मंडियाँ हैं लेकिन वे बड़े बड़े स्टेशन नहीं हैं। वहाँ एक तार लगा हुआ है और वहाँ से आधे से ज्यादा पैसेंजर्स बिना टिकट चले जाते हैं। आधे तो टिकट क्लेक्टर के गेट तक जाते हैं और बाकी वहाँ से निकल जाते हैं। जब मैंने इस बात पर जनरल मैनेजर का ध्यान दिलाया तो उन्होंने बताया कि हमारे यहाँ यह क़ायदा है कि जब इतने पैसेंजर्स उतरें तब एक टिकट क्लेक्टर होगा और इससे ज्यादा नहीं हो सकता है। मैंने यह सजेस्ट किया था कि ऐसी जगहों को बन्द कर दिया जाय और सिर्फ एक फाटक रहे और कोई दूसरा रास्ता ही नहीं रहे या फिर दो टिकट क्लेक्टर होने चाहियें। वहाँ के स्टेशन मास्टर ने मुझ को सपोट किया और कहा कि आपकी बात ठीक है। मैंने वहाँ कम्प्लेंट बुक में भी यह बात लिखी। तो इस तरह से पता नहीं कितने आदमी बिना टिकट के उतर कर चले जाते हैं। जो १ करोड़ लोगों से १ करोड़ ८३ लाख रुपया वसूल हुआ है वही १ करोड़ लोगों से वसूल होने के बजाय ४ करोड़ लोगों से ८ या १० करोड़ रुपया वसूल होता, अगर ये सब बातें देखी जायें। ये सब फिगर्स मैं इसलिये बताता हूँ कि इस ओर हमारे रेलवे मिनिस्टर साहब का ध्यान जाय। उन्होंने अभी इसका भार सम्भाला है। तो यह बात उनके ध्यान में आनी चाहिये कि जो चीजें हमारे रिकार्ड्स में नहीं आती हैं, हमारी रिपोर्ट्स में नहीं आती हैं उनके द्वारा भी बहुत नुकसान हो रहा है और इस बात की ओर भी ध्यान दिया जाय।

एक बात का मैं और जिक्र करना चाहता हूँ और वह क्लेम्स के बारे में है। जो क्लेम्स किये जाते हैं उनमें भी काफी नुकसान होता है

और अब तो और ज्यादा रुपया देना होगा; क्योंकि अब "कंयियर रिस्पांसिविलिटी" हो गई है। अब बहुत सख्ती की जरूरत है। इसमें काम करने वालों को हिदायत होनी चाहिये कि बड़ी सावधानी से माल भेजा जाये और उसमें किसी प्रकार की कोई क्षति नहीं हो। अगर इसमें सख्ती नहीं की गई और उनके लिये ज्यादा सख्त रूप नहीं बनाये गये और उनको बानिग नहीं दी गई, तो आप देखेंगे कि अभी जितना कम्पेनसेशन देना पड़ता है, उससे कहीं ज्यादा, आठ गुना, दस गुना, कम्पेनसेशन देना पड़ेगा।

इसके अतिरिक्त मुझे यह निवेदन करना है कि आज हमारी आमदनी, जो थर्ड क्लास पैसेजर्स से है, वह फ़र्स्ट क्लास और सेकेंड क्लास पैसेजर्स की आमदनी से आठ गुने से भी ज्यादा है, इसलिये हमें उस ओर विशेष ध्यान देना चाहिये। हमारे थर्ड क्लास पैसेजर्स के बारे में बड़े मार्मिक शब्दों में श्रीमती उमा नेहरू ने वर्णन किया है। मैंने कहा कि मैं प्रायः थर्ड क्लास में बैठ कर जाता हूँ और मैं देखता हूँ कि वहाँ कितना सफ़ाई-गन होता है। पंखा है, लग गया है, मगर पंखा बन्द हो जाता है और रोगनी भी बन्द हो जाती है। बाँच लाईस पर यह अक्सर होता है, जैसे कि कानपुर से बाँदा लाइन पर हम जा रहे हैं, तो कानपुर से बाँदा तक बिल्कुल अंधेरे में जायेंगे, एक भी रोगनी नहीं जलेगी, एक भी पंखा नहीं चलेगा। कोई सुनने वाला नहीं है कि पंखा मुघर जाय। जो फ़र्स्ट क्लास पैसेजर्स हैं, वे तो अपना पंखा किमी न किसी तरह मुघरवा लेगे, लेकिन थर्ड क्लास को कोई नहीं देखता है। अपर इंडिया एक्सप्रेस या कात्का मेल में भी बैठ कर मैंने देखा है कि गर्मी के दिनों में गाड़ी खूब खचाखच भरी हुई है और पंखा बन्द है। बनारस के स्टेशन पर मन झाकी कम्प्लेंट की, तो स्टेशन मास्टर ने कहा कि इस वजह उसे सुधारने वाला कोई नहीं है, वह बीमार है और वह मुघर नहीं सकता है। इस तरह की हरकत है, जो कि छोटे-छोटे कर्मचारियों के

द्वारा होती है। स्टेशन मास्टर एम० पी० की भी परवाह नहीं करते हैं, उनकी शिकायतों को भी सुनने के लिये तैयार नहीं हैं। कहीं कहीं, बाज़ बाज़ जगह ऐसे स्टेशन मास्टर हैं, जो कि रिटायर होने का बैठे हैं और कहते हैं कि बकते होंगे। एक ने कहा कि एम० पी० साहब आय हैं, इनकी मुन लो—मेरी ओर ही यह रेफ़रेंस था—ये बड़े आदमी हैं, ज़रा मुन लो और देख लो कि क्या गड़बड़ है। तो फ़र्स्ट क्लास में न रोगनी थी और न पंखा था और इस पर कोई कार्यवाही भी नहीं की गई। चूँकि ट्रेन आ रही थी, इसलिये मैं उसमें बैठ गया। मेरे साथ उसमें यू० पी० गवर्नमेंट के सेक्रेटरीज भी थे और सब रात भर गर्मी में उसी तरह से आये। तो ये जो कर्मचारी हैं, उनको विशेष हिदायतें देने की जरूरत है। यह भी जरूरी है कि जो हिदायतें यहाँ से जाती हैं, जो गवर्नमेंट के इंस्ट्रक्शंस होते हैं, उनका पालन हो और उसका पालन होते देखने के लिये बड़े अफसरों को चाहिये कि बिना किसी इत्तिला के थर्ड क्लास में ट्रेवल करें। हमारे मिनिस्टर्स भी बिना पहले इत्तिला किये हुए चुपचाप बैठ जायें और देखें कि उनके साथ क्या बर्ताव होता है। कटंसी वीक रेलवे में बनाया जाता है, लेकिन आप देखिये कि थर्ड क्लास पैसेजर्स के साथ कैसी डिसकटमी होती है। यह नभी देखने को मिलेगा, जब हमारे बड़े अधिकारी थर्ड क्लास में ट्रेवल करें और वहाँ के अफसरों को खबर नहीं हो कि ये बड़े अधिकारी जा रहे हैं।

जो थर्ड क्लास के लेडीज कम्पार्टमेंट्स हैं, उनके बारे में विशेष रूप से मुझे कहना है। उनमें तो महान् काट होता है। एक ट्रेन में केवल एक कम्पार्टमेंट होता है और उसमें ही इतनी स्त्रियाँ और बच्चे बैठते हैं। उनको उसमें बैठने की कोई जगह नहीं मिलती है, कोई बेंच के नीचे बैठती हैं, तो कोई ऊपर चढ़ कर जहाँ सामान रखा जाता है वहाँ बैठ जाती हैं। उसमें न पंखा होता है और न रोगनी होती है। तो जहाँ सम्भव हो, जिस ट्रेन में

[श्री भगवत नारायण भार्गव]

श्री पैसेजर्स की संख्या अधिक होती हो और जिसमें एक और लेडीज़ कम्पार्टमेंट थर्ड क्लास के लिये बढ़ाने की आवश्यकता है वहां अवश्य इसको बढ़ाना चाहिये ।

इसके अतिरिक्त मुझे यह कहना है कि थर्ड क्लास पैसेजर्स के लिये बड़े-बड़े स्टेशनों पर भी टिकट मिलने में मुश्किल होती है । जो कोई कुछ ज्यादा पैसा खर्च करता है तो उसका टिकट मिल जाता है । थर्ड क्लास की स्लीपिंग बर्थ का रिजर्वेशन कराने के लिये शायद ही कभी ऐसा होता हो कि किसी को रिजर्व न देनी पड़ी हो । पिछले साल रेलवे बजट के समय ही मैंने इस बात को कहा था और उस समय मिनिस्टर साहब ने स्टेशन का नाम पूछा था । मैंने बताया था कि लखनऊ मरीखे स्टेशन पर रिजर्व दे करके थर्ड क्लास की स्लीपिंग बर्थ का रिजर्वेशन कराना पड़ता है । ये छोटी छोटी बातें हैं परन्तु इनका हमारी जनता पर क्या असर पड़ता है इसको देखने की आवश्यकता है । हमारी गवर्नमेंट लोकप्रिय है और मैं चाहता हूँ कि उत्तरोत्तर वह लोकप्रिय हो । रेलवे का सम्पर्क जनता से अधिक से अधिक होता है, इसलिये रेलवे को पूरी सतर्कता बरतनी चाहिये और अपने नीचे के अधिकारियों को भी आदेश देना चाहिये कि थर्ड क्लास पैसेजर्स को, गरीब आदमियों को, ज्यादा मुविधा दें । मैं भी इस बात का अनुमोदन करता हूँ—जो कि यहां दो मित्रों ने कहा है—कि रेलवे की वर्किंग के लिये कोई हार्ड-पावर्ड-कमिशन बनाया जाना चाहिये क्योंकि इस तरह से जैसा कि अभी है इसका काम चल नहीं सकता है । केवल रेलवे फेयर या फ्रेट को बढ़ाने से ही इसका काम चल नहीं सकता है और कोई उन्नति नहीं हो सकती है, कोई अन्य उपाय सोचने होंगे । जैसे आपके यहां कोचेज बनते हैं वैसे ही रेलवे के जो भी सामान हों वे अपने देश के अन्दर ही बनने चाहिये । जहां तक हो सके देश में ही ये काम होने चाहिये । इससे हमारा

बहुत सा फारेन एक्सचेंज बचेगा और हमारा बहुत सारा रुपया बचेगा जिसको हम दूसरे कामों में लगा सकते हैं । और जो आपकी अनुसंधानशालाएं हैं उनकी प्रगति उत्तरोत्तर अधिक ध्यान देकर करनी चाहिये जिससे कि अपने देश की आवश्यकताओं को अपने आप पूरा कर सकें और बाहर का आसरा हमें न लेना पड़े ।

4 P.M.

SHRI PATIL PUTTAPPA: Madam Deputy Chairman, in that great Shakespearian play Hamlet the Queen addresses the Prince of Denmark who was greatly overcome by grief as "son" and he retorts back: "Yes, Madam, I am too much in the sun." Whether Hamlet was too much in the sun or not, the Railway Minister is now too much in the sun. He deserves all our sympathy and support. He has taken over the Railways after a great reputation as an administrator of exceptional ability. But he has to tax and the man who levies taxes is not liked by anybody. Unlike the proverbial lover who has the sympathy of the whole world, the person who levies taxes is not liked by anybody. However, if we want to have the pipe played, we must pay the piper. I can say this much that two things are inevitable in life, namely, death and taxes. No one can of course, avoid them.

Our Railways since our independence have been subjected to great stresses and strains and they have been carrying on in their limited field remarkably well. There has been a good deal of criticism in this House—whether the Railways themselves are responsible for them or not, I don't know—about these accidents. Of course nobody likes to have accidents. But much as I may desire along with my hon. friend, Prof. Ruthnaswamy, that all accidents should be avoided, they are after all accidents and they come without giving any notice.

In this country the railway passenger has been a victim for a long time. He wants a large number of amenities. They cannot be called comforts, they are bare necessities, like water, light, sanitation and so on. But even these have been denied to him for a long time. He may be compared to the proverbial Indian house wife who never complains. He has a spirit of acquiescence and accommodation which has no parallel. If he makes his demands felt, they must be attended to. I do not mean to say that administration is too callous to look after his interests. But in a developing economy the Railways are just part of our national life and they may not be 100 per cent what they should be. I may point out that in our country there are about 2,500 railway stations still without light, still without sanitation, still without raised platforms. These have got to be attended to. These cannot be termed comforts. These are just necessities which must be attended to urgently and with speed.

There is another thing which comes to the notice of everybody who travel; that there is very little movement in our trains. Once our dear Home Minister had paid a visit to Mysore. He was then the Railway Minister and he was travelling from Sholapur to Gadag. Of course, the train was moving, but he felt the train was not moving at all. That is not something peculiar to that one particular line. There are many lines in the country where the speed of the train is not noticeable at all.

As for delays of trains, conditions are still reminiscent of the British days. In the old Central Assembly Mr. Anantasayanam Ayyangar who was a member was once complaining about the delay in the running of the Grand Trunk Express from Madras to Delhi. It was always late and it never reached the destination in time. He told the House that a love-lorn youth wanted to commit suicide and he fell on the rails and waited for this train, but ultimately he died of hun-

ger. Things might have improved a little bit now, but there are still long delays and these cannot be tolerated. Things have got to be improved. The speed between various stations varies from 8 to 20 miles, even in these days of speedy locomotion. This cannot be termed locomotion and we have to improve the speed of our trains. To improve their speed we have to improve our track, we have to strengthen the bridges and we may possibly have to electrify the traction. Whether we should have steam traction, diesel traction or electric traction, has to be decided first and proper priorities set according to what is best for the country and for the requirements of our Railways. My hon. friend, Mr. Mani, suggested that diesel traction was no good. In that case Government should enquire, if diesel was no good and steam cannot serve our purposes, whether we should not go in for electrification. The target in the Second Five Year Plan for electrification of lines was in the neighbourhood of 1,500 miles. But I am afraid that this plan target has not been reached. We may possibly have electrified about 600 miles of railway track. This is not a matter for us to be satisfied at all.

There are many bottlenecks in passenger movements and in wagon movement. But the biggest bottleneck which has not yet been fully taken into consideration is the operational bottleneck. That operational bottleneck has got to be removed if our Railways are to serve any useful purpose. For instance, there has been a great deal of centralisation which is causing all these troubles. In various regions Railway Divisions have been created and they have been there since the last forty or fifty years without any revision. Since they have been created there has been a great increase in workload which must be taken into consideration if we are to have operational efficiency in the Railways. The time has come to make a drastic change in regard to the demarcation of these Divisions.

Railways, I am sure, have got Design Sections, where they design wagons and coaches but I do not think they have got an Operational Research Division which is greatly required if we are to tackle operational bottleneck in the Administration of Railways. The workload has tremendously increased and this matter does not brook any delay.

The other thing that I want to impress on the Railway Administration is that they should resort to perspective planning. They should not merely take into consideration this year, the next year or the year after the next but they should think in terms of 5, 10 or 15 years and plan ahead. The time has come for the Planning Commission to see whether the targets fixed for the Railways are being achieved. If they have not been achieved, they should find out the reasons that stand in the way and the necessary remedies must be found out. This perspective planning would give the Railways the necessary outlook so that they could develop on proper lines and hold out an assurance for efficient running. We are in the first year of the Third Five Year Plan. At the end of this Plan due to increased production our developing economy would necessitate the movement of goods on a gigantic scale. I do not know whether the Railway Administration is aware of the task to which it has got to address itself. Possibly after five years we may have 100 million tonnes more of goods to be transported on our Railways. I do not know whether the Railway Administration is aware of this. It is time that they planned ahead so that the Railways could work with greater efficiency.

THE DEPUTY CHAIRMAN: Two minutes more.

SHRI PATIL PUTTAPPA: There is another point I want to bring to the notice of the Railway Administration. New lines are being constructed in this or in that part of the country. I would particularly mention the Hassap--

Mangalore line. The Railway Administration knows full well that metre gauge is not paying as much as the broad gauge line. If that be the case

I my humble suggestion to this House is that instead of metre gauge line being

' laid between Hassan and Mangalore, they should go in for a broad gauge line ultimately connecting it to Bangalore. Bangalore being one of our important cities, being the Capital of Mysore State and also being a place where important defence industries are set up, it is better that Bangalore, is linked up by this broad gauge line. I would also suggest that a broad gauge link be established between Guntakal and Bangalore so that Bangalore would be connected with the rest of India. To carry more traffic from Hospet and Sandur to Madras they propose to lay a broad gauge line from Hospet to Guntakal. After all, Hospet is not far away from Hubli in the Southern Railway. This line from Guntakal to Hospet may please be extended to Hubli so that when due to persuasion from Maharashtra and in the light of the requirements of that area the Railway Administration puts in a broad gauge line from Poona to Miraj that could be extended to Hubli so that the whole of that area may be interlinked with the rest of India.

I would also like to impress on this House that there is a small metre gauge line from Sagara to Talguppa in Mysore State connecting thje Shera-vati Valley Project. It is only about nine miles and the Railway Administration feels that there is not adequate traffic there and that it should be dismantled. My humble suggestion to the House is this that instead of dismantling that line, it should be extended up to Karwar so that Karwar may be interlinked and the ore traffic could flow smoothly to that port.

I would also like to make a suggestion that since Rajasthan is very near to our friend across the border, Pakistan, line from Jaisalmer to Jaipur has

to be constructed so that we can improve our defences in that sector of the country.

Lastly, there has been a great deal of criticism about air-conditioning. Those who are in a position to pay for these super-coaches, let them pay but my humble suggestion to them is that air conditioning should be introduced in third class coaches. If that is done, the poor humble master from whom we all derive our authority would be very much pleased and would say that his representatives are doing something in his favour. Therefore I would with all humility suggest to this House that air conditioning be introduced in third class coaches and electrification of the track be intensified as early as possible.

With these words, Madam, I conclude.

SHRI EBRAHIM SULAIMAN SAIT (Kerala): Madam Deputy Chairman, I rise to take part in this discussion on the Railway Budget and I am thankful to you, Madam, for giving me this opportunity to express my views on the subject. At the very

[THE VICE-CHAIRMAN (DR. A. SUBBA RAO) in the Chair.]

outset I would very much like to welcome our new Railway Minister, Sardar Swaran Singh who has taken up this great and arduous task of seeing that this greatest national asset, that is the Railways, work with more and more efficiency to the satisfaction of the common man and to the advantage of our country as a whole. I earnestly hope that with his ability and talent he will build up the Railways as the pride of the nation. Mr. Vice-Chairman, Sir, it is needless for me to point out here as everyone knows it—that the Railways are our great national undertaking and it is the Railways which have during the last century contributed greatly to the consolidation of the sense of national unity and economic development in this country. It is, therefore, I demand,

Sir, that the Railways must not be looked upon, as my learned friend Mr. Sapru, rightly pointed out yesterday, from the point of view of profit-making alone, but there should be a human approach to the whole problem from the national point of view, where not only the interest of the workers is safeguarded, but also the facilities, amenities and the comfort of the common man should be the predominant ideal of the Railway Administration. Permit me to point out with all emphasis that the Railways earn their income not so much from the air conditioned or first class passengers—for whose amenities more consideration is given—but the bulk of the income derived by the Railways comes from the Third Class passengers. And it is to the comfort and necessities of these Third Class passengers that the Railway Administration, I regret to say, pays very little attention. On the other hand, they are being demanded to pay more and more, but basic facilities and amenities are not provided for them by the Railway Administration.

Sir, I am not one of those who criticise everything and can see nothing good anywhere. I admit that there are certain good features in the Railway Budget that has been presented to this House. There have been developments in the various fields of activity. The manufacture of electric and diesel locomotives is really an achievement worthy to be proud of. We have got thousands of miles of new track. There has been an increase of fifty per cent in the acquirement of wagons. The Railways have been able to handle an increase of 20 percent, in passenger traffic during the Second Five Year Plan. All this is good. I have great appreciation for all this and I congratulate the Railway Ministry on all these achievements. But my point is that all this is not sufficient and it is not adequate for this great country, with its huge population marching ahead with the ideal of a socialist pattern of society. Together with this, what has shocked

[Shri Ebrahim Salaiman Sait.] the nation and has made the travelling public deeply anxious; the fact of the numerous accidents, minor and major, since last year, causing untold damage and hardship to the lives of hundreds of men and women in our country. These accidents go to prove that something is wrong somewhere and also go to establish the inefficiency of the railway department. This black mark on the Railway Administration has to be removed and the matter has to be taken up very sincerely and earnestly so that railway travel in the country could be made not only better but also safer for the people living in this great land.

Sir, we today have railway lines spread out throughout the length and breadth of the country. But here again in certain areas there is concentration of railway lines and on the other hand, certain areas which are really backward and deserve more attention are neglected. It was only yesterday that my learned friend, Mr. Gurupada Swamy, pointed out that in this neglect the South comes foremost. As far as my State of Kerala is concerned, conditions there are still worse. It is really surprising that in these days of progress and developments there are vast areas in my State of Kerala which have got no means of communication at all. The Ernad area in the Malabar district lacks facilities of communication which keeps this area perpetually backward. The people of this State, the house should understand, have been suffering due to this great drawback. As you are all aware, literacy is the highest in my State of Kerala. But with this literacy there is also the acute problem of unemployment. This is because no industries are located there and no development projects are started there just because there are no communication facilities. There are no railway lines. For example, all of you must have heard that Alappuzha is one of the important cities in the old Travancore-Cochin area, which was once a very flourishing business and

industrial centre. But now the conditions there are deteriorating just because of the lack of communication facilities and railway lines. So also is the case in the Ernad area of Malabar District which has no rail connection directly with Calicut, the industrial city of Malabar and Feroke, the timber yard of the South. Therefore, I demand most emphatically that the Railway Administration should give more attention and immediate attention to the construction of railway lines connecting Kayamkulam with Alleppey and also connecting Feroke with Ponnani. This will go a long way in solving the miseries of the people living in this area and in solving the unemployment problem there.

I cannot really understand, permit me to point out, the step-motherly treatment that is being given to the State of Kerala by the Centre. I want that it should stop. I am not asking for it on the basis of regional claims, but I say that if you improve the conditions in Kerala, make it more progressive and more prosperous, then our country progresses, our people prosper, and that is our main ideal of the Administration.

Sir, I feel it is my duty to urge for more facilities and amenities to be provided for the Third Class passengers, in all lines, throughout the country. The overcrowding problem has to be solved at all costs. In North and South, everywhere, and more particularly in the South, whenever I have travelled I have found human beings travelling in third class compartments not as human beings, but as sheep and cattle. This situation must stop. Something has to be done for this and the Railway Administration must give it the utmost importance. I demand, therefore, basic amenities not only in trains, but also in the canteens, waiting halls and railway stations for the common man. Also, I want extra running of trains to reduce the rush of travelling public on the railways.

Another question of immediate necessity is the construction of over-bridges, and the need of making our trains run to time. This has been stressed by my learned friends, Mr. Anwar and Mr. Pattabiraman, yesterday. So, I would not go into them in detail. I only wish that the Railway Administration takes up the matter of the construction of overbridges and punctuality of trains seriously and immediately.

Lastly, I have to oppose and I feel it my duty to oppose with all vehemence and vigour at my command the increase in the fares, particularly of Third Class passengers. I do not mind if First Class passengers are asked to pay more, ten, twenty or twentyfive per cent more. That is immaterial to me, because those people can afford it. They can pay more and can travel with pleasure and comfort. But the increase of fares of Third Class passengers is not only drastic but highly objectionable. Today, as the House is aware, the common man is already burdened so much with daily increase in the prices of the essentials of life that the increase in the fares for railway travel, which is also an essential thing in life, will take the life out of the common man and poor masses of our country. I, therefore, appeal to the Railway Ministry to announce cancellation of the increase in fares, tap other sources of income and devise vigorous measures to check ticketless travel. Just now my predecessor said that there are ticketless travellers to the extent of lakhs and lakhs, if not crores in number. If these ticketless travellers are properly checked just as my friend Mr. Anwar suggested yesterday and if a vigilance squad could be established to take vigorous action against ticketless travel we could save crores and crores of rupees for the railways. By so doing, by collecting revenues from other sources, and by tapping other sources and by an announcement of cancellation of an increase in the third class fares, the Railway Ministry will be earning the

goodwill of lakhs and lakhs of the travelling people. Finally, I request you most humbly to have a human approach to the whole Railway problem, not from the business point of view, and not from the point of view of rupees, annas and pies, as I pointed out before, but mainly from the human point of view because it is a great national asset, and we want to make this national asset really to be the pride of our country and the nation. Please do consider this problem of the railways with a human approach and do consider the demands of the workers with sympathy and provide all facilities and amenities to the travelling public. If these two ideals of satisfying the workers and giving all facilities and amenities to the common man are kept in view, I am sure that efficiency and sufficiency in our railways will definitely improve, and the railways will definitely become the pride of our nation. Thank you.

SHRI NAFISUL HASAN (Uttar Pradesh): Mr. Vice-Chairman, I am afraid that within the limited time at my disposal it will not be possible for me to touch the various important aspects of the Railway Budget. I have carefully read the speech of the hon. Minister and also the White Paper on the Budget supplied to us. I am of opinion that by and large the administration of the railways has been satisfactory. The most prominent feature of the present Budget is the proposal to increase the passenger fares and also the goods freight. Much has been said on the subject both in favour and against. In my opinion at the present juncture in the life of our country, when we are in the midst of the Third Plan and when according to the proposals contained in the Budget the resources of the railways are to be developed to meet the demands of our developing economy, I think a case is made out for an increase in the fares and freights. I feel, however, that before the Government levies any taxes, it is its duty to explore all possibilities of economy.

[Shri Nafisul Hasan.] I do not know if all the possibilities of economy in the administration of the railways have been explored. I therefore urge that if it has not yet been done, it should be done now. There are many items in which economy can be effected. By proper supervision the revenues can be increased. My friend, Shri Bhargava, did mention certain things, and I think that if proper supervision is exercised, the revenues of our railways can be increased.

There is one other consideration, and that is that when we have to levy a tax, we have also to consider the paying capacity of the persons on whom the tax is to be levied. We know that our common man is already suffering under the burden of indirect taxation, and it is very doubtful if a third class passenger will be in a position to bear the additional burden of about 10 per cent increase. It is for the Government to see after exploring all possibilities of economy if they can reduce the burden on the third class passengers by a small percentage. I think that will be an action in the right direction.

As regards freight, the proposal is that for transport up to 40 kilometres there will be an additional charge of 50 naye paise per tonne, and there will be a charge of rupee one per tonne for all distances above 40 kilometres. I also find that it is only traffic in respect of export of manganese ore that is exempted from the operation of this additional burden. Coal will be carried at the enhanced rate. I would like to know why it is that only manganese ore is exempted. There are other commodities which are exported and naturally when we are encouraging exports at present, not only for our industrial development but also to have foreign exchange, there is no reason why other exportable commodities should be made to bear the additional burden. Unless there is some proposal to give a rebate on articles which are actually exported, I think our policy

for increasing our exports will suffer I on account of this additional burden.

Then, we are also developing our industries. Coal is the basis of development of all our industries and I doubt whether it would be in the interests of development of our industries if additional freight charges are levied on coal. The cost of production is bound to increase. For our internal consumption I do not mind that, but our industrial policy aims at producing goods which are to be exported. And howsoever little the additional burden may be, it will prevent us from offering our goods at competitive rates in the foreign markets. I hope that if possible, some lesser burden should be placed on the transport of coal or it should be exempted from this levy. Then there is another proposal. It is said in the White Paper that the policy is that transport for short distances should be discouraged by rail and instead of rail, road transport should carry the traffic for shorter distances. But why then this 50 nP. for 40 kms? Why not have the same rate—full one rupee for 40 kms. or whatever be the distance? Or if the Ministry wants to reduce the rate for 40 kms. it may place it at 75 nP. in order to discourage the carriage of goods by rail for short distances. Normally also, people will not carry goods over short distances by rail because they have to take their goods to the railway station and from the other railway station to the place of industry or where these goods are required. If the goods are taken by road, they do not have to be loaded and reloaded again. The truck reaches the place where the industry is situated.

For the last two years, the part of the country from which I come—I mean the Uttar Pradesh—has been experiencing an acute shortage of coal, with the result that the quotas of the kiln-owners and other industrialists have been reduced at some places to half. That is all due to the shortage of wagons, not that there is any shortage in the production of coal. This year, I understand, these persons were

also allowed to purchase coal from Jharia and to transport it by road. I am told that they experienced very great difficulty at the Sone River which is in Bihar. There is no road bridge over that river and the trucks and cars are transported from one bank to the other by rail. The charges are very high and coal trucks are not allowed, with the result that those who brought their coal from Jharia had to unload it on the eastern bank. The coal had to be brought by boats to the western bank, and they had to find new trucks into which the coal had to be loaded again. I would suggest that until such time as the Railways are able to have a satisfactory supply of wagons, some arrangement should be made to facilitate the transhipment of coal over that river.

There is only one point more to which I would draw your attention. I regret to find that in the Railways the system of reservation of seats was introduced in the case of promotions. I yield to none in my desire of seeing that our backward people and people belonging to the Scheduled Castes and the Scheduled Tribes are uplifted as soon as possible. They should be helped in every way possible. I had something to do for a number of years with the services in my own State, and I can only say that the application of the principle of reservation for promotion cases is very vicious. It was a great mistake on the part of the Government to have applied it to the cases of promotion. I have with me the recent decision of the Supreme Court, and also the order of the Madras High Court. The case was that promotion from one grade of court inspector was to be made and the direction was given that reservation was to be made for the backward or the Scheduled Caste people. A person who had been promoted in a temporary capacity went up to the High Court of Madras in a writ petition. That petition was allowed on an interpretation of article 16 (4) of the Constitution. According to that High Court, this reservation of seats 163 RS.—6

in employment could be made only in cases of direct recruitment. That decision of the Madras High Court has been set aside by the Supreme Court. It was in September last year and according to the interpretation of the Supreme Court—that decision is by a majority of three to two it is open to the Government to apply that principle to cases of promotion also. According to the Supreme Court, the wordings of . . .

THE VICE-CHAIRMAN (DR. A. SUBBA RAO) : You have to conclude your speech. Your time is up.

SHRI NAFISUL HASAN: I seek your indulgence for two or three minutes more. This is an important matter in my opinion. I seek your indulgence.

THE VICE-CHAIRMAN: (DR. A. SUBBA RAO) : That is all right.

SHRI NAFISUL HASAN: Now, the whole effect of the decision of the Supreme Court is that the action of the Government is not *ultra vires*. It does not in any way mean that the propriety of that action cannot be questioned. We have got to consider whether that step was proper or not. In this connection, I may just mention that in all services, promotion is based either on the basis of seniority with the rejection of the unfit—this is one criterion—or on merit or efficiency. Of course, you cannot ignore the question of seniority even in that. The third criterion is that of seniority and efficiency combined. Now it will mean that by offering reservation to any particular class of people we let go all these principles which are necessary for maintaining the efficiency of the services. Imagine, Sir, a person who is working in the lowest grade going above the person who had been working in the higher grade without being more efficient either. And what will the effect of such an action be on the persons who are more efficient and who are more senior? Simply they will become

Lbiu'i Wafslul Hasan.] absolutely indifferent to their work, they will cease to take interest in their work, human beings as they are; they are not angels. If they think that a person who had started service at the same time goes over them, not because of any merit, not because of seniority but because he belongs to a particular class, do you think, Sir, that it will be possible for you to maintain the efficiency of the services? There will be discontent; They are hound to be. I find that a committee has been appointed to enquire into the recent accidents in the Railways. I cannot possibly forestall the conclusions of that committee, and I do not know if this state of affairs, *i.e.* promotion to those who do not deserve it, has had something to do with the lack of efficiency of the services as a whole and the indifferent attitude which the railwaymen adopt in their day to day duties.

THE VICE-CHAIRMAN (DR. A. SUBBA RAO) : Yes, it is time; your time is up.

SHRI NAFISUL HASAN: One minute, Sir.

THE VICE-CHAIRMAN (DR. A. SUBBA RAO) : I am very sorry; you have already taken twenty minutes.

SHRI NAFISUL HASAN: All right, Sir; thank you very much.

SHRI H. V. TRIPATHI (Uttar Pradesh) : Mr. Vice-Chairman, let me first greet our new Railway Minister who presented this Budget for the first time. We expect of him that he would do his utmost to maintain and also improve the level of railway working to a greater degree.

I have not stood here to raise any fundamental questions of very great importance, because that has been done already by eminent persons, persons seasoned in their task. I have very few things to say and I am saying them because they have been

neglected so far, and they are minor things, one of them regarding the condition of the travelling ticket examiners. I am told they are not given railway quarters for their residence. Secondly, there are the cases of some train examiners in certain sections, who have not the benefit of the same working hours which their brethren have in other sections; specially those on the Hardwar-Dehra Dun line have got their complaint.

Then a question of fundamental importance arises and that is, when a passenger purchases a ticket, he must be assured of his seat. If his seat is not ensured, that means you throw him to the wolves. He is permitted to get into the platform and find his own way out; he has to fight with his co-passengers inside the compartment to get into it. They are ruthless and reckless and he has to suffer indignities at their hands since they will not allow him in and callously we have to see this scene, because there is no way out. The passengers enter a train and they are kicked out by those inside. And why is it so, Sir? It is because we have not secured or given any security about their seats. You go to the bus stands. There may be difficulty in purchasing your tickets; there may be uncertainty whether you will be able to purchase a ticket or not. But once you have purchased the ticket, you are assured of a seat; there can be no two opinions about that. But not so in the Railways, and I am putting a case in point. Hardwar is an all-India pilgrim centre. Thousands of persons daily come to take their bath at Hardwar. Day in and day out they come there. Not only is it a pilgrim centre where people flock every year, but every six years and every twelve years there is the Kumbh fair when millions of people come and take their bath. Here, of course I must congratulate the Railway Ministry for their efficient arrangements this year enabling the pilgrims to attend the Kumbh fair. But it does not end there, The question is one of daily

occurrence; the pilgrims start from iiarawar back, or they come to Hajjd-war. They are poor pilgrims, pilgrims who have faith in divinity, pilgrims who have faith in the Ganga, pilgrims who have faith in God. They are poor pilgrims and they get in there not because they have money to go in for luxury trips but because they have faith in God and the holy place. What happens is this. Dehra Dun is a big city. Concessions are given to tourists for Mussoorie and Dehra Dun, and naturally the train is already overcrowded when it arrives at Hardwar station. Dehra Dun is a big town and already it accounts for many of the passengers and then the tourists and the concession ticket holders are found in large numbers there. So the train is already overcrowded, and when it reaches Hardwar there is no accommodation for the pilgrims there. I refer to the train that goes to east, to Lucknow, to Banaras, to Howrah; that is the train running up to Howrah, and the people from Howrah come to Hardwar as well as to Dehra Dun, and the people from Hardwar go up to Howrah. Now one train does not suffice. People come in the morning and try to go back in the night, and there is only one train at night. The matter was pressed that one more train should be allowed from Hardwar eastwards, that one more train should be allowed to Delhi, and one more train should be allowed to the west from Hardwar. This matter was agitated before Shri Lai Bahadur Shastri, who was good enough to say that the station would be upgraded and that it would have some facilities. Then the matter was pressed before Shri Jagjivan Ramji, our former Railway Minister. It was also discussed in the Zonal Committee where the principle was accepted and a train was started from Hardwar to Howrah once a week. Another weekly train was started from Hardwar to Banaras, and it was started in the month of November or December when there was no

peak rush at Hardwar, and the peak rush at Hardwar is during the summer months, from March to October. But immediately, when the month of May came, all these facilities were taken away and the train was shunted off to Dehra Dun again. They had a full train coming from Dehra Dun, but one full train is not enough for them. But any train coming from Hardwar must be shunted off to Dehra Dun before it comes to Hardwar back again. The appalling conditions of the pilgrims at Hardwar has only to be seen. The tragedy of it is that sometimes 5 P.M. we find the child being left behind and the parents going on the train, wife being left behind and the husband boarding the train, the daughter being left behind and the mother getting into the train, and the man being left behind and the wife and children remaining on the train. I do not know what is the special thing in shunting it off once the point is accepted. I say with great humility that no parochial view should be taken in these matters. It is not a question of Dehra Dun and Hardwar. Somebody said that it had become a prestige question of Dehra Dun and Hardwar. Give them ten other trains, we do not mind, but give us only one train where the people immediately after taking their bath in the evening can come and occupy their seats in the train, not in a helter-skelter way, rushing within ten minutes to take up their seats, but come in a peaceful and calmly way because there are thousands of pilgrims. It is not a question of one or two passengers. I say, Sir, with the greatest humility—our Deputy Minister is here. He belongs to that area. Probably he feels that he may be called a partisan if he gives a special privilege to Hardwar—I appeal to him not to feel that way but to do the right thing.

Unfortunately, there [is no road traffic between Hardwar and the East. There is no roadway because

there is no bridge over the Ganga and the Luxur-Belwala bridge over the Ganga does not give way to roadway traffic. There is no roadway traffic between Hardwar and Moradabad or between Hardwar and Bareilly or Hardwar and Lucknow. Of course, the day the Belwala bridge is opened for traffic or another bridge is built over the Ganga at Hardwar, I shall never be so insistent because then the leeway can be made to a great extent by the bus services. Today between Hardwar and Dehra Dun there are 11 bus services running, between Ambala and Hardwar there are 7 bus services running, between Delhi and Hardwar there are 11 bus services running. I am not speaking for them though I do wish to say again with the same emphasis—there is not so much of clamour about it—that you cannot put back this thing, but let there be a daily, not a bi-weekly—that is not of much use except to Dehra Dun passengers—train because the passengers do not know when the train comes and goes. They come from their homes on a certain day, on a certain auspicious day, and they wish to leave as early as possible.

Now, Sir, there is another important factor. At Rishikesh there is an antibiotic factory going to be developed which will incorporate a labour force of 15—20 thousand, and near-about Hardwar a new township is going to grow up. Naturally the railway station has to be developed. The station has to be upgraded and besides that, trains have got to be started whether you like it or not, and I, Sir, most humbly request the Railway Ministry to do justice lest it should be said against us that we only tax the passengers without giving them the basic facility of securing a seat for themselves in a respectable way.

Sir, I would not like to take any more of your time, but this little time that I have cared to take today

I have done so because I felt that I might not be doing justice to the constituency from where I come.

Thank you.

श्री आर० एस० खांडेकर : (मध्य प्रदेश) माननीय उपसभाध्यक्ष महोदय, मेरे सम्माननीय मित्रों ने कल और आज इस सदन में रेलवे मन्त्रालय के बारे में काफी आलोचना की है और बहुत से सुझाव दिये हैं। उन सब का मैं समर्थन करता हूँ और उनसे सहमति प्रगट करता हूँ। जो बहुत से तर्क दिये गये हैं उनको दोहराने की मुझे आवश्यकता नहीं है। फिर भी मैं जिस प्रान्त से आ रहा हूँ उसकी करुणा भरी कहानी इस सदन के सामने और रेलवे मन्त्रालय के सामने रखना मैं अपना कर्तव्य समझता हूँ। हमारा प्रान्त इतना बड़ा है कि भारत का हृदय कहलाता है। लेकिन सब कहते हैं कि वह हृदय बहुत कमजोर है और शरीर का अगर एक भी भाग इस तरह से कमजोर हुआ तो उस शरीर की हालत क्या होगी, यह आप स्वयं समझ सकते हैं। रेलवे का जो ढाँचा आज हमारे सम्मुख है, उससे आपको पता होगा कि कई जगह रेलवे का कंसेंट्रेशन है और कई जगह रेलवे बिल्कुल नहीं है। हमारे प्रान्त में कई हिस्से ऐसे हैं कि जहाँ ढाई ढाई और तीन तीन सौ मील तक रेलवे के दर्शन ही नहीं होते हैं। बहुत से लोग ऐसे हैं जिन्होंने यह देखा नहीं है कि रेलवे क्या चीज है। अगर इतिफाक से वे रेलवे रजन देख लें तो शायद देवता समझ कर वे उसको नमस्कार करें। वस्तर के इलाके और विन्ध्य प्रदेश के इलाके ऐसे हैं, जहाँ पर रेलों की बहुत आवश्यकता है। मैं समझता हूँ कि इसका कारण यह है कि गये दस वर्षों में इस प्रान्त का कोई प्रतिनिधित्व केन्द्रीय मन्त्रिमण्डल में नहीं रहा और आगे भी पाँच सालों में इस प्रान्त का प्रतिनिधित्व होने की कोई भी सम्भावना नहीं है। आज भी वहाँ की प्रान्तीय राजनीति बहुत कमजोर दिखाई देती है और प्रान्त के नेतृत्व के बारे में आप सब लोग जानते हैं कि प्रान्त का नेतृत्व बाहर

से थोपा जाता है। इसलिये इस प्रान्त के बारे में किसी को इंट्रेस्ट नहीं है। वह एक नेगलेक्टेड प्रान्त है। इसलिए रेलवे मन्त्रालय से खास कर के मैं गुजारिश करूंगा कि वह इस प्रान्त के बारे में अधिक से अधिक दिलचस्पी ले करके उसकी जो प्राब्लम्स हैं, उसकी जो समस्याएँ हैं, उनको हल करने में मदद करे।

मैं सदन का समय ज्यादा नहीं लेना चाहता हूँ। फिर भी मेरे कुछ नम्र सुझाव हैं जो मैं सदन के सामने रखने की कोशिश करूंगा। हालांकि मेरे पास कई ऐसे सुझाव हैं कि यदि मैं उनको आपके सामने रखूँ तो वह एक काफी बड़ी लिस्ट हो जायेगी; फिर भी जो आवश्यक समस्याएँ हैं, उनको आपके समक्ष रखना मैं जरूरी समझता हूँ। सबसे बड़ी समस्या जो कि मैंने आपको बताई वह बस्तर जिले की है। वह एक नेगलेक्टेड इलाका है। वहाँ रेलवे लाइन डालने का सवाल है। वहाँ अधिकतर आदिवासी तो रहते ही हैं, लेकिन खनिज सम्पत्ति भी वहाँ बहुत ज्यादा है। इस बारे में जो एक्सपर्ट्स कमेटी है, जो सरकार है, उसने भी महसूस किया है कि इस प्रान्त में काफी खनिज सम्पत्ति निकल सकती है। उसको डेवलप करने के लिए, उसका विकास करने के लिए, वहाँ पर रेलवे लाइन डालना बहुत आवश्यक है।

श्री शाहनवाज खाँ : बन रही है।

श्री आर० एस० खांडेकर : Thank you very much. इसी प्रकार विन्ध्य प्रदेश का भी सवाल है।

श्री विमलकुमार मन्नालालजी चौरडिया : यह ठीक है कि वह बन रही है। किन्तु वह बहुत बड़ा एरिया है और उसका जो काम है, वह पूरा हो नहीं सकेगा।

श्री शाहनवाज खाँ : वह तीन सौ मील लम्बी लाइन है।

श्री विमलकुमार मन्नालालजी चौरडिया :

क्या हुआ ? यह कोई बड़ी भारी बात नहीं। यदि आप भारतवर्ष का नक्शा उठा करके देखें तो आप को मालूम होगा कि मध्य प्रदेश के हिस्से में आपने बहुत थोड़ी रेलवे लाइनें डाली हैं।

श्री आर० एस० खांडेकर : अब दूसरा सवाल जो सबसे अधिक जरूरी है वह भिण्ड मुरैना की डकैतियों का सवाल है। मैं श्रीमान से प्रार्थना करूंगा कि भिण्ड, मुरैना और शिवपुरी के बारे में रेलवे मन्त्रालय को बहुत ध्यान देने की आवश्यकता है। इस सम्बन्ध में मेरा एक सुझाव है कि भिण्ड से इटावा तक, श्योपुर से कोटा तक और शिवपुरी से गुना तक अगर रेलवे लाइन बढ़ा दी जाये, तो वहाँ डाकू की समस्या काफी हद तक हल हो जायेगी, ऐसा मेरा विश्वास है। इसके बारे में खालियर में चैम्बर आफ कामर्स का एक प्रतिनिधि मण्डल रेलवे मन्त्रालय के मुख्य अधिकारी से मिला भी था, लेकिन उन्होंने अपनी अक्षमता जाहिर करके यह कहा कि यह मामला जो है, वह प्लानिंग कमीशन का है। तो मैं इस सदन की माफत, रेलवे मन्त्रालय की माफत, यह गुजारिश करूंगा कि यह जो नई लाइन की समस्या है, उसको प्लानिंग कमीशन में रख करके इस योजना-काल में हो सके तो इसमें, नहीं तो कम से कम अगली योजना में इसको हल करें और इस प्रदेशकी अर्थव्यवस्था को सुधारने की कोशिश करें, तो बहुत अच्छा होगा।

इस प्रदेश में जो लाइनें हैं, वे नैरोगेज लाइनें हैं। नैरोगेज के सम्बन्ध में इस सदन में काफी चर्चा हो चुकी है और उसको मैं दुहराना नहीं चाहता हूँ, लेकिन आपको आश्चर्य होगा कि भिण्ड और खालियर के बीच में सिर्फ ४० मील का अन्तर है और रेल से जाने में साढ़े चार घंटे लगते हैं। रोडवेज वही हमको डेढ़ घंटे में ले जाती है। अब ऐसी

[श्री आर० एस० खाण्डेकर]

हालत में रेलवे मन्त्रालय इसकी शिकायत नहीं कर सकता कि रोड ट्रैफिक रेलवे के ऊपर हावी है। तो मैं चाहूंगा कि जहां नैरोगेज है, वहां ब्राडगेज अगर नहीं हो सकती है, तो कम से कम मीटरगेज बना देना बहुत आवश्यक है।

मथुरा से लेकर इटारसी तक सिगिल लाइन है। कई जगह डबल लाइन का काम प्रारम्भ भी हो गया है, लेकिन यहां पर सिगिल लाइन होने से ट्रेन्स काफी डिटेन होती हैं और काफी समय बर्बाद होता है इसलिये मैं चाहूंगा कि मथुरा से इटारसी तक डबल लाइन करने का काम शीघ्र चालू हो जाना चाहिये।

एक बात मैं यह अजें कहेगा कि दिल्ली से बम्बई तक वावाआदम के जमाने से सिर्फ दो ही डाइरेक्ट ट्रेनें चल रही हैं, एक पठानकोट एक्सप्रेस और दूसरी पंजाब मेल। कुछ वर्ष पूर्व एक जनता ट्रेन चलाई गई थी लेकिन न मालूम क्यों वह बन्द हो गई। ये जो दो ट्रेनें हैं उनमें इतना हैवी ट्रैफिक होता है कि उनमें प्रवेश करना बिल्कुल असम्भव हो जाता है। तो मैं चाहूंगा कि एक नई एडीशनल ट्रेन जनता एक्सप्रेस सरीखी या डिलक्स सरीखी दिल्ली से बम्बई तक इस लाइन पर चलाई जाये, तो अच्छा होगा। इसके लिये शायद मंत्री महोदय यह कहेंगे कि वहां पर मद्रास जनता, मद्रास डिलक्स और ग्रेड ट्रंक एक्सप्रेस इटारसी तक चलती हैं लेकिन मैं कहूंगा कि साउथ इण्डिया का ट्रैफिक दिल्ली से इतना हैवी होता है कि बीच के स्टेशनों पर—जैसे कि ग्वालियर है, इटारसी है, बीना है, भोपाल है—इन ट्रेनों में घुसना बहुत ही मुश्किल हो जाता है। तो मुविधा की दृष्टि से यह अच्छा होगा कि एक एडीशनल ट्रेन चाहे वह डिलक्स हो या जनता हो इस लाइन पर—सेंट्रल रेलवे पर—वेस्टर्न रेलवे पर तो है, लेकिन सेंट्रल रेलवे पर नहीं है—निकाली जाये।

श्रीमान् जी, मैं थोड़ा सा ओवरग्राउंडिंग के बारे में भी दो शब्द कहना चाहता हूं। ओवर ग्राउंडिंग के बारे में मेरे ख्याल से इस सदन में सब सदस्यों ने काफी चर्चा की है लेकिन जो अनुभव भोपाल, झांसी, बीना या ग्वालियर में होता है वह बहुत विकट है। अगर कोई मुसाफिर थर्ड क्लास में प्रवास कर के सही तौर पर अपने स्थान पर पहुंच जायगा तो उसको वाकई में इनाम दिया जायगा। ऐसी हालत आजकल की परिस्थिति में है और खास कर के जब से नया मध्य प्रदेश बना है और भोपाल उसकी राजधानी हुई है तब से ग्वालियर से भोपाल तक इतना ट्रैफिक होता है और ग्वालियर से दिल्ली तक इतना ट्रैफिक होता है कि पठानकोट एक्सप्रेस के आने के समय जब मैं ग्वालियर स्टेशन की हालत देखता हूं तो मुझे तो बहुत हैरत होती है। मुझे तो कई मर्तबा प्रवास करने का अपना इरादा त्याग देना पड़ा है। मैं चाहूंगा कि ग्वालियर से दिल्ली तक के लिये और ग्वालियर से भोपाल तक के लिये ग्वालियर स्टेशन से एक कम्पोजिट बोगी लगाने की व्यवस्था हो सके, तो बहुत अच्छा होगा।

फर्स्ट क्लास के बारे में हमारे माननीय सदस्य ने कहा कि वह "हेल" में जाने दीजिये। मैं भी उनका थोड़ा बहुत समर्थन करता हूं लेकिन मैं सदन का और मन्त्रालय का ध्यान खास कर के सेकेंड क्लास की ओर दिलाना चाहता हूं। सेकेंड क्लास के पैमेंटर्स की इन ट्रेनों में क्या हालत है उसके बारे में खास तौर पर आपका ध्यान आकर्षित करना चाहता हूं। थर्ड क्लास के बारे में बहुत चर्चा हुई, इसलिये मैं उसे दुहराना नहीं चाहता हूं लेकिन पठानकोट एक्सप्रेस और पंजाब मेल में सेकेंड क्लास की क्या हालत है और क्या वस्तु-स्थिति है वह मैं सदन के सामने रखना चाहता हूं। कुछ दिन पहले पंजाब मेल में सेकेंड क्लास की पूरी बोगी लगती थी लेकिन अब एक बोगी में से आधी थर्ड क्लास की होती है और आधी सेकेंड क्लास की होती है और उसमें भी

आधी पुरुषों के लिये और आधी महिलाओं के लिये होती है। अब जब ओवरक्राउडिंग होती है तो थर्ड क्लास के पैसेंजर्स भी सैकंड क्लास में आ जाते हैं और सैकंड क्लास के पैसेंजर्स की इतनी मूर्खता होती है कि कुछ कहा नहीं जा सकता है। आज के जमाने में बहुत सारे मध्यमवर्गीय लोग थर्ड क्लास की भीड़ को देखते हुए सैकंड क्लास में आना पसन्द करते हैं लेकिन सैकंड क्लास की यह हालत है। जो उसमें थोड़ी जगह होती है उसमें कितने ही आफिसर्स, आर्मी आफिसर्स, रेलवे का स्टाफ इतनी ज्यादा जगह ले लेते हैं कि फिर औरों को उसमें ट्रेवल करना बहुत मुश्किल हो जाता है। इसलिये मेरा निवेदन है कि इन दोनों ट्रेनों में सैकंड क्लास की पूरी वोगी अवश्य लगानी चाहिये। थर्ड क्लास के बारे में भी मुझे पूरा समर्थन करना है, लेकिन मैं सदन का समय इस बारे में नहीं लेना चाहता हूँ।

टिकटलैस ट्रेवलिंग और ओवरक्राउडिंग के बारे में जो सवाल है और उसके बारे में जो कुछ सदस्यों ने कहा है उससे मैं पूर्ण रूप से सहमत हूँ। टिकटलैस ट्रेवलिंग की जो बीमारी हमारे देश में है, वह अगर दूर हो जाय तो—जैसा कि बहुत से सदस्यों ने कहा है—नये टैक्स को लगाने की आवश्यकता बिल्कुल नहीं रहेगी।

यह हो गया पैसेंजर ट्रैफिक के बारे में। थोड़ा सा शार्टेज आफ वैगन्स के बारे में भी दो शब्द कहना चाहता हूँ। मुझे कई कम्प्लेंट्स ऐसी मिली हैं कि वैगनो का शार्टेज जानबूझ कर किया जाता है। इसकी कम्प्लेंट हमने रेलवे बोर्ड से भी की है कि स्टेशन-अधिकारी जान बूझ कर वैगन्स का शार्टेज करते हैं। इस सम्बन्ध में बहुत सी बातें हैं जो कि इस समय मैं सदन के सामने नहीं रखना चाहता हूँ, फिर भी मैं रेलवे मन्त्रालय से कहूँगा कि वैगन्स की शार्टेज के बारे में इन्क्वायरी कराई जाय। जिस वक़्त खास कर के हार्वीस्टिंग सीजन होता है, जिस वक़्त अनाज की लोडिंग और अन-

लोडिंग का सवाल होता है, उस वक़्त वैगन्स नहीं मिलते हैं; तो एक आर्टिफिशियल स्वेयर-सिटी ये लोग जान बूझ कर पैदा करते हैं, इसलिये इसका तरफ़ ध्यान देना बहुत आवश्यक है।

ग्वालियर में जो इंजिन वर्कशॉप है, उसको रेलवे वर्कशॉप में कन्वर्ट करने का एक सवाल और है। मुझे नहीं मालूम कि क्या हुआ, लेकिन वह प्रोजेक्ट ड्राप सा हो गया है। मैं चाहूँगा कि अगर ग्वालियर में रेलवे वर्कशॉप खोला जाय तो नैरो-गेज लाइट रेलवे का ग्वालियर में जो एक वर्कशॉप है उसको ही इसमें कन्वर्ट किया जाय। इससे बहुत समस्या हल हो जायगी और झांसी पर जो प्रेशर है वह भी कम हो जायगा।

एक बड़ी समस्या और भी है और वह तांगा स्टैंड की जगह के बारे में है। मैं तांगा यूनियन का अध्यक्ष था, इसलिये मुझे खास तौर पर इसके बारे में मालूम है। झांसी और ग्वालियर के लिये मैं निश्चित रूप से जानता हूँ। रेलवे स्टेशन के बाहर जो यार्ड है, वहां स्टैंड के लिये तांगे वालों और टैक्सी वालों पर टैक्स लगाने का एक सुझाव दिया गया था और टैक्स लगाया गया था। तब तांगा वालों ने और टैक्सी वालों ने हड़ताल की और पैसेंजर्स को चार चार या पांच पांच फ्लॉग तक बाहर जाना पड़ा, क्योंकि ये तांगे वाले अन्दर नहीं आते थे। हम ने काफी प्रोटेस्ट किया और थोड़ा सा एडजस्टमेंट हो गया है, लेकिन मैं यह जानना चाहूँगा कि यह जो टैक्स आप लेते हैं वह किस बात का लेते हैं? रेलवे यार्ड में अगर खड़े होने का टैक्स है तो फिर नगर निगम उनके ऊपर क्यों टैक्स लगाती है? जैसा कि बार बार कहा जाता है कि कदम कदम पर टैक्स देना पड़ता है। अगर तांगे वालों पर, टैक्सी वालों पर, स्कूटर वालों पर रेलवे भी टैक्स लगायेगी, तो उनका जीवन-निर्वाह कैसे होगा।

[श्री आर० एस० खाण्डेकर]

पुरानी ग्वालियर स्टेट की लाइट रेलवे थी उसके कर्मचारियों के बारे में भी एक समस्या है, उसको मैं इस सदन में रखना चाहता हूँ। आज तक उनके मामलों का निपटारा नहीं हुआ है और कुछ लोगों को न्यायालय की शरण भी लेनी पड़ी है और उनके मुकदमे चल रहे हैं जिनके मामले न्यायालय में नहीं गये हैं और बिल्कुल साफ हैं, उनके बारे में रेलवे मंत्रालय शीघ्रातिशीघ्र निपटारा करे, तो बहुत अच्छा होगा, यह मेरा कहना है।

रोड ट्रान्सपोर्ट के बारे में भी दो एक शब्द रखना चाहता हूँ। सवाल यह है कि एक सदस्य ने कहा कि लोग रेलवे में ट्रैवल करना पसन्द नहीं करते हैं। Most unwillingly, disgust fully वे रोड से ट्रैवल करते हैं। इसलिये मैं चाहूंगा कि आप चाहे तीसरे दर्जे में हमको पंखे, फैंस वगैरह न दीजिये, लेकिन उसमें बैठ कर चलने की गारन्टी तो हम से कम कर दीजिये। कम से कम अगर इतना हो जायेगा तो हम तीसरे वर्ग के लोग आप को धन्यवाद देंगे। बहस के दौरान किसी ने कहा कि तीसरे वर्ग के लोगों की जानवरों की सी हालत होती है। मैं कहूंगा, जानवरों से भी बहतर हालत होती है। जानवर भी जब किसी बैगन में चलते हैं तो उनकी एक कैपेसिटी रहती है, लेकिन जो आदमी थर्ड क्लास में चलते हैं, उनका कोई हिसाब नहीं रहता, एक के ऊपर एक लदे रहते हैं। मुझे तो खुद का अनुभव है, जब मैं ग्वालियर से दिल्ली आ रहा था तो तीन दिन बीमार पड़ा, उसके बाद यहाँ आना पसन्द नहीं किया। इसलिये मेरा निवेदन है

कि रेलवे हमारी एक बड़ी भारी राष्ट्रीय सम्पत्ति है और रेलवे मंत्रालय को चाहिये कि आइडियल कण्डीशन देश के सामने रखे। जब तक हम आइडियल कण्डीशन नहीं रखेंगे तब तक हमको कोई अधिकार नहीं है कि हम दूसरे किसी से यह डिमाण्ड करें कि उन्हें भी अपने कर्मचारियों के साथ न्यायपूर्ण व्यवहार करना चाहिये।

एक आखिरी बात कह कर मैं अपना भाषण समाप्त करूंगा। कुछ समय पूर्व गोआ आपरेशन हुआ था, जो कि पूरे तीन दिन का सवाल था; लेकिन सारी रेलवे में अव्यवस्था हो गयी, यानी पन्द्रह पन्द्रह घंटे गाड़ी लेट हुई। ऐसा मालूम हुआ मानों बड़ी भारी जंग हो रही है। खुदा न स्वास्ता कोई ऐसा संकट देश में आता है तो हमारी एफीशियेन्सी किस तरह से टिक पायेगी? उस परिस्थिति में लोगों का रक्षण कैसे हो पायेगा, इसमें मुझे बड़ा सन्देह है। इसलिये मैं चाहता हूँ कि रेलवे मंत्रालय उन समस्याओं के बारे में अभी से सोचे। भविष्य बहुत अच्छा है, ऐसा मैं नहीं समझता, बहुत बादल घिरे हुए हैं। रेलवेज के ऊपर बहुत ज्यादा जिम्मेदारी है। तीसरी पंचवर्षीय योजना की बहुत सारी सफलता रेलवे की सफलता के ऊपर निर्भर है। इसलिये मैं चाहूंगा कि रेलवे मंत्रालय और रेलवे अधिकारी इन समस्याओं के ऊपर ध्यान देकर जो जनता की भलाई की बात है, जो जनता की आवाज है, उसको सुनने में और उनको राह देने में मदद करेंगे। ऐसा मुझे पूर्ण विश्वास है।

उपसभाध्यक्ष जी, आज सदन में मेरा पहला ही अवसर है कि मैं आपके सम्मुख ये चार शब्द

रख सका हूँ। इसलिये ऋणियों के लिये आप मुझे क्षमा करेंगे।

SHRI LILA DHAR BAROOAH (Assam): Mr. Vice-Chairman, I rise to give my whole-hearted support to the Budget presented by the hon. Railway Minister and I would like to say a few words about the working of the Railways in my State.

It is a matter of great pride that on the construction side the Railways have done a good job. During the year 1960-61, new lines aggregating to 330·61 kilometres were opened to traffic. The opening of the new broad gauge line between Bursoi and Sili-guri will release considerable line capacity on the metre gauge section between Siliguri and Barauni. In my opinion, however, although this broad gauge line will help the movement of petroleum products from Gauhati refinery and other traffic for Assam, yet nothing short of an extension of this broad gauge line to Amingaon will solve the transport bottleneck of Assam.

Mr. Vice-Chairman, I should like to stress that the Centre should not ignore the strategic importance and industrial potentialities of Assam. Due to the transport bottlenecks, Assam has seriously suffered from *economic* development. The Third Plan provides for an increase in goods traffic of 23·5 million tons. But I think it will not be possible to fulfil the target in the Third Plan. At present for want of wagons, ordinary bookings have to be waited for more than three months.

For want of coal supply in Assam in the last year the brick industry had to suffer a great deal and the producers raised the price of the bricks from Rs. 90 per thousand to Rs. 140 per thousand and as such the construction of buildings in Assam became too costly. 163 RS—7.

The Railways constitute one of the biggest national undertakings. So, it has a special responsibility for promoting economic growth of the less developed but potentially rich regions like Assam. Therefore, Mr. Vice-Chairman, I would emphatically request the Railway Minister for a provision for this broad gauge line in the Third Plan.

The traffic performance of the Railways, as revealed in the reports makes impressive reading. During the year under review, passenger traffic increased by about 25 per cent, over the level of 1955-56. In this connection, I would say that the Railway authorities should be strict in checking the ticketless travellers. I know that the authorities have taken sufficient measures in this regard. Further, I would like to refer to another point and that is that passengers should get sufficient amenities at the time of travelling. The private catering in the trains should be replaced by Government catering. But while replacing the catering from private to Government, the employees of the private catering agency should be absorbed in the government caterings.

Mr. Vice-Chairman, if you look into the Budget, you will find that the Government has provided money for every sphere of work.

The White Paper refers to the various measures taken or proposed to reduce overcrowding and to provide increased train services and also to the provision of amenities such as waiting halls, lighting at stations, improved reservation arrangements, provision of sleeping accommodation, particularly for long-distance Third Class passengers and so on. Nearly 1,000 stations were electrified in the Second Plan period. Progressively fans, improved types of latrines, wash basins, mirrors, etc. are being fitted in the Third Class coaches.

The White Paper further says that though education is the responsibility of the State Government, neverthe-

less, the Railways have found it necessary to maintain from Railway Revenues a number of primary, middle and secondary schools for the facility of the children of the staff at stations where education facilities are inadequate.

The Railways being the largest single employer in the country, have taken measures for the progressive improvement in the matter of the welfare of the staff. Residential accommodation for the staff continued to be constructed every year. A number of beds have been added to Railway hospitals, health units, chest clinics, including T.B. beds in sanatoria since 1961.

Mr. Vice-Chairman, it is surprising to learn that the Government of India are still running some lines by payment of 'rebate' and 'subsidy' to private companies in Assam. For instance, there are the Chaparmukh Silghat Railway and then the Kaw-khal Lala Bazar Railway. I may point out that in the Chaparmukh Silghat line no first class compartment is attached. Sometimes the train runs without light. I hope the Government will try to take over the line soon. Some days back you might have heard about the sabotage of the main line near Dimaapur by the hostile Naga rebels. So I would like to suggest that the Government should take up this Chaparmukh Silghat line and extend it up to Golaghat and Jorhat in order to avoid the continuous trouble and at the same time touch the main headquarters towns of the State.

I am very grateful to the Government for allotting some money for engineering survey work for Pandu-Amingaon-Daramgiri branch in 1961-62 Budget. But up till now no final decision has been taken by the Railway Board. I hope Government will consider this case and try to open a branch line from Pandu to Daramgiri to carry coal and cement from Garo Hill districts.

I would also like to say just a few words about a small problem, namely quarters and filling of earth in the town our difficulties in this connection, town of Gauhati. I myself placed taken by the authorities. The Railway before the last Consultative Committee but up till now no action has been about the construction of railway way authorities at Pandu have taken up the work of filling the low-lying areas in the Gauhati Town without keeping any outlet to let out rain water from the town. After filling the low-lying areas they have started construction of buildings in these areas. In the last monsoon you will be surprised to learn that my car was under rain water for two days as the rain-water could not flow through a small railway culvert near my house.

THE VICE-CHAIRMAN (DR. A. SUBBARAO) : Mr. Barooah, will you take more time?

SHRI LILA DHAR BAROOAH: No, only a few minutes more, say, three or four minutes.

THE VICE-CHAIRMAN (DR. A. SUBBARAO) : That is all right. Complete your speech.

SHRI LILA DHAR BAROOAH: Mr. Vice-Chairman, when the railway line was constructed, the population of Gauhati was about a few thousands only and the whole town was full of low-lying areas and the then Railway authority did not feel the necessity for keeping many culverts within the town area. But due to the rapid development of the town and the increase of population which is now more than a lakh, the rain water and the household waste water cannot flow out through the small railway culverts which were constructed long long ago. Therefore, Mr. Vice-Chairman, I suggest that something should be done in this regard now. I am very sorry having to say this, because I personally met the Railway Engineer in

[Shri Lila Dhar Barooah.]

1958 and asked him to look into this matter.

Mr. Vice-Chairman, considering the grave limitations, I feel that the Railway Minister has oreoared this Budget in such a way that all the necessary needs of the people and of the States have almost been covered in the Budget. I think he needs to be congratulated.

Lastly, Sir, I would like to draw the attention of the Railway Minister and the House to one more point and that is about the shifting of the main line from the middle of Gauhati to the border boundary of the town. Due to the installation of the Nunmati Refinery at Gauhati, the papulation of

the town is rising very rapddly. The roads leading to the refinery area are very narrow. So if the railway lines are shifted from the middle of the town, some improvement can be made. Therefore, I would like to request the hon. Railway Minister to look into this matter and do the needful. With the expectation that necessary action will be taken by the hon. Minister, I conclude my speech. Thank you.

THE VICE-CHAIRMAN (DR. A. SUBBA RAO): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at thirty-two minutes past five of the clock till eleven of the clock on Wednesday, tho 25th April 1982.