

you have to observe economy in your speaking and in your time also.

THE BUDGET (RAILWAYS). 1962-63—GENERAL DISCUSSION—contd.

SHRI K. MADHAVA MENON (Kerala): Mr. Chairman, Sir, it is rather a disadvantage to speak at the fag end of the debate when most of the things that have to be said have already been said. I had partaken in the Railway Budget discussion last month and I am afraid I may be repeating now many things which I said then when the Vote on Account was introduced here.

Sir, we can certainly congratulate ourselves on the general improvement shown by the Railway Ministry and the Railway Board and all the people employed on the Railways deserve our hearty congratulations for the wonderful improvement shown in our Railways all these years. With all that, Sir, I do not know how far the proposed increase in railway fares will be welcomed. Of course, taxation is never welcome . . .

SHRI S. C. DEB (Assam): May I know, Sir, who is representing the Railway Minister?

SHRI AKBAR ALI KHAN (Andhra Pradesh): Dr. Gopala Reddi.

MR. CHAIRMAN: Mr. Gopala Reddi is taking notes for the Railway Minister.

SHRI K. MADHAVA MENON: The increase in passenger fares is, I think, a little bit unfortunate.

MR. CHAIRMAN: Here is Shah Nawaz Khan coming.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): I am sorry, Sir; I was held up in the other House where I was answering questions.

SHRI V. M. CHORDIA (Madhya Pradesh): The train is late, Sir.

SHRI K. MADHAVA MENON: Sir, the increase in the I class and II class fares is bad enough, but the increase of a little more than 10 per cent, in the III class fares will be very very

irksome and hard on the common people here. Sir, the increase in fares is sufficiently bad, but yesterday the Deputy Minister, in the other-House, justified it on the ground that we have the lowest rates of fares in the world. It may be true, Sir, but it is also to be borne in mind that we are perhaps the poorest people in the world. Our country is a poor country—it is of course improving—and compared to the average income the increase in fares is rather unfortunate. I know you have to get money and without taxing the III class people you cannot make much money by taxing the I and II class, people alone. Yet I have to repeat the feeling that it is hard on people travelling III class. There is the law of diminishing returns and perhaps this might lead to ticketless travel, much more than what we are having now. When people cannot afford to pay, that will be the general trend. Sir, we know the oft-quoted story of the introduction of penny postage in England. Before the penny postage was introduced, the postage was considered to be very heavy and at that time the Postmaster-General one day noticed a girl going to the post office and getting a bearing letter—there. She took the bearing letter, looked at its sides and then handed it back; she refused to take it. The Postmaster-General took pity on her and paid the excess postage, took the letter and handed it over to her. It was an act of charity. The poor girl told him, "Sir, you need not have done this. Because of the heavy postage it is an arrangement between me and my brother that there is nothing particular to report and he will send a letter to me 'bearing' containing nothing in it. And this letter contains nothing." And it seems this gave the clue to the Postmaster-General to introduce the penny postage in England. When this law of diminishing returns is there, if you increase fares like this, I do not know how it is going to serve your purpose. Sir, I have not much more to say about that. As I said, I may be excused for repeating and repeating;;

and repeating has certain advantages also, that of emphasising certain things, since I did not get a reply.

I refer now to the use of diesel engines. I am unable to understand the policy of the Railway Board and the Railway Ministry in the use of diesel engines in areas where coal is abundant. In the South coal is not available at all. In Andhra Pradesh there is some coal, but the major portion of coal is in Upper India, in the States of Bengal, Bihar and Madhya Pradesh. You are using diesel engines in these areas to carry coal to the South. You have to have the wagons for that, you have to have the engines for that. Yet we do not get the coal in time. There are a number of occasions when in the South trains had to be dislocated, their number reduced or stopped even for want of coal. So when you use diesel engines here, why not use them in the non-coal areas? And why should you carry coal using diesel engines in Bihar and Madhya Pradesh? It is like carrying coal to New Castle, an old proverb. You have sufficient coal there; you have no coal in the South. So I do not understand the rationale of the policy of the Railway Board in using diesel engines in areas where coal is abundant and where coal has to be transported. I wish this stops.

Then one or two local grievances or demands I have to voice, and then stop. I have to stress the necessity of doubling the line from Coimbatore to Cochin. Coimbatore practically is the Ahmedabad of South India; it is the biggest industrial centre in Madras State. Cochin is the nearest port to Coimbatore. Considerable dislocation and obstruction to traffic are there. It is because of want of sufficient haulage capacity. This can be mitigated if you double the line from Coimbatore to Cochin since Cochin is its nearest port. I suggest, Sir, that the taking up of doubling the line from Coimbatore to Cochin is very necessary and may be considered.

Sir, I have generally to complain that for the last six years, ever since the starting of the Ernakulam-Quilon line, no new line of railway has been taken up in Kerala. Sir we are perhaps the most populous place in the whole of the country and any amount of communications will not be sufficient for us. You conducted an enquiry to have a line from Telli-cherry to Mysore. The investigation has been completed and I think it is favourable. Why not take up that line and some other lines which the Kerala Government have been pressing upon you, a line from Ernakulam to Alleppey and Alleppey to Mavali-kara, connecting it with the Quilon line? A line from Dindigul to Kottayam will be very advantageous both for Madras and for Kerala State, This may be considered.

There is another small matter. As I said already, our difficulty of travelling from Cochin to Bombay is very, very severe. You are running certain specials on certain occasions from Bombay to Cochin. The traffic from Bombay to Cochin is very, very heavy. There is one third class through compartment running in the Bombay Express which is attached to the Cochin Express at Arkonam every day. You have only to see what it is. As I said on a previous occasion, to say that people are packed like sardines is an insult to sardines. That is the way people are packed in that compartment. I request, Sir, that at least two or three trains a week should be run from Bombay to Cochin to relieve the congestion.

Sir, we from the South, particularly from Kerala, who have to come Delhi, Members of Parliament including, have to come *via* Madras. Why we are compelled to stay for a day in Madras, I do not know. Why should a compartment not be attached to the Grand Trunk Express which could come from Kerala attached to trains like the Cochin Express or the Mangalore Express? People from Mangalore or South Ca-

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nara or other parts of Kerala, who have to come through Madras, have to stay at least 12 hours in Madras to get another train. Till the 1st of April the Grand Trunk Express used to reach there at about 1215 hours and the Mangalore Express used to leave at 1300 hours, and there was a through compartment which used to take us up to Mangalore. But now the time table has been changed and the Mangalore Express leaves as usual at 1300 hours and the Grand Trunk Express too reaches Madras at 1300 hours. So it is impossible for us to get the connection for that train. Why are not one or two through compartments in the Grand Trunk Express run to Mangalore? There used to be a Grand Trunk Express from Mangalore to Peshawar and there were two compartments running from Mangalore to Peshawar in those days. For various reasons the Grand Trunk Express stopped at Delhi and these compartments have been removed. I wish that thing may be reconsidered so that it may be a sort of help. Why the Railway Administration should have some sort of understanding with the hotel keepers or boarding houses in Madras that we should stay there for 12 hours before we leave Madras, I cannot understand.

There is another very small matter. There is a railway station in Kerala in Malabar called Kuttipuram. It was a small railway station some four or five years ago before the Bharata-puzha bridge was constructed at a cost of about Rs. 26 lakhs. That is the way to go to the famous temple at Guruvayur. Before the construction of the bridge on the national highway, the income from that station was only about Rs. 15 or Rs. 20 per day. I am told now the income is between Rs. 3,000 to Rs. 5,000 per day, but the station remains as small and inconvenient as it was before. More than a thousand or two thousand passengers pass through that station every day but the convenience and amenities for them are very very bad.

Of course, recently you have added an upper class waiting room which is no help at all and it requires remodelling very badly.

Lastly, Sir, as I said before, please for Heaven's sake stop constructing any more of these corridor first classes. It is impossible to travel in them. You cannot take any luggage to that corridor. Then, you have common lavatories, four for fifty or sixty people during the day and for twenty-four during the night. In the morning the scene is something ridiculous. You cannot imagine it. Please, for Heaven's sake stop those corridor first class compartments ...

SHRI AKBAR ALI KHAN: Specially for long journeys.

SHRI K. MADHAVA MENON: . . . specially for long journeys, as my friend says. Thank you, Sir.

PROF. A. R. WADIA (Nominated): Mr. Chairman, Sir, it has been a very heartening experience to read the speech of the hon. Minister of Railways as well as the White Paper. It shows that the Railway Administration is quite conscious of the numerous things that it has to do, and I congratulate them on carrying them out. They have certainly shown a good record of work done in certain fields, for example, the increase of pay, the housing of the employees, more schools, more medical facilities, doubling of tracks in certain areas, manufacture of locomotives and wagons and carriages, and for all that we are grateful to the Railway Administration. But at the same time, Sir, we, who have to travel a lot, are conscious of the endless deficiencies, and I think it is our duty to point them out so that the Railway Administration may seek to improve the conditions for the travellers.

First of all, Sir, we are painfully conscious of the abnormally large number of accidents that have taken place in these last ten years of our independence. I dare not suggest, nobody can possibly suggest, that anyone within or outside the Railway Admini-

nistration can be happy about it, and I am glad that the Kunzru Committee has been appointed to report on it. I do not know if the illness of our friend has held up the meetings of the Committee. But I hope the report will soon be out and it will be very useful to find out what the causes of these accidents are.

One very interesting suggestion was made by my friend, Mr. Ruthnaswamy yesterday that in the previous years particular engines were placed in charge of particular engine drivers. There was a short of rapport between the two. We know, for example, that if a man drives a particular car, he knows what exactly the weaknesses of that car are and how he can get over them. Possibly the same principle applies to an engine driver. I gather from him that that practice is no more in vogue. It might be worth while considering whether in the interests of the travelling public that practice should not be revived.

We are also painfully conscious of the increasing lawlessness, the robberies and even murders that take place in our trains. Well, that is a very sad feature. I do not know what the Railway Administration can do about it, but I know that the travelling public is extremely nervous. Even ladies belonging to very wealthy classes, who can easily afford to travel in the first class, do not dare to do so. They prefer to travel third class and face all the inconveniences simply in the interest of their own security. Something could be done, something should be done. It may mean money, employment of extra guards and all that sort of thing, but it has to be done to give a greater sense of security to the travelling public.

Now, in the matter of catering, the Railway Administration seems to be fond of the departmental catering but I can assure them, as somebody also said yesterday, that it is really a failure. I think there is something to be said for the work of the private

sector so far as catering is concerned. The private sector would be interested in maintaining proper standards, giving good food and insisting on the cleanliness of the dress. At the present time, we find that the servants are extremely dirtily clad. For instance, I can hardly imagine in the days when catering used to be in the hands of Spencer and Company or Brandon and Company that their servants would be allowed to put on white clothes dirty in a very repulsive manner but it is a very common sight now. I think the sooner you take into consideration not what the Administration thinks to be the best in catering but what the travelling public thinks to be the best in catering and revive the old custom of private catering so that the Railway Administration can have a good check on them as they cannot have in their own Department, it will be a great service to the travelling public.

Somebody also referred to the nuisance of the loud-speakers and I heartily endorse that. I think it requires a particular type of voice. The way in which the loud-speakers are used adds to the noise but not to the information to the travelling public. In this connection I would pay a compliment to the ladies probably who have a softer voice and that can be better heard by the travelling public but as it is, I really do not know what is announced by these speakers at present. They ought to be given a certain amount of training as to how to speak, from what distance to speak from the mike and so on.

Then there is another very serious grievance that I have and that is about the dimness of the lights even in the so-called first class, sometimes even in the air-conditioned carriages, but not so commonly. Unfortunately, I am accustomed to read till late at night and I am perfectly certain that there are many others who are in that habit and when there is very dim light, it is extremely difficult to read anything. I do not know why there

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should not be standard lights in all the carriages, whether it is in the South or whether it is in the North.

Then very often when we travel, there is no water in the toilet. Somebody also complained and I heartily endorse it, that our lavatories in the trains are often very dirty. Possibly it may be the fault of the travelling public, I do not deny it, but they require a certain amount of education and if directions are put up, I think it might be possible to overcome this serious defect. I did suggest on previous occasions, more than once, that the best type of system that we should have is not merely the Indian system of squatting nor even the Western system of having commodes but something in between the two, where the seat of the commode could be lifted if people did not want to use it. I think that would be the best system. It would cater to the needs of those who are habituated to squatting and those who are habituated to using commodes.

There is the problem of overcrowding. Last year Shri Jagjivan Ram openly said that it would not be possible to avoid this overcrowding for a number of years. I do not find that note of pessimism in the speech of the present Railway Minister this year but the fact remains that there is overcrowding. I think the increase in the third class fares is like adding insult to injury. There is no guarantee that after charging more, more facilities will be given to the third class passengers or more trains will be run for their convenience. I think that is a very serious matter to be considered. I do feel that there is no justification for increasing the third class fares. If only the Administration were a little more efficient—and they could be more efficient if they want to be—or if the railway employees are more honest as they should be the amount of ticketless travelling that is going on could be easily put an end to and the lakhs of rupees that are being lost now could

be easily recovered and I think that would go far towards meeting the requirements of the Administration. There is no need for increasing the third class fares. I do admit that there may be a need for increasing the fares for the higher classes—the first class. I have never been able to understand why the Railway Administration is so fond at times of carrying on useless experiments. Why did they abolish the first class? Why are we having a pretence of first class at present? There was no justification for abolishing the first class, as was done some years ago. Who benefited by it? There was a certain amount of revenue coming from it. That was given up. Now the second class was converted into first class so that even a Minister described our first class as pseudo first class, not really first class. They do not maintain the proper standards that we experience in the first class on the foreign railways whether in Europe or even in other places. Therefore, I do not grudge if the first class fares are increased. In fact I would go a step further. I would appeal to them to revive the old First class and do away with this pseudo first class that we have now. Now I remember, at the time that this was done, almost a promise, was held out by the Minister that there would be more air-conditioned carriages in the different trains. I regret to say that the promise has not been fulfilled at all. On the contrary, I find a definite tendency to reduce the number of air-conditioned carriages. I do not know his name but a Member from the Communist ranks yesterday suggested that the air-conditioned carriages should be altogether abolished. I do not think it is a fair proposition. Specially in a country like India, air-conditioned carriages are really necessary and if you want to attract foreign tourists, as you often do without caring to see as to what the foreign tourists required, it will be a very retrograde step to have the air-conditioned carriages abolished altogether.

Now, I do not know if there is any consistent system being followed by

the Railway Administration. When we used to have different companies managing the different Railways, I could understand the differences. There was a certain amount of competition between these different companies, but now all the Railways belong to the Indian Government and I think we have a right to expect that the same policy 13 being followed by all the Railways. They may be named Northern Railway and Western Railway as a matter of convenience, but after all, they are all run by the Government of India. Now I find a great deal of discrepancy. I find for example that on the Calcutta side even a passenger train has a daily service of air-conditioned carriages but an important mail like the Madras Mail running from Bombay to Madras has absolutely no air-conditioned carriage. There is the important train, the Bombay-Madras Express, which has air-conditioned carriages—not daily but only on some days in a week. I wonder why this sort of differentiation is to be followed and found in the different sectors of the country. There should be a certain amount of uniformity and I think there should be more air-conditioned carriages if you are not going to revive the old first class. My friend over there even went to the length of advocating the abolition of saloons for officers. I am afraid he does not know what he is talking about. The officers require these saloons. They often have to go to places where there are no decent waiting rooms even, where there are no hotels, and these saloons are practically their homes for two or three days to work in. Therefore it would be a very retrograde step to have these saloons abolished. I am perfectly certain that the railway officers are not going to support that proposition.

We are all conscious of the extremely difficult transport position. There is very great difficulty in getting transport. For example the transport of coal was held up, as was pointed out by many here. This has caused difficulty in South India and it has also created

difficulty in the running of the textile mills in Ahmedabad. We are all conscious of the fact that our goods traffic should not be neglected and that it should be encouraged in the interest of the public at large. Now, there should really be no sense of competition between the Railways on the one hand and road transport or bus transport on the other. I am afraid the previous Railway Minister was a little suspicious, in fact almost hostile, to the increase in bus traffic. I do not think there is any need for any sense of hostility or rivalry. Buses should be encouraged in the interests of the passengers and to relieve the strain and pressure on the Railways themselves. That would enable the Railways to make greater use of the available facilities for goods traffic.

[THE DEPUTY CHAIRMAN in the Chair]

There is one other matter to which I would like to refer. I find that the General Managers are changing far too often, sometimes in 6 months or one year or a year and a half, and that is much too short a period for any General Manager to make himself felt. It may be that these are the highest officers in the Railway Administration and they are persons generally on the verge of retirement. Even so, I would suggest that in the interest of efficient service, such persons may be given extension. They should not be retired as soon as they attain the age of superannuation. If they are really efficient, they should be continued. If they are not found fit enough for extension, then even at the risk of doing some injustice, younger persons might be appointed so that they may function longer and more efficiently as General Managers. After all, a year or two is too short a period for any high officer to do his work to his complete satisfaction.

Well, Madam, these are the few remarks that I have ventured to make from the point of view of the travelling public. After all, the wearer knows where the shoe pinches. There is no

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reason for any administration to be completely self-satisfied or complacent for the merely good is always the enemy of the better.

SHRI K. SANTHANAM (Madras): Madam Deputy Chairman, as I was not present on the 19th, I hope you will permit me to offer you my congratulations on your election to this high office.

I am sorry the new Railway Minister is not present here.

SHRI SHAH NAWAZ KHAN: He is replying in the other place.

SHRI K. SANTHANAM: I understand that it is not his fault and that he has to be in the other House now. I think that this is not a good arrangement, that the debate on the Railway Budget should be held simultaneously in both the Houses. I think it would have, been better if our time had been devoted to the consideration of Bills and the debate on the Railway Budget postponed to a time when the Minister could attend this House, because it is not right that the new Minister, the Minister who has taken charge newly, should be absent from this House when for the first time this debate is going on.

Madam, I want to deal with some fundamental problems connected with the Railways, but before I do so, I wish to make a passing reference to the question of the increase of the railway fares on which many speakers have concentrated. I think it is but right that the Railways should maintain a sound financial position and I do not at all think that the present increase in the railway fares is either excessive or unwarranted. I hope the Railway Minister has been advised that with the present increase he could carry on the Railways for the entire duration of the Plan. It is not right that in such a public utility service as the Railways, the fares and freights should be frequently changed. I hope that with the present increase in the fares the Railway Administration will be

able to manage during the rest of the Plan. If that is done, I think the people of India should be content.

One other small point I wish to make about these fares. It was right that the increase in freights and fares for the first 50 miles should be small, because they are paid mostly by peasants going to the fairs and *shandis*. It is also right that the suburban passengers should be let off lightly, because they have to go every day to their officers and place of work. But I do not see any justification for the telescopic fares for all distances. After all, the long-distance passengers are comparatively well-to-do passengers and they can afford to pay. What the long-distance passengers require is: better comfort in travel, and if the Railways provide these comforts, I do not think they will grudge to pay. If, for instance, instead of increasing the fare from Madras to Delhi, from Rs. 41 to Rs. 45, the Railway Minister had not adopted the telescopic fare but had increased it by Rs. 10, people would not have minded provided conveniences are properly given. Recently, I had occasion to get into the middle-berth in the three-tier third class sleeping coach, from Villupuram to Madras. I wish it were made obligatory for the Railway Minister and the Railway Board to travel on those benches at least for 100 or 200 miles. The arrangement is so bad and it is difficult to get into one of those berths. It is difficult to get out. There is no staircase and these types are being set up without proper consideration. I think the long-distance passengers would care more for these conveniences than for the actual fares. Therefore, I am sorry that these telescopic fare have been introduced for these long distance journeys.

Regarding the air-conditioned class, after all, it depends upon the actual utility of the coaches and I do not think that these air-conditioned compartments have been utilised to the full extent and probably that is the reason why the Railways are restricting their use or reducing it.

SHRI SANTOSH KUMAR BASU (West Bengal): They are in full use.

SHRI K. SANTHANAM: Not always and only in certain seasons, and on certain lines. In any case it being after all a luxury arrangement, it can be justified only by its actual use and the actual revenue it brings in.

In this interesting book giving a review of the performance of the Indian Government Railways, two claims have been made. One is that the Indian Railways have a high rank among the railways of the world and their performance is not inferior to that of other railways. I entirely endorse this claim. I know that the Indian Railway system is one of the finest railway systems of the world and, by and large, it is running as competently as the other railway systems.

The second claim made is that the Railways have been able to cope with their tasks in the recent years, this year as well as last year. I am rather doubtful about this claim. The Railways have somehow managed to carry through largely because the targets of the Second Plan have not been fulfilled. If all the other sectors like steel, etc., had come up to their production targets, the Railways would have been in a very difficult position. The Railways are gasping for breath. There is not that marginal capacity which is essential in a fundamental service like the Railways to meet with peak traffic and emergencies. In a manufacturing industry you may be content with an average. If you get 80 per cent, of the production target you may be satisfied but not in an electric power house or a railway system. It is no use saying, "I have got an average of 80 per cent." When there is an emergency or pressure, when coal or grains have to be moved and you say that you have not got the wagons, that will not do.

Madam, on page 28 of this pamphlet, it is said,

"Yet another factor that affects transportation is the fact that the

lines leading out of the coalfields are saturated; indeed, most of the trunk routes on the broad gauge are being worked to 80 per cent, or more of their capacity, leaving inadequate margins for flexibility. Any unplanned shift of production from one field to another has also a serious effect on the availability of transport."

Madam, ours is a mixed economy. It is not strictly controlled. Therefore, what they call this unplanned shift of production is an essential element of our economy and we should so design our transport capacity as to provide for this. It cannot be pleaded as an excuse for inability to move any kind of traffic.

SHRI SHAH NAWAZ KHAN: May I intervene for a moment? By this what is meant is this: For instance, when we plan the carriage of coal, we plan for a certain amount from outlying fields and a certain amount from Bengal/Bihar coalfields. Now, production from the outlying fields did not come up to expectations, whereas they overproduced in Bengal/Bihar in relation to anticipations. Therefore, we found it difficult to carry this additional quantity.

SHRI K. SANTHANAM: I appreciate the difficulty, but what I am saying is that they should have sufficient marginal capacity to cope with such difficulties and they should not cut the capacities so fine that whenever there is an emergency, there is a breakdown.

Madam, there are three major sources of weakness in our Railway system. The first is metre gauge and narrow gauge lines. In pages 95 to 97 of this pamphlet, you get figures which ought to be alarming to the Railway Administration. We find that in the case of the metre gauge sections, the expenses in the case of passenger traffic is 130.6 per cent, of the revenues; it is the same in respect of other coaching traffic. In the case of goods even, it is 108.5 per cent. The matter

[Shri K. Sarathanam.]

is even worse in the case of the narrow gauge lines where the expenses are 171 per cent, in the case of passengers and 181 per cent in the case of goods. Of course, comparatively, narrow gauge lines form a small part and even such a high percentage need not worry us, but the metre gauge system is almost half of the entire railway system and we cannot afford for a long time to have half the railway system working at a great deficit putting a burden on the other half of the system. I know how difficult it is to convert the entire metre gauge into broad gauge; it cannot be done in a day but what I do suggest is that the Railway Administration should from now onwards evolve a plan, a systematic plan, by which the bulk of the metre gauge system will be converted into broad gauge. It may take twenty, thirty or forty years, but they must have a regular scheme from now and go on doing it. A hundred or two hundred miles should be converted every year till the bulk of the metre gauge system is converted into broad gauge. If you take the Southern Railways, I would suggest to the Railway Administration that they should proceed to construct a broad gauge line from Madras to Tuticorin which is going to become a major port. For a time the existing metre gauge line will also function and finally it may also be converted so that they will have a double line broad gauge track. It may take ten or fifteen years. I am not saying that it should be done today or tomorrow but they must have the plan.

The second source of weakness is the single line track. Of course, the British Government did not contemplate that India would develop economically as fast as we are doing and so they were content with having a single line track. I know the Railway Administration is having double line tracks in many sections, but I am not content with the speed with which this is being done. I think it should be speeded up.

The third source of weakness is the steam traction. Of course, we had coal and, therefore, steam was the natural motive power for us, but it has become a little out of date and, therefore, we should now dieselise our railway system, except where it can be electrified, as fast as possible. Unless the Railways take up these three things, conversion of metre gauge into broad gauge, double line tracking of all important lines and dieselisation, it will become progressively inefficient and unprofitable also. Therefore, I would suggest that these Five Year Plans for the railways would not do. The Railway Administration should approach the Planning Commission and tell them that instead of giving the railways Rs. 1350 crores for five years, they should be given Rs. 4,000 crores for fifteen years so that they can plan all these big changes in a systematic manner. Now, it is piecemeal and I think much money is being lost by having this short-term plan. I, therefore, strongly plead that we should have a long-term plan. I do not want this to be confused with the so-called perspective planning. For education and other purposes you may have a perspective plan of fifteen years and it is enough to have allotment for five years, but for the railways I want an allotment of Rs. 4,000 crores and a regular plan for fifteen years, in which these three items, conversion of the metre gauge, double tracking and dieselisation will form the principal parts. If such a long-term plan is adopted, I have no doubt that the Indian Railways will become much more efficient than they are and much more profitable.

In this connection, I wish to say a word about what my hon. friend, Mr. Ruthnaswamy, was saying the other day. He was saying that because the railways were a public utility service, they should not contribute to the General Revenues. I am afraid he has not had much time to study the figures. As a matter of fact, the Railways are not contributing much to the General Revenues. According to

the calculations, out of Rs. 69 crores, about Rs. 61 crores constitute mere interest at about 3 and odd per cent.

SHRI M. RUTHNASWAMY (Madras) : Interest at how much?

SHRI K. SANTHANAM: On the capital at charge of Rs. 1900 crores.

SHRI M. RUTHNASWAMY: And the interest comes to Rs. 62 crores?

SHRI K. SANTHANAM: Yes, 19x3 itself comes to Rs. 57 crores; the interest is 3J per cent, or 3J per cent., which is the Government borrowing rate. So, the actual contribution to the General Revenues is only of the order of Rs. 8 crores and I do not think he will consider this a very exaggerated contribution. He also suggested that the general tax-payer should pay for it. I think it is altogether wrong to make a suggestion like that. The general tax-payer is poorer than the railway traveller and he deserves relief from the Railways rather than be asked to pay for the Railways.

Madam, I have also to suggest some major operational improvements. The goods traffic is being impeded by what are called the smalls. I would earnestly urge upon the Railway Administration to take up the question of the abolition of these smalls altogether and convert them into parcels. You can have two grades of parcels, one express grade and another ordinary grade and all these smalls would come into that and you can have a freight structure which is somewhere between the present smalls rate and the usual parcels rate. All goods traffic should proceed only in wagon loads. Then they will find that they are able to handle much more goods traffic than they do.

Again, Madam, in America and other places there is a system of carrying goods by piggy backs; that is to say, wheeled trailers are loaded from the godowns and then they are put into rail chasis. They are then unloaded at the other end and taken to the

godowns of the people who have to receive them. By this all the terminal difficulties, transhipments, etc. are eliminated. If we can devise a piggy back which will go both into the metre gauge and the broad gauge chasis, then much of the transhipment can also be avoided.

During a recent visit to Malaya I found that the small railway system of Malaya was making 400 feet long welded rails in the workshops and by a very intelligent arrangement of open wagons they were taking these 400 feet welded rails to the lines and putting them there. If we can only have welded rails of 400, 500 or 600 feet, then much of the discomfort of railway travelling can be avoided. Now it makes a tremendous rattling noise due to the short rails of 20 or 25 feet. I think we have to take a lesson even from the small railway system of Malaya—they have only a thousand miles there and see that all our rails are welded as quickly as possible.

Lastly, I wish to urge upon the Railway Administration to review the phenomenal increase in staff which has taken place in the last ten years. I understand that the number of class I and class II officers attached to the Railway Board was only 125 in 1952 and I think it is three times today. The hon. Minister will correct me if I am wrong. I wonder if there is any justification for this huge increase. There is some justification for a little increase; I can understand that, but for a three-fold increase I doubt if there is any justification. I also think it is wrong to have these so-called Additional Members in the Railway Board; it is an imitation of these Additional Secretaries.

SHRI SHEEL BHADRA YAJEE (Bihar): Are you suggesting retrenchment in the Railways?

SHRI K. SANTHANAM: They can be sent to other places where the officers are needed. I do suggest that some of the headquarters officers can be retrenched and the Railway Board can work as efficiently as they are—with a lesser number of officers.

SHRI SHEEL BHADRA YAJEE: It is a very reactionary idea.

SHRI K. SANTHANAM: I am sure the Railway Board will work much more efficiently because it is cluttered up with too many people for the same duties. It is wrong to have one Member for traffic, and additional Member for traffic and many Directors for the same traffic and the result is that every file will go to three places or four places and the Parkinson Law will operate. I do think that there is considerable room for retrenchment, especially in the Railway Board and the headquarters. But this does not mean that I do not appreciate the work of the railways or their general efficiency but we are here to suggest improvements and I hope my suggestions will be carefully considered by the Railway Administration.

Thank you.

श्री शीलभद्र याजी : डिप्टी चैयरमेन महोदया, अभी जो रेलवे बजट इस सदन के सामने उपस्थित है, मैं उसका स्वागत करता हूँ। तीन रोज से इस पर बहस हो रही है। जनता के सब प्रतिनिधि यहाँ बैठे हुए हैं। रेलवे में कितने रुपये की जरूरत है, प्लानिंग में कितने रुपये की जरूरत है, इस पर विचार हो रहा है। हम कभी रूस से, कभी अमेरिका से मदद के लिये दरखास्त करते हैं, लेकिन जब रेलवे पर बहस होती है, तो हिन्दुस्तान के जो प्रतिनिधि हैं, वे अपने-अपने इलाके में सिर्फ रेलवे लाइन ही नहीं मांगते हैं, बल्कि कहते हैं, मीटर गेज को, नेरो गेज को हमारे यहाँ खत्म करो और उसकी जगह ब्राड गेज करो। मैं समझता हूँ, रेलवे इम्प्लायीज को भी कुछ ज्यादा भत्ता मिलना ही चाहिये। इन सब दृष्टियों से रेलवे के किराये में और भाड़े में जो वृद्धि हुई है उसका विरोध करना, मैं नहीं समझता हूँ, जायज चीज है। देश में जो कर-वृद्धि हो रही है, उससे

लोगों को तकलीफ तो जरूर होती है और खाम कर हमारे देश में एक मनोवृत्ति है कि चाहे बड़े लोग हों, चाहे छोटे लोग हों, कर न दें। इसलिये जो जनता है, आवाज है, उसकी हाँ में हाँ मिलाता देश को हालत को देखते हुए सही नहीं है। यह उचित मालूम नहीं पड़ता कि हम बार बार दूसरे मुल्कों से कर्ज लें और रेलवे की भी उन्नति के लिये हम वर्ल्ड बैंक से कर्ज लें। यह ठीक है, जो यह कहा गया कि आज हिन्दुस्तान के अंदर रेलों के जो किराये हैं, वह दुनिया के अन्य मुल्कों के मुकाबले कम हैं। कुछ सदस्यों ने तो यह कहा कि दुनिया में हिन्दुस्तान सबसे गरीब है। यह गरीबी का जो उन्होंने उदाहरण दिया, मेरी समझ में उनको यह बात सही नहीं है। हिन्दुस्तान ही सबसे गरीब नहीं है, इससे बहुत गरीब मुल्क दुनिया में और भी हैं। मैं समझता हूँ, हमारे वगल में चीन का जो मुल्क है, जिसको यहाँ ने डेढ़गुणी ज्यादा आवाजो है, वह हमसे ज्यादा गरीब है, चाहे वह कम्युनिज्म के रास्ते पर जा रहा हो। लेकिन वह हमसे इंडस्ट्री में, कम्युनिकेशन में बहुत पीछे है। खैर, चाइना की बात जाने दें। तो रेलवे के किराये में जो वृद्धि हुई है, चाहिये तो यह था कि जो जनता के रेप्रेजेंटेटिव्स हैं, वे उसका स्वागत करते क्योंकि जब हम आजादी को लड़ाई लड़ते थे, तो हमने बड़ी बड़ी कुर्बानियाँ की हैं और उसके लिये हमको बहुत सा त्याग करना पड़ा था और आज जब हम समाजवाद की स्थापना करने जा रहे हैं और देश में गरीबी और बेकारी मिटाने जा रहे हैं, उसमें भी हमें कुछ त्याग और बलिदान करना होगा और ज्यादा से ज्यादा लोग कर दें। और जब तक यह कुर्बानी नहीं होगी और जब तक हमारी जो प्लानिंग है, योजना है, वह ज्यादा से ज्यादा कामयाब नहीं होगी तब तक गरीबी मिट नहीं सकती है और समाजवाद की स्थापना भी नहीं हो

सकती है। हम चाहते हैं कि मुल्क में सब जगह रेलवे लाइन खुलनी चाहिये और मैं समझता हूँ, जितने सदस्य हैं, सबने अपने अपने इलाके की आवाज उठाई है कि हमारे यहां रेलवे लाइन खुलनी चाहिये। लेकिन जब हम कहते हैं कि रेल के किराये और भाड़े में वृद्धि होनी चाहिये, तब ये लोग कहते हैं कि हिन्दुस्तान के लोग गरीब हैं, पैसा दे नहीं सकते हैं। जब जनरल बजट पर हमारा डिस्कशन होता है, तब भी लोग कहते हैं कि कर के बोझ से लोग लद रहे हैं, बोझ इतना है कि वे दे नहीं सकते हैं। लेकिन वे देहात में जाकर नहीं देखते हैं वे किस कदर संख्या में रेलों में यात्रा करते हैं और किस तरह से ट्रेनों में चढ़ते हैं, ओवर-क्राउडिंग होती है। आप कितना ही किराया बढ़ा दें, वे रेलों में यात्रा करेंगे जरूर। प्राहिविशन के मामले में हमने देखा कि शराब के दाम खूब बढ़े लेकिन जिनको पीने की लत है वे पैसा हो तो मंहगी शराब भी खूब पी लेते हैं। जनता का स्टैंडर्ड बढ़ रहा है और कितना ही करों में वृद्धि करें जनता तो कर अवश्य देगी। जो जनता के नाम पर घड़ियाली आसू बहा रहे हैं वे स्टेशनों पर जाकर देखें कि ओवर-क्राउडिंग में कमी हुई है या नहीं हुई है। और यदि कोई मोटर या बस में जाने वाला है और उसके किराये में वृद्धि होती है तो भी वह उसी में जायेगा। ज्यादातर जनता रेलवे से ही जाना पसंद करती है; क्योंकि जनता में यह क्षमता हो गई है कि वह रेलवे में यह जो भाड़े की वृद्धि हुई है, उसको दे सकती है, इसलिये जो हम जनता के प्रतिनिधि हैं, जो चाहते हैं कि हमारी तृतीय पंचवर्षीय योजना सफल हो, और हमारी जो रेलवे के विस्तार की योजना है, वह आगे बढ़े तो हमें जनता का समर्थन और सहयोग प्राप्त करना होगा।

THE DEPUTY CHAIRMAN: The hon. Member can continue later. The House stands adjourned till 2.00 P.M.

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

The House reassembled after lunch at two of the clock, THE VICE-CHAIRMAN (DR. A. SUBBA RAO) in the Chair.

श्री शीलभद्र यादवी : कामरेड वाइस चेयरमैन; मैं अभी रेल भाड़ा तथा किराया में जो वृद्धि की गई है उस के बारे में वकालत करते हुए सदस्यों से यह अपील कर रहा था कि समाजवाद के नाम पर हमारे देश में जो योजनाएं और परिकल्पनाएं चल रही है उसकी पूर्ति के लिए जनता को टैक्स देने के लिए अपील करें। सदन के अधिकांश सदस्यों ने अपने अपने यहां नई रेलवे लाइनें खोलने की मांग की है। मेरा रेलवे मंत्रालय से इस संबंध में यह निवेदन है कि वे इस तरह की मांगों को स्वीकार न करें। यह सही है कि हमारे देश को आज़ाद हुए १४-१५ वर्ष हो गये हैं, फिर भी हमारे देश में बहुत से राज्य ऐसे हैं, जहां पर रेलवे नहीं पहुंच सकी है। मैं आपके सामने जम्मू-काश्मीर, मणिपुर और त्रिपुरा राज्यों की बात कहना चाहता हूँ, जहां पर रेलवे लाइन बनाने की सख्त जरूरत है। जिन राज्यों में बहुत सी रोड्स हैं, रेलवे लाइनें हैं, वहां पर नई रेलवे लाइनें बनाने की जरूरत नहीं है। बहुत से सदस्यों ने अभी कहा कि चंडीगढ़ को ब्रांड गेज से लुधियाना से मिला दीजिये और बंगलौर में डघर से या उधर से नई रेलवे लाइन ला दीजिये। इस तरह की जो मांगें हो रही हैं, उन्हें आप पीछे कर सकते हैं। इस समय जहां बिल्कुल भी रेलवे लाइन नहीं है वहां पर आपको लाइन बनानी चाहिये। मणिपुर में न मड़कें हैं और न रेलवे लाइन हैं। वहां पर सब सामान यहां तक कि कोयला भी हवाई जहाज के जरिये पहुंचाया जाता है। इम्फाल से दीमापुर तक एक ही सड़क है और उसके ही द्वारा सब सामान पहुंचाया जाता है। इस सड़क पर इस तरह के विद्रोही नेताओं के उपद्रव होते हैं कि बसें भी मेना के लोग की मदद में मशीनगन के साथ मुसाफिरों को दीमापुर से इम्फाल लेकर जाती हैं और ऐसा मालूम होता है कि मुसाफिर बैटल फील्ड में जा रहे हैं। वहां पर यात्री आसानी से नहीं जा

[श्री शीलभद्र याजी]

सकते हैं। अगर उन्हें जाना होता है तो हवाई जहाज द्वारा ही सिलचर से इम्फाल जाते हैं। इसी तरह से मणिपुर में जितना विकास और अनुसंधान का काम है, वह रेल की लाइनों न होने की वजह से ठप्प पड़ा हुआ है। त्रिपुरा में आपने धर्मनगर तक रेलवे लाइन बनाने की योजना की है, लेकिन आप उसे त्रिपुरा की राजधानी अगरतला तक पहुंचाने की कोशिश करें। उसके बाद त्रिपुरा के जो सब डिवीजन टाउन्स हैं उनके साथ इस रेलवे लाइन को केनेक्ट करने की कोशिश आपको करनी होगी।

इसके बाद मैं मणिपुर राज्य की बात कहना चाहता हूं। मैंने अपने पिछले भाषणों में भी सिलचर से इम्फाल तक रेलवे लाइन बनाने की बात कही थी। जब तक वहां पर रेलवे लाइन नहीं बनती तब तक वहां कोई विकास का काम नहीं हो सकता है। पिछले साल हमारे रेल उपमंत्री श्री शाहनवाज खां ने उस इलाके का दौरा भी किया था, मगर उन्होंने एक अजीब बात गत बार कही कि इस इलाके में रेलवे लाइन बिछाने में अनेक कठिनाइयां हैं, क्योंकि यहां पर बड़े विकट पहाड़ हैं जिन पर रेलवे लाइन बनाना सम्भव नहीं है। जब हम हिमालय में यानी शिमला और दार्जिलिंग जैसे पहाड़ी और ऊंचे स्थानों में रेलवे लाइन बना सकते हैं तो इस स्थान में बनाने में क्या कठिनाई है, जब कि वे पहाड़ियां बहुत कम ऊंची हैं? सिलचर से इम्फाल तक सर्वे का काम एक बार अंग्रेजी राज द्वारा पूरा भी हो चुका है और अब उसमें ५० करोड़ रुपये रेलवे लाइन बनाने में खर्च होगा। क्या इतनी रकम हमारी केन्द्रीय सरकार खर्च नहीं कर सकती है? अगर हमारा रेलवे बोर्ड यह तय कर ले कि वहां पर रेलवे लाइन बनानी है, तो मुझे आशा है कि वहां पर अवश्य रेलवे लाइन बन जायेगी। इस क्षेत्र से राज्य सभा में एक प्रतिनिधि है और लोकसभा में दो प्रतिनिधि हैं और उनकी आवाज बुलन्द नहीं हो पाती।

यही वजह है कि उनकी मांग की पूर्ति नहीं हो सकती है। जिस राज्य के लोगों ने अभी तक रेलवे की सूरत तक नहीं देखी है, उनकी मांग अवश्य पूरी की जानी चाहिये। इसलिए मेरी रेलवे मंत्री जी से प्रार्थना है कि चाहे पहाड़ काटकर रेलवे लाइन बनाई जाय और उसमें कितना ही खर्चा क्यों न हो वहां पर अवश्य रेलवे लाइन बनाई जानी चाहिये। मैं यह जानता हूं कि वहां के पहाड़ बहुत ऊंचे नहीं हैं। जब आपने दूसरे पहाड़ी क्षेत्रों में रेलवे लाइन बनाई है, तो मुझे आशा है कि यहां पर भी अवश्य रेल लाइन बनाई जायेगी।

अब मैं जम्मू-काश्मीर के बारे में कहना चाहता हूं। जम्मू में तो रेलवे लाइन बनाने की अब योजना चल रही है, लेकिन मैं आपसे यह निवेदन करना चाहता हूं कि आप इस लाइन को श्रीनगर तक ले जायें। जब हम और राज्यों की राजधानियों से रेल का सम्बन्ध जोड़ चुके हैं तो इन प्रान्तों की राजधानियों से भी रेलों का सम्बन्ध जोड़ना जरूरी है। आज हम देख रहे हैं कि देश में कहीं दोहरी लाइन बनाई जा रही है और कहीं मीटर गेज से बदल कर ब्रॉड गेज बनाया जा रहा है, तो इन तीन राज्यों की मांग जो मैंने आपसे सामने रखी है उनकी ओर रेलवे बोर्ड और माननीय रेलवे मंत्री जी अवश्य ध्यान देंगे।

रेलवे बजट के बहस के दौरान बहुत से सदस्यों ने टिकटलैस ट्रेवलिंग के बारे में जिक्र किया और कहा कि इसी सरकार को पांच करोड़ रुपये का खर्च हो रही है। जब जब रेलवे बजट पर बहस होती है, मैं बारबार कहता रहता हूं कि जब तक आप चैकिंग स्टाफ यानी टी०टी०ई०, टी० सी० को रनिंग स्टाफ डिक्लेयर नहीं करेंगे, तब तक आप इस काम में कामयाबी नहीं पा सकते हैं। आपने गार्ड और ड्राइवर को रनिंग स्टाफ में डिक्लेयर किया हुआ है, लेकिन चैकिंग स्टाफ को नहीं किया है। आपका चैकिंग स्टाफ रातदिन रेलों में काम करता है और आपकी आमदनी

बढ़ाता है। अगर आप उनको सहूलियत नहीं देंगे तो आपका ५ करोड़ का जो नुकसान है, वह कम, नहीं हो सकेगा। यदि आप उन्हें रनिंग स्टाफ डिक्लेयर नहीं करते हैं तो उन्हें ज्यादा एलाउन्स दीजिये। अगर आप ऐसा भी नहीं करते हैं तो उन्हें १०० रुपये में से २५ रुपये का इन्सेन्टिव बोनस दीजिये। जितना रुपया वे चैकिंग से सरकार की आमदनी में बढ़ाते हैं, उसमें उन्हें अवश्य १/४ भाग इन्सेन्टिव बोनस दिया जाना चाहिये। इसके साथ ही साथ उनकी जो मांगें हैं यानी पे कमीशन ने उन्हें जो सहूलियत देने के लिये कहा था, वह अभी तक उन्हें पान नहीं हुई है। इसलिये कोशिश इस बात की होनी चाहिये कि आप उन्हें पहले रनिंग स्टाफ डिक्लेयर करें। अगर आप ऐसा नहीं करते हैं, तो उन्हें कुछ ज्यादा एलाउन्स दें। अगर ऐसा भी नहीं करते हैं तो जब वे रातभर जगकर, मुसीबत उठाकर रेलवे की आमदनी बढ़ाते हैं, तो उनकी जेब में उससे २५ प्रतिशत अवश्य जाना चाहिये। इस चीज को आप करेंगे तो इस समय पांच करोड़ रुपये का जो नुकसान रेलवे का हो रहा है, वह नहीं होगा।

इसके साथ ही साथ मुझे यह भी कहना है और जैसा कि सभी सदस्यों ने कहा कि रेलवे हमारी सबसे बड़ी सरकारी इंडस्ट्री है। हमने इस देश में समाजवादी समाज की स्थापना की शपथ ली है और उसको प्राप्त करने के लिये हमारी सरकार कटिबद्ध है। लेकिन मुझे खेद के साथ कहना पड़ता है कि रेलवे के अधिकारीवर्ग का रेलवे के कर्मचारियों के साथ जो व्यवहार है, वह अच्छा नहीं है। हमारे देश में जितनी भी योजनाएं और परिकल्पनाएं चल रही हैं, वे सब रेल कर्मचारियों के सहयोग ही से आगे बढ़ सकती हैं। इसलिये हमारा यह कर्तव्य हो जाता है कि रेलवे में जितने कर्मचारी हैं, उनकी उचित मांगों को पूरा किया जाय, ताकि हमारा देश समाजवाद की ओर तेजी से आगे

बढ़ता चला जाये। आपने रेलवे के डिब्बों में पंखे लगा दिये, बिजली लगा दी है और दूसरी दूसरी सहूलियतें प्रदान कर दी हैं। इसके साथ ही साथ रेलवे कर्मचारियों को भी आपको सहूलियतें देनी चाहियें। अक्सर यह देखने में आता है कि रेलवे कर्मचारियों का मास ट्रान्सफर कर दिया जाता है, जिससे उन्हें बहुत तकलीफ होती है। उनके बच्चे जिस यूनिवर्सिटी या कालेज में वर्षों से पढ़ने चले आ रहे हैं, उन्हें एकदम दूसरे प्रान्तों में जाना पड़ता है जहां उन्हें तरह तरह की अनुविधाओं का सामना करना पड़ता है। रेलवे के जो मूलाग्रमीन हैं, अगर वे खुश नहीं रहेंगे तो हमारी जो योजनाएं इस समय देश में चल रही है, वे सफलतापूर्वक नहीं हो सकती हैं। योजनाओं को चलाने के लिये सामान को एक जगह से दूसरी जगह भेजना पड़ता है और अगर रेलवे कर्मचारी खुश नहीं रहेंगे, तो वे अच्छी तरह से अपना काम नहीं करेंगे, जिसका नतीजा यह होगा कि हमारे जितने भी प्लान हैं वे जल्दी पूरे नहीं होंगे। इसलिये यदि टिकटलैस ट्रेवलिंग को बंद करना चाहते हैं, तो पहले आपको टिकट चैक्स की तकलीफों को दूर करना होगा। इसके साथ ही साथ रेलवे कर्मचारियों की जो दूसरी तकलीफें हैं यानी उन्हें क्वार्टर नहीं मिलते हैं, उसे भी दूर किया जाना चाहिये। आपको स्ट्राइक रोकने के लिये परमानेंट ट्रिब्यूनल बनाने चाहिये ताकि सदा के लिये ये झगड़े समाप्त हो जायें। रेलवे अधिकारी और रेलवे कर्मचारियों के बीच आपस में बातचीत करके सारी चीजों का समाधान होना चाहिये। लेकिन अभी तक इस चीज की पूर्ति नहीं की गई है। हमारे रेलवे मंत्री जी ने मैसूर में यह घोषित किया कि पे कमीशन ने रेलवे कर्मचारियों की सहूलियतों के बारे में जो कटौती करने के लिये कहा था वह नहीं किया जायेगा। यह बहुत खुशी की बात है कि उन्हें जो सहूलियतें अभी तक मिलती आ रही हैं, वे आगे भी मिलनी चाहियें। हमें टाटा और बिड़ला को वह

[श्री शीलभद्र याजी]

मिसाल पेश करना चाहिये कि यह जो मालिक और कर्मचारियों के सम्बन्ध हैं वे किस तरह के होने चाहिये। जब रेलवे के अधिकारी वर्ग देश के सामने इस तरह का आदर्श रखते तो सब संस्थाओं में मालिक और मजदूरों के सम्बन्ध इसी तरह से होंगे। सरकार की ओर से जो परमानेंट ट्रिब्यूनल बनाने की बात कही गई है वह जल्दी पूरी की जानी चाहिये। इसके साथ ही साथ रेलवे अधिकारियों और रेलवे कर्मचारी यूनियनों के बीच जब किसी बात पर झगड़ा हो जाता है तो रेलवे अधिकारियों को मजदूर यूनियनों के साथ सद्भाव के वातावरण में बातचीत करनी चाहिये और समझौता कर लेना चाहिये। मेरी फिर रेलवे मंत्रालय से अपील है कि जो रेलवे कर्मचारी यूनियन के जरिये काम करना चाहते हैं उनको वैसा करने दिया जाय। आप की जो नगोशिएटिंग मशीनरी है, वह ठीक तरह से काम नहीं कर रही है। इस लिये ऐसा प्रयत्न किया जाये कि वह ठीक तरह से काम करे। यदि आप चाहते हैं कि आपके रेलवे मलाजमीन में असंतोष न हो तो एक परमानेंट ट्रिब्यूनल बनाना चाहिये और रेलवे मलाजमीन को जो पुरानी सहूलियतें मिल रही थीं वे मिलती रहनी चाहियें।

इन शब्दों के साथ मैं फिर मंत्री महोदय को धन्यवाद देता हूं और जो किराया बढ़ाया गया है, उसका पुरजोर समर्थन करता हूं।

श्री पियारे लाल कपिल देव طالب २२

(अंतर प्रदेशीय) : جناب والا - میں آپ کا زیادہ وقت نہیں لوں گا - صرف دو تین باتیں آپ کے سامنے رکھتا چاہتا ہوں - یہ پوسٹ الیکشن ویلوے بھرت آپ کے سامنے ہے - پچھلی دفعہ جب ویلوے بھرت آیا

تھا تب ہمارے وزیر مہودے نے یہ کہا تھا کہ کرایہ نہیں بڑھایا جائے گا اور مال و اسباب کے لانے اور لیجانے میں کسی قسم کا کوئی کرایہ نہیں بڑھے گا - اس وقت تو الیکشن جھلنے کی ضرورت تھی اس لئے ایسی بات کہی گئی تھی - اب الیکشن کے ختم ہوتے ہی پارٹی کے برسرِ اقتدار آ جانے پر یہ پوسٹ الیکشن بھرت پھس گیا تھا اور اس میں سب سے پہلا کام جو کیا گیا ہے وہ یہ ہے کہ کرایہ بڑھا دیا گیا ہے اور مال و اسباب کے لانے اور لیجانے پر بھی کرایہ میں اضافہ کر دیا گیا ہے - مہدی سمجھتے ہیں نہیں آتا کہ جب آپ اس دیس کے انڈر سوشلسٹک پیٹرن آف سوشلسٹری قائم کرنے جا رہے ہیں تو آپ کس طریقہ سے غریب آدمیوں کی بھلائی کریں گے - یہ آپ جانتے ہی ہیں کہ غریب آدمی آج کل کس طرح سے پریشان ہے - اس کو کھانے کے لئے پھت بھر روٹی بھی نہیں ملتی ہے اور اس کے بدن پر کپڑے نہیں ہیں - اب یہ جو کرایہ آپ نے بڑھایا اس کا نتیجہ کیا ہوگا - آپ اس کے نتیجہ پر غور کھجئے - آپ یہ سمجھتے ہیں کہ کرایہ بڑھانے سے ویلوے کی آمدنی بڑھ جائیگی مگر میں یہ سمجھتا ہوں کہ کرایہ بڑھانے سے آمدنی اور گھٹ جائیگی - لوگوں کو سفر تو کرنا ہی ہے اور وہ معذور ہو کر سفر کرتے ہیں - ان کو شادی

بیٹا مہن کام کاج میں اور گارویار کے سلسلہ میں متجہور ہو کر سفر تو کرنا ہی پڑتا ہے۔ غریب آدمی سفر کرنے سے رک نہیں سکتا چاہے ہم روکیں؟ چاہے آپ روکیں یا چاہے ریلوے روکے۔ وہ سفر کریگا اور کرایہ نہ دے پائیکا تو بلاٹکٹ سفر کریگا۔ اس وقت بھی بہت سے ایسے غریب لوگ ہیں جو بلاٹکٹ سفر کرتے ہیں۔ ان کے علاوہ آپ اسٹوڈنٹس کو لے لہجئے میں اپنے ذاتی تجربہ کی بنا پر کہہ سکتا ہوں کہ کانپور سے انار ہوتے ہوئے جو گاڑی رائے بریلی یا لکھنؤ جاتی ہے اس پر دس دس بیس بیس اور اور پچیس پچیس میل سے طالب علم آتے اور جاتے ہیں اور بلاٹکٹ سفر کرتے ہیں۔ ان میں سے کوئی بھی ٹکٹ نہیں لیتا ہے۔ اگر ان سے کوئی ٹکٹ طلب کرتا ہے تو وہ مارنے پیٹنے تک کو تیار ہو جاتے ہیں۔ میں یہ نہیں کہتا کہ وہ ایسا اس لئے کرتے ہیں کہ ان کو ایسا کرنے میں کوئی لطف یا مزہ آتا ہے یا وہ پوسہ دے نہیں سکتے ہیں۔ میں تو یہ چاہتا ہوں کہ آپ اس ٹکٹ لیس ٹرولنگ کو روکنے اور ان بلاٹکٹ سفر کرنے والوں کو روکنے۔ اس کا ایک طریقہ یہ بھی ہو سکتا ہے کہ آپ ان کے پیرنٹس والدین کو لکھیں ان کے تہچرس کو لکھیں کہ وہ اپنے طالب علموں پر اثر ڈالیں اور ان کو سمجھائیں کہ اخلاقی طور پر یہ مناسب نہیں ہے۔

ریلوے ہماری ہے اور ایسا کر کے ہم اپنی ریلوے کا نقصان کرتے ہیں۔ مگر اس طریقہ سے کرایہ بڑھا کر کے ہم غریبوں کو برائی کی طرف لیجائیں گے اور وہ متجہور ہو کر بلاٹکٹ سفر کریں گے۔ میں تو یہ کہتا ہوں کہ غریب ہی کیوں؟ بہت سے لوور مڈل کلاس، مڈل کلاس اور اپر مڈل کلاس کے لوگ بھی بلاٹکٹ سفر کرتے ہیں۔ کچھ دن پہلے آپ نے اخباروں میں پڑھا ہوگا کہ ایک متجسٹریٹ صاحب بھی بلاٹکٹ سفر کرتے ہوئے پکڑے گئے۔ اس کی کیا وجہ ہو سکتی ہے۔ یہ لوگ بلاٹکٹ سفر محض اس لئے کرتے ہیں کہ وہ اس قبل نہیں ہوں کہ وہ کرایہ دے سکیں۔ آپ اپر کلاس کا کرایہ جتنا بھی بڑھا سکیں بڑھا دیجئے۔ ۱۵ پرسنٹ کے بجائے اگر آپ اس کو ۵۰ پرسنٹ بھی بڑھا دیں تب بھی ہمیں کوئی اعتراض نہ ہوگا۔ امیر لوگ فرسٹ کلاس اور اپر کلاسڈیشنل ڈبے میں سفر کرتے ہیں اور ان کو ہر قسم کی سہولیتیں ملتی ہیں اس لئے ان کا آپ کرایہ بڑھا دیجئے۔ مگر غریب آدمی پر کریہ آپ کم از کم رکھئے۔ مجھے اچھی طرح سے یاد ہے کہ لڑائی کے بعد جبکہ برٹش گورنمنٹ نے تھوڑا سا کرایہ بڑھانے کی کوشش کی تھی اور شاید ایک روپیہ پر ایک پیسہ بڑھایا تھا تو تمام ملک کے اندر ایک زبردست ہا ہا کار مچ گیا تھا اور تمام لوگ

[شری پیارے لال کرپل دہطالبہ]

چلا پڑے تھے - شاید ہی کوئی ایسا اخبار ہوگا جس نے اس وقت اس کرایہ میں اضافہ کے خلاف آواز نہ اٹھائی ہو - اس کے ساتھ ساتھ آج کرایہ کتنا بڑھ گیا ہے اس کا اندازہ آپ لگائیے - اس وقت لکھنؤ سے کانپور ہوتے ہوئے دہلی کا کرایہ چار روپیہ کچھ آنے تھا لیکن آج وہ بڑھ کر گیارہ روپیہ کچھ آنے ہو گیا ہے - اتنا بڑھ جانے کے بعد بھی آپ کرایہ لگانا بڑھاتے ہی چلے جا رہے ہیں - کہاں تک یہ مذاہب ہے اور کہاں تک یہ سوشلسٹک پیٹرن آف سوسائٹی کے لئے جائز ہے - اس لئے میں یہ درخواست کروں گا کہ اب کرایہ اور نہ بڑھایا جائے - کہا یہ جانا ہے کہ ہم اپنے ملازمین کا کرائی الونس بڑھا رہے ہیں اس لئے ہمیں یہ کرایہ بڑھانا پڑ رہا ہے - ایک طرف تو آپ ان کا کرائی الونس بڑھائیں گے لیکن دوسری طرف حالت یہ ہوگی کہ جب منزل و اسباب کے لئے اور لیجانے پر چارجز زیادہ ہوں گے تو ہمارے بیوی بچوں کو ہمارے دوکانداروں کے ایسٹشیل کمونٹیکٹس بیچنے والوں کو یہ کہنے کا موقع مل جائیگا کہ ہمیں ان چیزوں کو لانے پر زیادہ پیسہ خرچ کرنا پڑ رہا ہے - اس لئے ہم قیمتیں بڑھانے کے لئے مجبور ہیں - آپ دیکھئے کہ ابھی سے انہوں نے قیمتیں بڑھانی شروع کر دی ہیں -

جب سے آپ کا یہ اعلان ہوا ہے کہ ہم اپنے ملازمین کا کرائی الونس بڑھائیں گے تب ہی سے ہر چیز کے دام بڑھ رہے ہیں - آپ کرول باغ کو لے لیجئے - وہاں پہلے جس مکان کا کرایہ پچاس روپیہ تھا اب وہ بڑھ کر پچھن یا ساٹھ روپیہ ہو گیا ہے - اسی طرح سے ہزاروں بائیں شروع ہو گئی ہیں - خاص طور پر ایسی صورت میں جبکہ آپ نے چیزوں کے دام مقرر نہیں کئے ہیں جبکہ آپ کی طرف سے کسی قسم کی کوئی ایسی پابندی نہیں ہے کہ دوکاندار اپنی چیزوں کو مناسب قیمت پر بیچے - اس کا نتیجہ یہ ہوگا کہ آپ اپنے ملازمین کو ویلفیئر تو دیں گے لیکن اس سے ان کو کوئی فائدہ نہیں پہنچے گا کیونکہ وہ زیادہ قیمت پر سامان خریدنے پر مجبور ہوں گے - اس لئے میں چاہتا ہوں کہ آپ اور کوئی دمسورس نکالیں اور کوئی طریقہ اختیار کریں جس سے یہ برائی دور رہے -

اب میں ایک اور مسئلہ کی طرف آپ کی توجہ دلاؤں گا اور وہ یہ ہے کہ ہم دیکھتے ہیں کہ ہمارا جو ریلوے اسٹا ہے وہ دن بہ دن بڑھتا چلا جا رہا ہے - آپ دیکھئے کہ سنہ ۱۹۵۳ اور ۱۹۵۵ میں ۹۰۸۳ لاکھ ریلوے ملازمین تھے - اس کے بعد سنہ ۱۹۵۹-۶۰ میں وہ ۱۱۵۳۶۰ ہو گئے یعنی ۱۱۰۵۹ لاکھ - ۱۹۶۰-۶۱ میں

ریلوے ملازمین کی تعداد بڑھ کر ۱۱۶۰۷۱۳ ہو گئی یعنی قریب ۱۲ لاکھ کے - اسٹاف پر ایڈول پرکھیٹا کاسٹ سلہ ۵۵-۱۹۵۳ میں ۱۳۳۸ تھی ۶۰-۱۹۵۹ میں وہ ۱۶۶۰ ہو گئی اور اب اس سے بھی زیادہ بڑھ گئی ہے - اس کے علاوہ آپ کے فیول کا کنزیمپشن بھی بڑھ گیا ہے - ان تہم بانوں کے باوجود سوال یہ پیدا ہوتا ہے کہ ریلوے ملازمین میں افیشیسنسی کیوں نہیں آتی ہے - ہمارے ایڈمنسٹریشن کے اندر افیشیسنسی کیوں نہیں آتی ہے - دن پر دن ایکسیڈنٹ بڑھتے جا رہے ہیں اور ان میں زیادہ تر ایسے ہوتے ہیں جو اسٹاف کی لاپرواہی سے ہوتے ہیں - جو اعداد و شمار ہمارے پاس موجود ہیں ان سے معلوم ہوتا ہے کہ ۶۱-۱۹۶۰ میں کل ایکسیڈنٹ ۱۳۱۵ ہوئے - ان میں سے ۹۰۶ ایکسیڈنٹ ہمارے اسٹاف کی لاپرواہی سے ہوئے - ۲۰ ایکسیڈنٹ سیڈونٹیج کی وجہ سے ہوئے - ۱۸۳ ایکسیڈنٹ اور وجوہات سے ہوئے ہیں - تو اس سے یہ معلوم ہوتا ہے کہ زیادہ تر ایکسیڈنٹ جو ہوئے ہیں وہ اسٹاف کی لاپرواہی سے ہوئے ہیں - اب سوال یہ پیدا ہوتا ہے کہ لاپرواہی کیوں ہوتی ہے - کیا جان بوجھ کر کوئی اپنی جان سے کھیلتا ہے - کیا جان بوجھ کر کوئی یہ چاہتا ہے کہ قریلمنٹ ہوں یا ایکسیڈنٹ ہوں - ہم نے دیکھا ہے کہ رنگ سٹاف ٹکٹ کلکٹروں اور دوسرے سٹاف کے لوگوں کا دماغ زیادہ تر پریشان رہتا ہے - ان

کی گھریلو زندگی ایسی بن جاتی ہے کہ وہ پریشان دھتے ہیں - وہ جہاں کے دھلے والے ہوتے ہیں وہاں سے ان کو بہت دور اٹھا کر کے پھینک دیا جاتا ہے - اس طرح ان کے دماغ کا پریشان ہونا لازمی ہے - انجن چلانے والے ڈرائیور کے دماغ میں طرح طرح کی فکریں اور پریشانیاں رہتی ہیں - کبھی وہ بچوں کی تعلیم کے بارے میں کبھی بھڑی کے بارے میں اور کبھی گھریلو دقتوں کے بارے میں سوچتا ہے - اس کا دماغی فون، اس کا ہیلمس آف مائنڈ، ٹھیک نہیں رہتا ہے اور اس وجہ سے بہت سے واقعات ہوتے ہیں - اس وجہ سے وہ افیشیسنسی بھی نہیں آ پاتی ہے جو کہ آتی چاہیئے - میں ایک دو کیسز کے متعلق آپ کو بتاؤں گا - میں نام بھی بتاؤں گا - انہوں نے مجھے سے نہیں کہا ہے لیکن مجھے اس کی پوسٹل نالج ہے اور میں جانتا ہوں - ایک مسٹر بی - بی - گپتا ہیں، ٹکٹ نمبر ۱۷۲۳ ہے - میں نام بھی بتاتا ہوں - یہ لکھنؤ کے دھلے والے ہیں - دو سال سے انہیں جودھپور بھیج دیا گیا ہے - وہ جودھپور میں ورکشاپ میں کام کرتے ہیں - دو سال سے ان کی وائف بیمار ہے ان کے پتا بیمار ہیں اور ان کے گھر کی حالت دگرگوں ہو گئی ہے لیکن آج دو سال سے لگاتار کوشش کرنے کے باوجود بھی ان کو ٹرانسفر نہیں کیا جاتا ہے - وہ قیپارٹمنٹ کے ذریعہ سے کوشش کر

ہیں لیکن آج آدمی جب فرسٹ کلاس میں بیٹھتا ہے تو پہلے یہ دیکھتا ہے کہ کس طرح سے سب کھڑکی دروازے بند کرے اور سب کے بند ہوتے بھی لوگ اندر کھس جاتے ہیں۔ یہ تمام واقعات آپ نے سنے ہوں گے۔ کتنے لوگوں کی زندگی خطرے میں ہے اس طرح سے ایکسیڈنٹس کی بات ہے اور دیگر بہت سی باتیں ہو رہی ہیں۔ میں تو کہتا ہوں کہ تکت لہلے سے پہلے مسافروں کا کمپلنٹس انشورینس کر دیا جائے، بیمہ کر دیا جائے تاکہ اگر کسی کی جان جائے تو کم سے کم ان کے بیوی بچوں کی دیکھ بھال ہو سکے۔ کہہ دیا جائے کہ ہم اس قابل نہیں ہیں کہ آپ کی حفاظت کر سکیں۔ ریلوے اس قابل نہیں ہے۔ آپ اپنی ذمہ داری پر سفر کریں۔ ہم دیکھتے ہیں کہ سب کچھ انتظام ہونے کے باوجود بھی کتنے لوگوں کا مال ریلوے سے ادھر سے ادھر چلا جاتا ہے اور خود ریلوے کے ایمپلائز ایسا کرتے ہیں اور بہت سے تو پولیس سے مل کر کے ایسا کرتے ہیں۔ ریلوے کا لاکھوں روپیوں کا مال بلیک مارکیٹ میں بکتا ہے۔ کئی جگہ اس کے لئے گرفتاریاں بھی ہوئی ہیں مگر پھر بھی آپ اس چیز کو کیوں نہیں روکتے ہیں۔ اتنا بھاری نقصان ہوتا ہے اور اتنا ویسٹج ہوتا ہے۔ اس لئے میں امید کروں کہ بجائے کرایہ بھانے کے اور مال بھارا وغیرہ بڑھانے کے آپ کا جو خرچ کا طریقہ

ہے اس کو تھیک کریں گے اور لاکھوں روپیوں کا جو نقصان ہوتا ہے اس کو کم کرنا چاہئے گا۔ اس فصول خرچ کو سنبھالئے اور جو بلا وجہ خرچ ہوتا ہے اور جو آپ کا مال برباد ہوتا ہے اس کو روکئے۔

اب کیٹرننگ کو لے لیجئے۔ ۲۲ تاریخ کو میں لکھنؤ سے چڑھا اور ۲۳ تاریخ کو صبح یہاں پہونچا۔ میں بوگی نمبر بھی بتاتا ہوں۔ میں نے بوگی نمبر ۷۷۱ میں سفر کیا۔ کمپارٹمنٹ میں اور میرے ساتھ بہت سے ممبر تریول کرنے والے تھے جو کہ اسی کوچ کے اندر تریول کر رہے تھے۔ ہمارے رام سیوک یادو تھے جو کہ سوشلسٹ پارٹی کے ہیں، مسٹر رائے تھے جو کہ لوک سبھا کے ممبر ہیں، ہمارے سدھو صاحب تھے۔ ان سب کو میں نے دکھایا تھا کہ کمپارٹمنٹ کتنا ترقی تھا۔ کوئی صاف کرنے والا نہیں آیا۔ کوئی چائے والا نہیں آیا۔ میں دعووی کے ساتھ کہہ رہا ہوں کہ کنگریس کے ممبر بھی ہمارے ساتھ سب اسی کوچ میں تریول کر رہے تھے۔ کوئی چائے والا پوچھنے نہیں آیا۔ کوئی صفائی کرنے والا نہیں آیا۔ میں جب تک دو گھنٹے پڑھ نہیں لیتا ہوں تب تک مجھے نیند نہیں آتی ہے۔ تو وہاں کی بوڈ لائٹ ہی غائب تھی۔ رائے صاحب کو میں نے دکھایا اور ان سے میں نے کہا کہ آپ کو وٹڈیس بلدا پڑھنا اور آپ کو کہنا پڑیگا کہ ایسا ہی

[شری پدما لال کوریل مدظلہ]

تھا ایک چھوٹا۔ بہت لگت نہیں تھی۔
وہ بہت سی باتیں ہیں۔ کہیں
کہیں سنگلی نہیں کھلتی ہے کہیں کہیں
دروازے ایسے ہیں کہ بند ہی نہیں
ہوتے ہیں۔ سو میں یہ سب فوسٹ
کلاس کمپارٹمنٹ کی بات کر رہا ہوں۔

اب آپ تھوڑے کلاس کو لیجئے۔ تھوڑے
کلاس کے بارے میں تو سب ہی جانتے
ہیں کہ وہاں کتنی گندگی دھتکی ہے۔
وہاں جو پلنگے ہیں وہ چلتے ہی نہیں
ہیں۔ اسی طرح سے آپ کیتونگ کی
بات دیکھ لیجئے۔ ہماری چائے تو
آجانی ہے ۳۵ پیسہ دیئے اور ایک
تورے آگئی، چھپسی بھی ہو ویسی آگئی
اور پی لی۔ لیکن وہ جو کھڑکی سے
چائے لیتے ہیں، کھڑے میں چائے لیتے
ہیں، گلاس میں چائے لیتے ہیں، اس
چائے کی کوانٹی کو ذرا آپ دیکھئے۔
مرتب گرم پانی ہوتا ہے۔ چائے کی پتی
کی جگہ بادی کی پتیاں ڈالی جاتی
ہیں اور یہ چائے مسافروں کو پلائی
جاتی ہے۔ آپ اس طرح سے ان کے
سواستھ کو، ان کی صحت کو خراب
کر رہے ہیں۔ دیر آنے پر سے بھی وہ
دیتے ہیں لیکن ان کو یہ چائے ملتی
ہے۔ میں نے بھی وہ چائے لی ہے۔
جب کبھی اور کوئی چائے نہیں ملی
تو میں نے اس چائے کو پیا ہے۔ ہر
ممبر جانتا ہے اور ان کے رشتہ دار
واقفکار سبھی جانتے ہیں کہ کس

قسم کی تھوڑے کلاس چائے دی جاتی
ہے۔ اس کا اندازہ آپ لگا سکتے ہیں
کہ اس سب کا کیا نتیجہ ہوتا ہے۔ اب
آپ ڈائننگ کار میں جاؤ تو آپ کو
تھپل کلاٹھ میلا ملے گا۔ اتنی گندگی
ہوتی ہے، اتنی سواندھہ ہوتی ہے کہ
وہاں آپ بیٹھ نہیں سکتے ہیں۔
کھانے کی کوانٹی تو بہت ہی کم گئی
ہے۔ قیپارٹمنٹل کیتونگ والوں کو
کھانے کی سب چیزیں کنٹرول دیت
پر ملتی ہیں۔ آٹا وغیرہ ہر چیز ان
کو کنٹرول دیت پر ملتی ہے، چربی
وغیرہ۔ اب ایک چیز ان کو کنٹرول دیت
پر ملتی ہے، لیکن پھر بھی کیا وجہ ہے
کہ کوانٹی گرتی جاتی ہے۔ اس پر بھی
کھانے کی کوانٹی خراب ہی ہونی چلی
جا رہی ہے۔ اب لوگ گھروں سے کھانا لے
جانے لگے ہیں۔ بجائے اس کے کہ
قیپارٹمنٹل کیتونگ سے کھانا کھائیں
وہ گھروں سے کھانا لیجاتے ہیں۔ یہ
سب باتیں ہیں جو کہ قیپارٹمنٹل
کیتونگ والے بھی جانتے ہیں۔

ایک اور سوال ہے۔ جیسا کہ ابھی
ایک مائیک سڈیہ مہودے نے کہا ہے
کہ ہارڈر ایڈیاز میں ٹرینوں کا انتظام
ہونا چاہیئے۔ وہاں کے لوگ بڑے
غریب ہیں، وہ لوگ بڑی آسانی سے
خریدے جا سکتے ہیں۔ ان کو تو ضرور
ہی سہولتیں دینی چاہیئیں۔ ان کے
لئے ضرور ایسا انتظام ہونا چاہیئے کہ
وہاں تمام سامان سستا مل سکے۔ ان
کو تو نیک بھی نہیں ملتا ہے، چھلی

ملنے کی بات تو درکنار تھی۔ آپ وہاں ریلوے کو لیجائیے۔ کشمیر میں تمام جگہ ریلوے لیجائیے، ناگالینڈ میں لیجائیے، مئی پور میں لیجائیے۔ تریپورہ میں لیجائیے۔ آپ دیکھئے کہ وہاں کیا حالت ہے، نقشہ بالکل صاف ہے، وہاں کوئی ریلوے ہی نہیں ہے۔ آپ درگنا خرچ کر کے وہاں ریلوے کو پہونچائیے۔ یہ بہت ضروری ہے۔ ان بارڈر کے علاقوں کی آپ کو حفاظت کرنی ہے۔ چائنیز لوگ جو ہیں وہ چیک پوسٹس بناتے جا رہے ہیں، سوئیں بناتے جا رہے ہیں اور اپنی سب جگہ مظلوم کرتے جا رہے ہیں اور آپ کی طرف سے کوئی ایسی کارروائی نہیں ہوتی ہے۔ اس لئے یہ ضروری ہے کہ آپ وہاں ریلوے کو پہونچائیے۔ ریلوے ایک ایسی سواری ہے جو سب سے چھپ پڑتی ہے اور اسی وجہ سے سب غریب لوگ ریلوے ہی میں سفر کرتے ہیں۔ وہاں ریلوے پہونچائیے تاکہ وہاں کھانے پینے کا سامان بھی سستا مل سکے۔

آخر میں میں ایک بات اور کہوں گا۔ ٹائم نہیں ہے اس لئے مجھے اور بہت کچھ جو کہنے کو ہے، وہ نہیں کہوں گا۔ مجھے ڈولہملت فنڈ اور ڈپریسی ایشن فنڈ وغیرہ کے متعلق باتیں کرنی ہیں لیکن وہ نہیں کر سکیں گا۔ ایک بات کی طرف میں

آپ کی توجہ ضرور دلاؤں گا اور وہ یہ ہے کہ جب سے شری جگجیون رام جی ریلوے منسٹر نہیں رہے ہیں تب سے کہلم کھلا لوگ کہتے ہیں، تب سے جگہ جگہ پر ہر شہر میں شیڈولڈ کاسٹ ایمپلائز کو ڈھمکی دی جا رہی ہے کہ تمہارے سسر جو تھے وہ اب ریلوے منسٹر نہیں رہے ہیں اور ان کو خیردار کیا جاتا ہے ان کو تھریٹن کیا جا رہا ہے کہ ان کے خلاف قدم اٹھایا جائیگا۔ ان کو ڈیپارٹمنٹ سے نکالنے کی کوشش کی جا رہی ہے۔ میں چیلنج کرتا ہوں۔ میں بہت سے ایسے کیسز آپ کی ذالج میں لاؤں گا۔

श्री शाहनवाज खाँ : मैं आनरेबल मेम्बर से दरखास्त करूंगा कि अगर कोई ऐसे कैसेज उनकी नलिज में आये हैं तो वह उन्हें मुझे दे दें। रेलवे इम्प्लाइज की जिम्मेदारी जो है वह रेलवे एडमिनिस्ट्रेशन के ऊपर है किसी एक फंद के ऊपर नहीं है। हमारा फर्ज है कि हम उनको देखें और उनकी देखभाल करें।

شری پیارے لال کرپل : مطالبہ :

مجھے بہت خوشی ہے کہ ہمارے آپ، ملتوی مہودیدہ نے یہ چیز کہی ہے۔ اگر آپ ایسا کریں گے تو مجھے امید ہے کہ سب ٹھیک ہو جائیگا۔ لیکن میں بتا رہا ہوں کہ کچھ انسانوں کی ذہنیت کیا ہے۔ میں کچھ افسروں کی ذہنیت بتا رہا ہوں۔ ایسا ہو رہا ہے اور ہونے جا رہا ہے اور یہ قدم اٹھے گا۔ میں آپ کو یہ بھی بتا دیتا چاہتا ہوں کہ شیڈولڈ کاسٹ کے جو

[عربی پھارے لال کوریل دھالاب]۔
لوگ ہیں وہ اب اتنے کمزور نہیں
ہیں - وہ اب اپنے پیروں پر کھڑے ہو گئے
ہوں - وہ جائتے ہیں کہ اگر ان کے
سانہ اس طرح کا دی ٹیلیگرافی سلوک
ہو تو وہ کس طرح سے اس کا مقابلہ
کر سکتے ہوں - مصحفہ اسید ہے کہ
ریلوے ایڈمنسٹریشن کے جو افسر
ہیں وہ ایسی بات نہیں ہونے دینگے ۔

اب اور زیادہ نہ کہہ کر میں آپ کا
شکریہ ادا کرتا ہوں کہ آپ نے مجھے
جلد ملت بولنے کے لئے دئے -

†[श्री प्यारे लाल कुरील "तालिब"
(उत्तर प्रदेश) : जनाबेवाला, मैं आपका
ज्यादा बक्त नहीं नूंगा, सिर्फ दो तीन बातें
आपके सामने रखना चाहता हूँ। यह पोस्ट
इलेक्शन रेलवे बजट आपके सामने है।
पिछली दफा जब रेलवे बजट आया था
तब हमारे वजीर महोदय ने यह कहा था कि
किराया नहीं बढ़ाया जायेगा और मान
व असबाब के लाने और ले जाने में किसी
किस्म का कोई किराया नहीं बढ़ेगा। उस
बक्त तो इलेक्शन जीतने की जरूरत थी
इसलिये ऐसी बात कही गई थी। अब
इलेक्शन के खत्म होते ही पार्टी
के बरमंडेइकतदार आ जाने पर पोस्ट
इलेक्शन बजट पेश किया गया है और
उस में सब से पहला काम जो किया गया
है वह यह है कि किराया बढ़ा दिया गया
है और मान व असबाब के लाने और ले
जाने पर भी किराये में इजाफा कर दिया
गया है। मेरी समझ में नहीं आता कि
जब आप इस देश के अन्दर मोनोपैलिस्टिक
पैटर्न आफ मोनोपैली कायम करने जा रहे हैं
तो आप किस तरीके से गरीब आदमियों

की भलाई करेंगे। यह आप जानते ही हैं
कि गरीब आदमी आजकल किस तरह
से परेशान है। उसको खाने के लिये पेट
भर रोटी भी नहीं मिलती है और
उसके बदन पर कपड़े नहीं हैं। अब यह
जो किराया आपने बढ़ाया है उसका
नतीजा क्या होगा। आप इसके नतीजे
पर गौर कीजिये। आप यह समझते हैं
कि किराया बढ़ाने से रेलवे की आमदनी बढ़
जायेगी। मगर मैं यह समझता हूँ कि किराया
बढ़ाने से आमदनी और भी घट जायेगी।
लोगों को सफ़र तो करना ही है और
वे मजबूर होकर सफ़र करते हैं। उनको
शादी विवाह में, काम काज में, और कारो-
बार के मिलमिले में मजबूर होकर
सफ़र तो करना ही पड़ता है। गरीब
आदमी सफ़र करने में रुक नहीं सकता,
चाहे हम रोकें चाहे आप रोकें या चाहे रेलवे
रोके। वह सफ़र करेगा और किराया न दें
पायेगा ना बिना टिकट सफ़र करेगा।
इस वक्त भी बहुत से ऐसे गरीब लोग
हैं जो बिना टिकट सफ़र करते हैं।
उन के अलावा आप स्टूडेंट्स को ले लीजिये।
मैं अपने जानी नज्बों की बिना पर कह सकता हूँ
कि कानपुर में उल्लाव होते हुए जो शाड़ी
गायबरेनी, या लखनऊ जाती है उस पर
दस-दस, बीस-बीस और पच्चीस-
पच्चीस मील में तानिवेइल्स आते और
जाते हैं और बिना टिकट सफ़र करते हैं।
उन में से कोई भी टिकट नहीं लेता है।
अगर उन से कोई टिकट लेव करना है
तो वो मारने पीटने तक का तैयार हो जाते
हैं। मैं यह नहीं कहता कि वे ऐसा इमानिये
करने हैं कि उनको ऐसा करने में कोई नुक़
या मजा आता है या वे ऐसा दे नहीं
सकते हैं। मैं तो यह चाहता हूँ कि
आप इस टिकटलेस ट्रेवलिंग को रोकिये
और इन बिना टिकट सफ़र करने वालों को
रोकिये। उसका एक तरीका यह भी हो
सकता है कि आप उनके पेरेन्ड्स, बाल्देन,
को लिखें, उन के टीचर्स को लिखें कि

वे अपने तालिबेइलों पर असर डालें और उनको समझायें कि इस्लामी तौर पर यह मुनासिब नहीं है। रेलवे हमारी है और ऐसा करके हम अपनी रेलवे का नुकसान करते हैं। मगर इस तरीके से किराया बढ़ाकर के हम गरीबों को बुराई की तरफ ले जायेंगे और वे मजबूर हो कर बिला टिकट सफर करेंगे। मैं तो यह कहता हूँ कि गरीब ही क्यों, बहुत से लोग मिडिल क्लास, मिडिल क्लास, और अपर मिडिल क्लास के लोग बिला टिकट सफर करते हैं। कुछ दिन पहले आपने अखबारों में पढ़ा होगा कि एक मजिस्ट्रेट साहब भी बिला टिकट सफर करते हुए पकड़े गए। उसकी क्या बजह हो सकती है, ये लोग बिला टिकट सफर सहज इसलिये करते हैं कि वे इस काबिल नहीं हैं कि वे किराया दे सकें। आप अपर क्लास का किराया जितना भी बढ़ा सकें बढ़ा दीजिये। १५ परसेंट के बजाय अगर आप उस को ५० परसेंट भी बढ़ा दें तब भी हमें कोई ऐतराज न होगा। अभी लोग फर्स्ट क्लास और एयर-कंडीशंड डिब्बे में सफर करते हैं और उनको हर किस्म की सुविधाएँ मिलती हैं। इसलिये उनका आप किराया बढ़ा दीजिये। मगर गरीब आदमी पर किराया आप कम अज कम रखिये। मुझे अच्छी तरह से याद है कि लड़ाई के बाद जब कि ब्रिटिश गवर्नमेंट ने थोड़ा सा किराया बढ़ाने की कोशिश की थी और शायद एक रुपये पर एक पैसा बढ़ाया था तो तमाम मुल्क के अन्दर एक जबर्दस्त हा-कार मच गया था और तमाम लोग चिल्ला पड़े थे। शायद ही कोई ऐसा अखबार होगा जिस में उस वक्त इस किराया में इजाफे के खिलाफ आवाज न उठाई हो। इस के साथ साथ आज किराया कितना बढ़ गया है उसका अन्दाजा आप

लगाइये। उस वक्त लखनऊ से कानपुर होते हुए दिल्ली का किराया चार रुपये कुछ आने था लेकिन आज वह बढ़ कर ग्यारह रुपये कुछ आना हो गया है। इतना बढ़ जाने के बाद भी आप किराया लगातार बढ़ाते ही चले जा रहे हैं। कहां तक यह मुनासिब है और कहां तक यह मोशलिस्टिक पैटर्न आफ मोसाइटी के लिये जायज है। इसलिये मैं यह दरखास्त करूंगा कि अब किराया और न बढ़ाया जाय। कहा यह जाता है कि हम अपने मुलाजिमन का गिरानी एलाउन्स बढ़ा रहे हैं इसलिये हमें यह किराया बढ़ाना पड़ रहा है। एक तरफ तो आप उनका गिरानी एलाउन्स बढ़ावेंगे, लेकिन दूसरी तरफ हालत यह होगी कि जब माल व असबाब के लाने और ले जाने पर चार्ज ज्यादा होंगे तो हमारे व्यापारियों को, हमारे दुकानदारों को और एमेन्शियल कामोडिटीज बेचने वालों की यह कहने का मौका मिल जायेगा कि हमें इन चीजों को लाने पर ज्यादा पैसा खर्च करना पड़ रहा है, इसलिये हम कीमतें बढ़ाने के लिये मजबूर हैं। आप देखिये कि अभी से उन्होंने कीमतें बढ़ानी शुरू कर दी हैं। जब से आपका यह ऐलान हुआ है कि हम अपने मुलाजिमन का गिरानी एलाउन्स बढ़ावेंगे तब ही से हर चीज के दाम बढ़ रहे हैं। आप करील बाग को ले लीजिये, वहां पहले जिस मकान का किराया ५० रुपये था अब वह बढ़ कर ५५ व ६० रुपये हो गया है। इसी तरह से हजारों बातें शुरू हो गई हैं। खास तौर पर ऐसी सूरत में जब कि आपने चीजों के दाम मुकरर नहीं किये हैं, जब कि आपकी तरफ से किसी किस्म की कोई ऐसी पाबन्दी नहीं है कि दुकानदार अपनी चीजों को मुनासिब कीमत पर बेचें। उसका नतीजा यह होगा कि आप अपने मुलाजिमन

[श्री प्यारेलाल कुरील 'तालिब']

को रिलीफ तो देंगे लेकिन उससे उनको कोई फायदा नहीं पहुंचेगा क्योंकि वे ज्यादा कीमत पर सामान खरीदने पर मजबूर होंगे। इसलिये मैं चाहता हूँ कि आप और कोई रिमो-सेज निकालें और कोई तरीका अस्तयार करें जिससे यह बुराई दूर हो।

अब मैं एक और मसले की तरफ आपकी तवज्जो दिलाऊंगा और वह यह है कि हम देखते हैं कि हमारा जो रेलवे स्टाफ है वह दिन पर दिन बढ़ता चला जा रहा है। आप देखिये कि सन् १९५४ और १९५५ में ६८३ लाख रेलवे मुलाजमीन थे। उस के बाद १९५६-६० में वे ११,५४,४६० हो गए यानी ११.५६ लाख। १९६०-६१ में रेलवे मुलाजमीन की तायदाद बढ़ कर ११,६०,७१४ हो गई यानी करीब १२ लाख के स्टाफ पर एनुअल पर केपिटल कॉस्ट सन् १९५४-५५ में १४४८ थी। १९५६-६० में वह १६६० हो गई और अब उस में भी ज्यादा बढ़ गई है। उसके अलावा आपके पयूल का कन्जम्पशन भी बढ़ गया है। इन तमाम बातों के बावजूद सवाल यह पैदा होता है कि रेलवे मुलाजमीन में एफिशियेन्सी क्यों नहीं आती है। हमारे एडमिनिस्ट्रेशन के अन्दर एफिशियेन्सी क्यों नहीं आती है। दिन पर दिन एक्सिडेंट बढ़ते जा रहे हैं और उन में ज्यादातर ऐसे होते हैं जो स्टाफ की लापरवाही से होते हैं। जो एदादो शुमार हमारे पास मौजूद हैं उन से मालूम होता है कि सन् १९६०-६१ में कुल एक्सिडेंट १३१५ हुए, उन में से ६०६ एक्सिडेंट हमारे स्टाफ की लापरवाही से हुए २० एक्सिडेंट सैबोटेज की वजह से हुए। १८३ एक्सिडेंट और वजुहात से हुए हैं। तो, उस से यह मालूम होता है कि ज्यादातर एक्सिडेंट जो हुए हैं वो

स्टाफ की लापरवाही से हुए हैं। अब सवाल यह पैदा होता है कि लापरवाही क्यों होती है। क्या जानबूझ कर कोई अपनी जान से खेलता है। क्या जानबूझ कर कोई यह चाहता है कि डिरेलमेंट हों या एक्सिडेंट हों। हमने देखा है कि रनिंग स्टाफ टिकट कलकटर्स और दूसरे स्टाफ के लोगों का दिमाग ज्यादातर परेशान रहता है। उनकी घरेलू जिन्दगी ऐसी बन जाती है कि वे परेशान रहने हैं। वे जहां के रहने वाले होते हैं वहां से उनको बहुत दूर उठा कर फेंक दिया जाता है। इस तरह उन के दिमाग का परेशान होना लाजमी है। इंजन चमाने वाले ड्राइवर के दिमाग में तरह तरह की फिकें और परेशानियां रहती हैं। कभी वह बच्चों की तालीम के बारे में, कभी बीबी के बारे में और कभी घरेलू दिक्कतों के बारे में सोचता है। उसका दिमागी तवाजन उसका बैलेन्स आफ माइन्ड ठीक नहीं रहता है और इस वजह से वे बहुत से वाकियात हांते हैं। इस वजह से वह एफिशियेन्सी भी नहीं आ पाती है जो कि आनी चाहिये। मैं एक दो केमेज के मुतहिलक आपको बताऊंगा। मैं नाम भी बताऊंगा। उन्होंने मुझ से नहीं कहा है लेकिन मुझे उनकी पर्सनल नॉलिज है और मैं जानता हूँ। एक मिस्टर बी० पी० गुप्ता हैं, टिकट नं० १७२४ है। मैं नाम भी बताता हूँ। ये लखनऊ के रहने वाले हैं। दो साल से उन को जोधपुर भेज दिया गया है। वो जोधपुर में वर्कशाप में काम करते हैं। दो साल से उनकी वाइफ बीमार है। उनके पिता बीमार हैं और उनके घर की हालत दिगम्य हो गई है, लेकिन आज दो साल से लगातार कोशिश करने के बावजूद भी उनका ट्रान्सफर नहीं किया जाता है। वह डिपार्टमेंट के जरिये से कोशिश कर रहे हैं लेकिन डिपार्टमेंट

के जरिये से कोशिश करने के बावजूद भी वो शस्त्र वहां पर मौजूद है। उसने कोई ऐसा जरिया नहीं ढूंढा है कि एम० पी० वर्गैरह से कहे और उनके जरिये से कोशिश करें। वो डिपार्टमेंट के जरिये से ही कोशिश करता रहा है लेकिन उसका तबादला नहीं हो रहा है। दूसरा आदमी है श्री एम० एस० वर्मा वे बम्बई दादर स्टेशन पर टिकट कलक्टर हैं। जनरल मैनेजर को उन्होंने दरखास्त दी है। उससे पहले १६-११-५६ को भी दी थी। वे सेंट्रल रेलवे में हैं, मगर वे रहने वाले हमारे यू० पी० के हैं। वे चाहते हैं कि हम यू० पी० में आ जायें। मैं ये चन्द बातें आपको बता रहा हूँ। जब ऐसा प्रोविजन है, जब ऐसा रेलवे बोर्ड का सरकुलर है, जब एक रेलवे से दूसरे रेलवे में ट्रांसफर किया जा सकता है तो उनको क्यों नहीं ट्रांसफर किया जाता है। एफि-सियेन्सी लाने के लिये भी यह जरूरी है। जाने के घर के करीब रहेंगे, उनको तमल्ली रहेंगे। वे सेटिस्फाइड रहेंगे। इसलिये जहां तक मुमकिन हो उनको घर के करीब रखना चाहिये। मैं तो कहता हूँ कि अगर सेंट्रल रेलवे रिक्त करती है और बाद में वे यू० पी० के अन्दर आना चाहते हैं तो भी उनको यू० पी० में भेजा जाय और यू० पी० में जा है वो अगर सेंट्रल रेलवे में जाना चाहते हैं तो उनको वहां भेजा जाय। इससे सिनियारिटी में फर्क पड़ता है, लेकिन ऐसे लोग हैं जो कि सिनियारिटी छोड़ने को तैयार हैं। वे इस कदर तंग हैं कि अपनी नौकरी तक छोड़ने को तैयार हैं लेकिन पेट की खातिर उन्हें दस बार सोचना पड़ता है। तो इन सब बातों को मदद नजर रख कर अगर आप सोचेंगे तो पायेंगे कि यह जो ट्रांसफर का तरीका है वह गलत है। उनको ट्रांसफर किया जाय और उनको अपने घर के नजदीक से नजदीक जगह पर रखा जाय ताकि वे

घर को देख सकें बाल-बच्चों को देख सकें और उनकी तालीम को देख सकें। इन दोनों का भी घर के करीब ट्रांसफर हो जाना चाहिये।

अब देखिये कि रेलों और स्टेशनों पर चोरियां दिन पर दिन बढ़ती जा रही है। इसके अलावा आप देखेंगे कि जगह जगह डाकाजनी के वाकयात हो रहे हैं। अभी चन्द दिन हुए दिल्ली से गाजियाबाद यानी दिल्ली जो कि एक कस्मोपोलिटन सिटी है, वहां से गाजियाबाद तक जाने में एक औरत और एक बच्चे को खिड़की से बाहर निकाल कर फेंक दिया गया है। कितने ऐसे केमज है। आप रोज अखबारों में पढ़ते हैं। क्या रेलवे की यही सिवधोरिटी है? आपका ज्यादा से ज्यादा खर्चा रेलवे प्रोटेक्शन फोर्स पर हो रहा है। रेलवे प्रोटेक्शन फोर्स पर इतना खर्च कर रही हैं लेकिन आज आदमी जब फर्स्ट क्लास में बैठता है तो पहले यह देखता है कि किस तरह से सब खिड़की दरवाजे बन्द करे और सबके बन्द होते भी लोग अन्दर घुस जाते हैं। यह तमाम वाकयात आपने सुने होंगे। कितने लोगों की जिन्दगी खतरे में है। इसी तरह से एक्सिडेंट्स की बात है और दीगर बहुत सी बातें हो रही हैं। मैं तो कहता हूँ कि टिकट लेने से पहले मुसाफिरों का कम्पलमरी इन्श्योरेंस कर दिया जाय, बीमा कर दिया जाय ताकि अगर किसी की जान जाय तो कम से कम उसके बीबी बच्चों की देखभाल हो सके। कह दिया जाय कि हम इस काबिल नहीं हैं कि आप की हिफाजत कर सकें। रेलवे इस काबिल नहीं है। आप अपनी जिम्मेदारी पर सफर करें। हम देखते हैं कि सब कुछ इन्तजाम होने के बावजूद भी कितने लोगों का माल रेलवे से इधर से उधर चला जाता है और खुद रेलवे के एम्प्लाइज ऐसा करते हैं और बहुत से तो पुलिस से मिलकर ऐसा करते हैं।

[श्री प्यार लाल कुरील 'तालिब']

रेलवे का लाखों रुपये का माल ब्लैक मार्केट में बिकता है। कई जगह उसके लिये गिरफ्तारियां भी हुई हैं मगर फिर भी आप इस चीज को क्यों नहीं रोकते हैं। इतना भारी नुकसान होता है और इतना वेस्टेज होता है। इसलिये मैं उम्मीद करूंगा कि बजाय किराया बढ़ाने के और माल भाड़ा वगैरह बढ़ाने के आपका जो खर्च करने का तरीका है उसको ठीक करें और लाखों रुपये का जो नुकसान होता है उसको कम किया जायेगा। इस फजूल खर्च को सम्भालिये और जो बिला वजह खर्च होता है और जो आपका माल बर्बाद होता है उसको रोकिये।

अब क्वालिटी को ले लीजिये। २२ तारीख को मैं लखनऊ से चढ़ा और २३ तारीख को मुंबई यहां पहुंचा। मैं बोगी नं० भी बताता हूं। मैंने बोगी नं० ७७१ में सफर किया। कम्पार्टमेंट में और मेरे साथ बहुत से मेम्बर ट्रेवल करने वाले थे जो कि इसी कोच के अन्दर ट्रेवल कर रहे थे। हमारे राम सेवक यादव थे जो कि सोशलिस्ट पार्टी के हैं, मिस्टर राय थे जो कि लोकसभा के मेम्बर हैं, हमारे सिद्ध साहब थे। उन सबको मैंने दिखाया था कि कम्पार्टमेंट कितना डर्टी था। कोई साफ करने वाला नहीं आया। कोई चाय वाला नहीं आया। मैं दावे के साथ कह रहा हूं कि कांग्रेस के मेम्बर भी हमारे साथ सब इसी कोच में ट्रेवल कर रहे थे। कोई चाय वाला पूछने न आया। कोई सफाई करने वाला नहीं आया। मैं जब तक दो घंटे पढ़ नहीं लेता हूं तब तक मुझे नींद नहीं आती है। तो वहां की बेड लाइट ही गायब थी। राय साहब को मैंने दिखाया और उनसे मैंने कहा कि आपको बिटनेस बनना पड़ेगा और आपको कहना पड़ेगा ऐसा ही था। एकबली बेड लाइट नहीं थी। और भी बहुत सी बातें

हैं। कहीं कहीं सिटकनी नहीं खुलती है। कहीं कहीं दरवाजे ऐसे हैं कि बन्द ही नहीं होते हैं। सो मैं ये सब फर्स्ट क्लास कम्पार्टमेंट की बात कर रहा हूं।

अब आप थर्ड क्लास को लीजिये। थर्ड क्लास के बारे में तो सब ही जानते हैं कि वहां कितनी गंदगी रहती है। वहां जो पंखे हैं वे चलते ही नहीं हैं। इसी तरह से आपके क्वालिटी की बात देख लीजिये। हमारी चाय तो आ जाती है, ३५ पैसे दिए और एक ट्रे आ गई जैसी भी हो वैसी आ गई और पी ली। लेकिन वो जो खिड़की से चाय लेते हैं कुल्हड़ में चाय लेते हैं गिलास में चाय लेते हैं उस चाय की क्वालिटी को जरा आप देखिये। सिर्फ गर्म पानी होता है। चाय की पत्ती की जगह बेरी की पत्तियां डाली जाती हैं और यह चाय मुसाफिरो को पिलाई जाती है। आप इसी तरह से उनके स्वास्थ्य को उनकी सेहत को खराब कर रहे हैं। दो आने पैसे भी वे देते हैं लेकिन उनको यह चाय मिलती है। मैंने भी वह चाय ली है। जब कभी और कोई चाय नहीं मिली तो मैंने इस चाय को पिया है। हर मेम्बर जानता है और उनके रिश्तेदार वाकिफदार सभी जानते हैं कि किस किस की थर्ड क्लास चाय दी जाती है। इसका अन्दाजा आप लगा सकते हैं कि इस सबका क्या नतीजा होता है। अब आप डाइनिंग कार में जाइये तो आपको ट्रेवल क्लास मिला मिलेगा। इतनी गंदगी होती है, इतनी सड़ांध होती है कि वहां आप बैठ नहीं सकते हैं। खाने की क्वालिटी तो बहुत ही गिर गई है। डिपार्टमेंटल क्वालिटी वालों को खाने की सब चीजें कन्ट्रोल रेट पर मिलती हैं। आटा वगैरह हर चीज उनको कन्ट्रोल रेट पर मिलती है। चीनी वगैरह हर एक चीज उनको कन्ट्रोल रेट पर मिलती है। लेकिन फिर भी क्या वजह है कि क्वालिटी गिरती जाती है। इस पर भी

खाने की क्लालिटी खराब ही होती चली जा रही है। अब लोग घरों में खाना ले जाने लगे हैं। वजाय इसके कि डिपार्टमेंटल कैंटरिंग में खाना खाएँ वे घरों में खाना ले जाते हैं। ये सब बातें हैं जो कि डिपार्टमेंटल कैंटरिंग वाले भी जानते हैं।

एक और सवाल है। जैसा कि अभी एक माननीय सदस्य महोदय ने कहा है कि बोर्डर एरियाज में ट्रेनों का इन्तजाम होना चाहिये। वहाँ के लोग बड़े गरीब हैं। वे लोग बड़ी आसानी से खरीदे जा सकते हैं। उनको तो जरूर ही महुलियतें देनी चाहियें। उनके लिये जरूर ऐसा इन्तजाम होना चाहिये कि वहाँ तमाम सामान सस्ता मिल सके। उनको तो नमक भी नहीं मिलता है। चीनी मिलने की बात तो दरकिनार रही। आप वहाँ रेलवे को ले जाइये। काश्मीर में तमाम जगह रेलवे ले जाइये। नागालैण्ड में ले जाइये। मनीपुर में ले जाइये। त्रिपुरा में ले जाइये। आप देखिये कि वहाँ क्या हालत है, नक्शा बिल्कुल साफ है। वहाँ कोई रेलवे ही नहीं है। आप दुगना खर्च करके वहाँ रेलवे को पहुंचाइये। यह बहुत जरूरी है। इन बोर्डर के इलाकों को आपको हिफाजत करना है। चायनीज लोग जो हैं वे चैक पोस्ट्स बनाते जा रहे हैं। सड़कें बनाते जा रहे हैं और अपनी सब जगह मजबूत करते जा रहे हैं और आपकी तरफ से कोई ऐसी कार्यवाही नहीं होती है। इसलिये यह जरूरी है कि आप वहाँ रेलवे को पहुंचाइये। रेलवे एक ऐसी सवारी है जो सबसे चीप पड़ती है और इसी वजह से सब गरीब लोग रेलवे ही में सफर करते हैं। वहाँ रेलवे पहुंचाइये ताकि वहाँ खाने पीने का सामान भी सस्ता मिल सके।

आखिर में मैं एक बात और कहूंगा। टाइम नहीं है, इसलिये मुझे और बहुत

कुछ जो कहने को है वह नहीं कहूंगा। मुझे डेवलेपमेंट फण्ड और डेप्रिषियेशन फण्ड के मुतालिक बातें करनी हैं लेकिन वह नहीं कर सकूंगा। एक बात की तरफ मैं आपकी तबज्जी जरूर दिलाऊंगा और वह यह है कि जब से श्री जगजीवनराम जी रेलवे मिनिस्टर नहीं रहे हैं तब से खुल्लमखुल्ला लोग कहते हैं, तब से जगह जगह पर हर शहर में शिड्यूल्ड कास्ट एम्प्लाइज को धमकी दी जा रही है कि तुम्हारे मुसर जो थे वे अब रेलवे मिनिस्टर नहीं रहे हैं; और उनको खबरदार किया जाता है और उनको थुं टन किया जाता है कि उनके खिलाफ कदम उठाया जायेगा। उनको डिपार्टमेंट से निकालने की कोशिश की जा रही है। मैं चैलेन्ज करता हूं। मैं बहुत से ऐसे केसेज आपकी नौलेज में लाऊंगा।

श्री शाहनवाज खां : मैं आन्तरेब्रिल मेम्बर से दरखास्त करूंगा कि अगर कोई ऐसे केसेज उनकी नालेज में आये हैं तो वह उन्हें मुझे दे दें। रेलवे इम्प्लाइज की जिम्मेदारी जो है वह रेलवे ऐडमिनिस्ट्रेशन के ऊपर है, किसी एक फर्द के ऊपर नहीं है। हमारा फर्ज है कि हम उनको देखें और उनकी देखभाल करें।

श्री प्यारे लाल कुरील "तालिब" : मुझे बहुत खुशी है कि हमारे उपमंत्री महोदय ने यह चीज कही है। अगर आप ऐसा करेंगे तो मुझे उम्मीद है कि सब ठीक हो जायेगा। लेकिन मैं बता रहा हूं कि कुछ इंसानों की जहन्नियत क्या है। मैं कुछ अफसरों की जहन्नियत बता रहा हूं। ऐसा हो रहा है और होने जा रहा है और यह कदम उठेगा। मैं आपको यह भी बता देना चाहता हूं कि शिड्यूल्ड कास्ट के जो लोग हैं वो अब इतने कमजोर नहीं हैं। वे अब अपने पैरों पर खड़े हो गये हैं। वे जानते हैं कि अगर उनके साथ इस तरह का रिटैलिएटरी सलूक हो तो वे किस तरह से इसका मुकाबला कर सकते हैं। मुझे उम्मीद है कि रेसर्च

[श्री प्यारे लाल कुरील 'तालिब']
ऐडमिनिस्ट्रेशन के जो अफसर हैं वे ऐसी
बात नहीं होने देंगे ।

अब और ज्यादा न कह कर मैं आपका
शुक्रिया अदा करता हूँ कि आपने मुझे
चन्द मिनट बोलने के लिये दिये ।]

SHRI J. H. JOSHI (Gujarat): Mr. Vice-Chairman, Sir, I have heard the debate on the Railway Budget and I feel that the overall picture of the working of the railways is not so bad or so dark as is sought to be made out in some quarters. On the other hand, Sir, I feel that the performance of the Railways are fairly good for which the Railway Ministry, Members of the Railway Board and the railway staff spread all over the country deserve credit.

Sir, the Railways have a massive programme and the success of the Third Five Year Plan depends upon the capacity of the railway to develop to such an extent that it can handle the traffic, both of passengers and goods, to the extent it is forthcoming. Now, Sir, the railways have, to my mind, some other mission to perform. Railway is not only the carrier of passengers or of the postal bags or parcels, but also the carrier of our culture, and I feel that it should set a model before the lakhs of passengers that travel by it in respect of three things. The first is utmost cleanliness; the second is utmost civility or courtesy in behaviour and the third is uniformity and purity in diet all over the country, and it should do it by performance and not by announcements.

Now, Sir, I will not repeat the achievements of the Railways, because it is so well known, for example the production of locomotives by the Chittaranjan factory, the production of carriages and wagons by the Perambur factory; it is so well known to Members of this House and also to the whole country. I will, therefore, come to some specific points.

The first is the rise in railway fares. I cannot say that the rise in railway fares is justified looking to the present-day amenities that the III class passengers are receiving. Before developing this point I will cite some figures as to the earnings of the Railways. The earnings from the upper classes, in 1961-62, came to about Rs. 17,22,00,000 and from the III class Rs. 136,78,00,000 and the earnings from goods traffic came to about Rs. 305,25,00,000. Now in the Budget Estimates for 1962-63 the earnings from upper classes are placed at Rs. 17,53,00,000, and from III class at Rs. 137,47,00,000, and the earnings from goods traffic are placed at Rs. 327,75,00,000. Now it shows that the earnings from the upper classes are 13 per cent, those from the III class. To put it the other way, the earnings from the III class are about eight times those from the upper classes. Now this means that the rise in the fares for III class will fall mostly on the people of the middle class and of the lower middle class and on people of the still lower strata. I would say that the amenities of the people should be looked into first before raising railway fares. I do not at the same time say that the Railway is not in need of larger sums of money for development activities. I would, therefore, place some constructive suggestions before the House. I would say that instead of three classes in the railways there should be four classes. The I class and the II class should be as they are and their fares should be raised as suggested in the Budget Speech by the Railway Minister. What I say is that there should be introduced a new III class with sitting accommodation for all the passengers to the extent of the compartment's capacity, and the fare for that class should be the same as the increased fare proposed for the present III class in the Budget Speech, and the present-day III class should be converted into a fourth class in

which the only amenity is the amenity of crowding or overcrowding, and for that class there should be no rise in the fare.

Now, Sir, I come to the other point, the rise in railway freight charges. There also I should say that concessions should be given in the case of food-stuffs, in the case of vegetable?, in the case of oils, in the case of coarse cloth also, so that the rise in freight should not fall on or should not be burdensome to a common-class man.

Now about overcrowding it has been stated that there is a reduction from 30 per cent, to 11 per cent. On the broad gauge, and from 16 per cent to 13 per cent, on the metre gauge. Coming from Saurashtra I should say from my experience that there is no reduction at all there in the overcrowding, and the reasons are very obvious. I would cite one instance. A broad gauge railway train starts from Bombay, I mean the Saurashtra Mail and the Saurashtra Express. It stops at Viramgam. Now that train comes generally crowded if not overcrowded on all the days. At Viramgam one metre gauge train is waiting to take all the passengers of the broad gauge train. Now you can imagine how overcrowded that metre-gauge train would be, and the III class passengers, who form the bulk of voters, who are called the masters of the Government or the makers of the Government, well, they have to run breathlessly from one end to the other to find space even on the foot-boards. Now the reason for this overcrowding, as I told you, is so obvious. Previously, before independence, two trains were running from Viramgam, one for Bhavnagar and the other for Rajkot or Veraval. We know that during all these ten years the people have become more travel-minded; there has been an increase in passenger traffic. Such being the case I suggest that there should be two trains running from and to Viramgam so that overcrowding may be reduced to some extent. But, as I said, there will be reduction in the overcrowding but the crowding will still remain so long as a third rail link is not given to Saurashtra. Some time back there was

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a traffic or an engineering survey of Bhavnagar-Tarapur broad gauge link, but thereafter nothing has been heard about it. I would request the Ministry to look into the case and see whether a third link can be given to Saurashtra so as to reduce this overcrowding or crowding.

About wagons, Sir, the supply is very short. I have received a copy of a letter addressed to the Divisional Superintendent, Western Railway, by the Secretary, Rajkot Chamber of Commerce. This is one of the hundred odd complaints about shortage of wagons that they receive every day. They state:

"Booking traffic this side totally closed since four five months particularly stone traffic. About thirteen hundred wagons Demand reported pending from Ramganjmandi. Request look into the matter and reopen traffic at the earliest."

Some time back a report appeared in the press about the complaints made by the Ahmedabad Textile Mill Owners' Association regarding shortage of wagons and coal. It was also reported that the industry was on the verge of closure on account of that shortage. Now, in Saurashtra also industries are expanding every day, in Porbandar, Rajkot, Jamnagar, Bhavnagar, Morvi and other places, but the development is sometimes hampered on account of this shortage. I would request the Ministry to look into this matter also.

There is another point. It has been mentioned in the reports and the White Paper that doubling of track has been done over about 800 miles. But in Saurashtra there is no question of doubling of the track. There is only one track and that too has not been renewed for a number of years. The arrears of renewal of this track are mounting. In certain sections there is control on speed. Although now from Rajkot to Viramgam and from Bhavnagar to Viramgam that control has been lifted, still there is

[Shri J. H. Joshi.] a large area in Saurashtra where speed control is still in force. I would like the Ministry to see to it that before the question of doubling the tracks elsewhere is taken up, the question of renewal of the only track in Saurashtra is taken up first.

There is another very small point. There are three Ministers in the Railways, and their budgeted expenditure comes to about Rs. 500—700 crores. For the general administration there are about more than forty or fifty Ministers. Now, the Railway budget is almost half of the budget for the general administration. I think the number of Ministers in the Railways should be raised to eight so that each Minister Or Deputy Minister is assigned the responsibility of looking after one Division, so that he can look into the grievances of his Division and give it proper care and attention.

[THE DEPUTY CHAIRMAN in the Chair.]

श्री पी० सी० सेठी (मध्य प्रदेश) : उपसभापति महोदया, पिछले वर्ष रेलवे ने विभिन्न क्षेत्रों में जो तरक्की की है, वह काफी प्रशंसनीय है। रेलवे में दोहरी लाइनें बनाई गईं, इलेक्ट्रिफिकेशन हुआ, सफ़र करने वालों की सुविधाएं बढ़ीं और मीटर गेज और ब्राड गेज में जो गाड़ियां चलती हैं, उनमें से कई में पहली बार स्लीपिंग कोचेज की सुविधा प्रदान की गई। इसके साथ ही साथ स्टेशनों में पहले मुसाफ़िरों को जो सुविधाएं प्राप्त थीं, उनमें और अधिक वृद्धि हुई, इसमें कोई संदेह नहीं है। रेलवे के स्टेशनों में पानी की सुविधा और ज्यादा बढ़ गई है और दूसरे किस्म की सुविधाएं भी बढ़ गई हैं।

इस समय रेलवे बजट पर जो थोड़ी-सी गरमी है, वह इस वजह से नहीं है, बल्कि इस वजह से है कि रेलवे के अन्दर इस समय

फ़्रेट चार्ज और टिकट चार्ज बढ़ाने का जो प्रस्ताव हमारे सामने पेश है। जहां तक फ़्रेट चार्ज का सम्बन्ध है, मैं यह कहूंगा कि जो आम लोगों के काम आने वाली चीजें हैं अगर उनके फ़्रेट पर बढ़ोतरी होती है, तो अन्ततोगत्वा आम लोगों के ही ऊपर उसका असर पड़ने वाला है, उद्योग के ऊपर इसका असर पड़ने वाला नहीं है। इसलिये जहां पर जिन चीजों का असर आम लोगों के ऊपर फ़्रेट द्वारा पड़ता है, उसके ऊपर फ़्रेट बढ़ाने की आवश्यकता नहीं है। इसी प्रकार जहां तक पैसेजर्स-फ़ेयर का सवाल है, इसमें कोई संदेह नहीं कि रैसंजरो के लिये सुविधा बहुत बढ़ गई है और आगे बढ़ाने की मांग की जा रही है, उसमें कुछ बढ़ाना आवश्यक है, लेकिन इसमें यह देखना चाहिये कि वास्तव में कितने बढ़ाने की आवश्यकता है। इससे जो रुपया प्राप्त करने की कोशिश की गई है, उसे अगर मध्यम रास्ते से निकाला जाये, तो २२ करोड़ के बजाय ११ करोड़ रुपया फ़्रेट चार्ज और पैसेजर्स-फ़ेयर्स चार्ज से मिलाने की कोशिश की जाये और बाक़ी रेलवे ऐडमिनिस्ट्रेशन में एक्जिजिट्स ला कर की जा सकती है। इसके साथ ही साथ उसमें जहां कहीं भी लूपहोल्स हों, उनको दूर किया जाये और इस तरह से जो रुपया बचता है, उसको इसमें शामिल कर लिया जाये।

रेलवे में एक और जहां सुविधा बढ़ी है, उसके साथ ही साथ लोगों की तकलीफ़ात भी बढ़ी हैं और लोग परेशान हुए हैं। इस चीज की ओर मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहूंगा। यह बात सब जानते हैं कि तीसरे दर्जे में काफी सुविधा होने के बाद भी ओवर-क्राउडिंग की समस्या हमारे सामने बनी हुई है। ओवर-क्राउडिंग कुछ इस वजह से भी होती है कि हमारे पास कोचेज की कमी है, लेकिन आम-तौर पर यह पाया गया है कि तीसरे दर्जे में बुली टाइप के लोग बिस्तर फैला कर डिब्बों में लेट जाते हैं और दूसरे लोगों को,

जो बैठने के लिये आना चाहते हैं, आने नहीं देते हैं। इसलिये मेरा निवेदन यह है कि ट्रेनों में जो चैकर्स होते हैं, उन्हें इस प्रकार की हिदायत दी जानी चाहिये कि जो लम्बे सफ़र के लोग नहीं हैं, उन्हें अपना बिस्तर फैला कर या पैर फैला कर डिब्बे में नहीं बैठने देना चाहिये। जब इस तरह से लोग डिब्बे में बैठ जाते हैं, तो दूसरे लोगों को बैठने में बहुत असुविधा होती है। रेलों में जो चैकिंग का स्टाफ़ होता है, उन्हें इस बात की खास निगरानी रखनी चाहिये कि जो लोग डिस्टेंस के मुसाफिर हैं, उन्हें लेटने की सुविधा मिलनी चाहिये और जो कम डिस्टेंस के पैसेन्जर्स हैं, उन्हें बैठने की सुविधा मिलनी चाहिये। इस तरह की हिदायत टिकट चैकर्स को अधिकारियों द्वारा अवश्य दी जानी चाहिये। अगर इस बारे में कोई नियम बनाने की आवश्यकता है, तो वह भी बना दिया जाना चाहिये। इस तरह से साधारण मुसाफिरों को बुली टाइप के लोगों से जो असुविधा हो रही है, परेशानी हो रही है, वह दूर हो जायेगी। लेकिन उसके साथ ही साथ यह बात भी बहुत जरूरी है कि थर्ड क्लास में अभी भी जितने डिब्बे लगाये जाते हैं, उन डिब्बों में आम लोगों को पूरी सुविधा नहीं मिलती है और लोगों को काफी परेशानी रहती है।

अभी आपके सामने एक प्रस्ताव यह आया कि रेलवे में चार क्लासेज होने चाहियें और एक नये क्लास का सुझाव दिया गया। मैं इसके विपरीत एक सुझाव यह दूंगा कि आजकल जो सैकंड क्लास है, वह सैकंड क्लास कोई माने नहीं रखता है। उस सैकंड क्लास से स्लीपर कोच बहुत अच्छा है, इसलिए सैकंड क्लास को बिल्कुल अबालिश कर देने की आवश्यकता है। एक एयर-कंडीशंड क्लास वैसे ही शुरू हो गया है। एयर कंडी-शंड क्लास के बाद एक फ़र्स्ट क्लास है,

फिर एक सैकंड क्लास है और फिर एक थर्ड क्लास है। अब एक फ़ोर्थ क्लास का सुझाव आपके सामने आया है, आवश्यकता इस बात की है कि सैकंड क्लास बिल्कुल हटा दिया जाये और थर्ड क्लास रखा जाये। लेकिन थर्ड क्लास में स्लीपर कोचेज हों। उनके साथ ऐसी कोचेज भी हों, जिनमें केवल बैठने की सुविधा हो और उन पर जितने नम्बर लिखे हों, उतने ही लोग उनमें दाखिल किये जायें। उस निश्चित संख्या से और अधिक पैसेजर्स उनमें दाखिल न किये जायें। उसके लिए यदि आप चार आने या आठ आने और अधिक चार्ज करना चाहें, तो वह चार्ज कर लीजिये। इस प्रकार सैकंड क्लास को अबालिश करने की आवश्यकता है।

इसके साथ साथ मैं आपका ध्यान इस ओर भी आकर्षित करना चाहता हूँ कि जो बड़े बड़े शहर हैं, मसलन दिल्ली, बम्बई और कलकत्ता, ऐसे शहरों में अंडर ग्राउंड ट्रेन एक बहुत नितान्त आवश्यकता होती चली जा रही है। यदि पुरानी दिल्ली में आज कोई जा करके देखे तो मालूम होगा कि वहां किस प्रकार ट्रैफ़िक जाम होता है और किस प्रकार लोगों को कठिनाई होती है। वहां यह भी देखने को मिलेगा कि ट्राम में लोगों को कितनी परेशानी होती है। इसलिए अंडर ग्राउंड रेलवे की शुरुआत कम से कम पुरानी दिल्ली के इलाके में की जाये या कहीं भी की जाये, लेकिन रेलवे मंत्रालय को इस बात की ओर ध्यान देना है कि अंडर ग्राउंड रेलवे हमारे बड़े बड़े शहरों में शुरू करना अत्यंत आवश्यक है, ताकि शहरों के अन्दर जो ट्रैफ़िक जाम होता है, वह न हो और लोगों को सुविधा मिल सके।

यह बातें मैंने आम चीजों के बारे में कहीं। इसके साथ साथ मैं आपसे यह

[श्री पी० सी० सेठी]

निवेदन करना चाहता हूँ कि स्टेशनों पर पीने के पानी की सुविधा के लिए आदमी मुहैया किये गये हैं। लेकिन आमतौर पर यह देखा गया है कि यात्रियों को पीने के लिए ठंडा पानी नहीं मिलता है। उन लोगों के ऊपर जो खर्चा किया जाता है, उसके बजाय यह प्रयोग करने की आवश्यकता है कि ट्रेनों में कूलर मशीनें लगाई जायें और कूलर मशीनों के द्वारा ठंडा पानी पीने की सुविधा मुहैया की जाये। एक्सपेरिमेंट के तौर पर इसको शुरू किया जाये। मुझको है कि उन आदमियों की पगार के ऊपर जितना पैसा सँक होता है, उसके मुकाबिले में कूलर मशीन्स ज्यादा इकोनामिकल रहें।

इसके अतिरिक्त मैं आपका ध्यान कुछ ऐसी सहुलियतों की ओर दिलाना चाहता हूँ कि जिनका सम्बन्ध हमारे इलाक़े, मध्य-प्रदेश से है। इस समय उज्जैन से आगरे तक जो स्माल गेज गाड़ी चलती है, जो ग्वालियर लाइट रेलवे है, उसके सम्बन्ध में मैंने गत वर्ष भी माननीय मंत्री का ध्यान आकर्षित किया था कि यह गाड़ी दो लाख रुपया साल के नुकसान में चल रही है और इस गाड़ी का कोई उपयोग नहीं है। आवश्यकता इस बात की है कि उसके बजाय वहाँ एक ब्राड गेज लाइन उज्जैन से कोटा तक आलावाड़ होती हुई चालू की जाये। अभी जो उज्जैन से आगरे तक रेलवे लाइन है, उसके समानांतर एक सड़क भी गई हुई है। इस कारण से इस लाइन पर बराबर नुकसान रहता है। अभी एक माननीय सदस्य की ओर से यह सुझाव आया कि जो पहाड़ी इलाक़े हैं, वहाँ रेलवे की सुविधा बढ़ाई जाये। लेकिन मैं आपका ध्यान इस ओर आकर्षित करना चाहूँगा कि जो गाड़ी कालका से शिमला जाती है, उस पर कुछ दिन पूर्व मुझे यात्रा करने का अवसर

मिला। मैंने यह देखा कि ५६ मील में उस गाड़ी को लगभग छः घंटे लगते हैं। ऐसी सूरत में पहाड़ी इलाक़ों में मीटर गेज या कोई गेज बनाने के बजाय रोड ट्रांसपोर्ट की सुविधा बढ़ाना ज्यादा इकोनामिकल और सुविधाजनक होगा और वहाँ रेलवे की सुविधा बढ़ाने के बजाय रोड ट्रांसपोर्ट की फ़ैसिलिटीज बढ़ाने पर अधिक जोर दिया जाना चाहिये। रेलवे लाइन ऐसी जगह बनाई जानी चाहिये, जहाँ गाड़ी की स्पीड पर भी ध्यान दिया जा सके। जैसा कि कालका से शिमला तक है कि ५६ मील चलने में अगर छः या आठ घंटे लगें या जैसा कि उज्जैन से आगरे तक है कि ४० मील चलने में अगर लगभग पांच घंटे लगें, तो इस प्रकार की ट्रेन से ट्रेन का न होना अच्छा है। कालका से शिमला तक बस में जाने से तीन या साढ़े तीन घंटे लगते हैं। ऐसी सूरत में बजाय ट्रेन के लोग बस में जाना पसन्द करेंगे। इसलिए यह विचार करने की आवश्यकता है कि रेलवे ट्रैक कहाँ खोले जायें और कहाँ नहीं खोले जायें। इस दृष्टि से उज्जैन-आगरे लाइन को हटाने की आवश्यकता है। इसके साथ साथ गुना से मक्सी तक एक रेलवे लाइन डालने की आवश्यकता है। पहले इस लाइन के लिए सर्वे हुआ था। लेकिन उस पर काम क्यों नहीं शुरू हो रहा है, इसकी ओर ध्यान देने की आवश्यकता है। आपका ध्यान इस ओर भी आकर्षित करना चाहता हूँ कि भोपाल से जो गाड़ी इन्दौर जाती है, उस गाड़ी को भोपाल से इन्दौर पहुँचने में लगभग दस घंटे लगते हैं, जब कि मोटर-बस तीन-साढ़े तीन घंटे में भोपाल से इन्दौर पहुँचती है। ऐसी सूरत में कौन उस गाड़ी से जाना पसन्द करेगा। इसलिए भोपाल से इन्दौर तक एक फ़ास्ट ट्रेन चलाने की आवश्यकता है, ताकि पैसंजर उसी में ट्रेवल करें, और सुविधाजनक तरीक़े से

चल सकें। भोपाल मध्य प्रदेश की राजधानी है। इस दृष्टि से वहाँ बिबक ट्रांसपोर्ट होना चाहिये, ताकि अभी जितना वक्त लगता है, उतना वक्त न लगे। यह विचार करने की बात है। इसके साथ साथ इन्दौर को दोहद से जोड़ने की अत्यन्त आवश्यकता है। जब तक इन्दौर को दोहद से नहीं जोड़ा जाता है, तब तक ब्राड गेज लाइन, जो उज्जैन से इन्दौर तक है, वह अनइकोनामिकल है और उसका कोई फायदा नहीं हो सकता है। इसलिए जब तक इन्दौर और दोहद को नहीं जोड़ा जाता है—तब तक यह रेलवे लाइन कोई खास उपयोगी नहीं होगी। यह ठीक है कि इससे कोयले के ट्रांशिपमेंट में फायदा हुआ है; क्योंकि इन्दौर टैक्सटाइल इंडस्ट्री का सेंटर है और वहाँ कोयला बराबर पहुँचता रहता है। लेकिन इसके अतिरिक्त इस लाइन से और कोई फायदा नहीं हुआ है।

यह छोटी-छोटी बातें हैं जिनकी ओर मैंने आपका ध्यान आकर्षित किया। इनके अतिरिक्त मैं आपसे यह निवेदन करूँगा कि आजकल ट्रेनें ज्यादातर लेट चलती हैं। अभी कई माननीय सदस्यों ने इस बात का जिक्र किया कि भारत वर्ष की रेलवे बड़ी अच्छी रेलवे है और उसका ऐडमिनिस्ट्रेशन भी बहुत अच्छा है। इस बात में कोई सन्देह नहीं है कि भारतवर्ष में रेलवे का काम काफ़ी अच्छी तरह से चला है और चल रहा है। लेकिन जहाँ तक ट्रेन्स के समय पर चलने का सवाल है, यह बात बिल्कुल निस्सन्देह है कि हमने कोई तरक्की करने के बजाय, तनज्जुली की है। उज्जैन से जो कई लोकल गाड़ियाँ चलती हैं, वे तीन-तीन, चार-चार और पाँच-पाँच घंटे लेट चलती हैं। यह हालत सब लोकल ट्रेन्स की है। दूसरी गाड़ियाँ भी समय पर नहीं चलती हैं। दूसरे देशों में ट्रेन्स में

समय की पाबन्दी एक बहुत बड़ी चीज़ मानी जाती है। स्विट्ज़रलैण्ड में रेलवे का ऐसा सिस्टम है कि वहाँ शायद ही कोई दिन ऐसा आता होगा, जब कोई ट्रेन लेट हो। जापान में भी शायद ही कोई ऐसा दिन आता होगा, जब कोई ट्रेन लेट हो। वहाँ पर गाड़ी देख करके लोग अपनी घड़ी मिलाते हैं। लेकिन हमारे यहाँ की जो रेलें हैं, वे समय से नहीं चलती हैं और इससे लोगों को बहुत परेशानी होती है। कई बार ऐसा होता है कि गाड़ी सिग्नल पार करके प्लेटफ़ॉर्म पर घुसती है और लोगों के देखते देखते दूसरी गाड़ी प्लेटफ़ॉर्म छोड़ कर चली जाती है। इस प्रकार लोगों को तीन चार घंटे ब्लाक हो करके वहाँ पड़ा रहना पड़ता है और बेकार की परेशानी उठानी पड़ती है। तो मेरा निवेदन यह है कि इस बात की खास पाबन्दी होनी चाहिये कि ट्रेनें समय पर चलें और ट्रेन्स को लेट करने के लिए जो भी जिम्मेदार हों, उनके ऊपर सख्ती होनी चाहिये और उनको इसके लिए सजा मिलनी चाहिये। जो ठीक तरह से काम करें और ट्रेन्स को ठीक समय से चलायें, उनको उत्साहित करने के लिए उनको कोई पुरस्कार दिया जाये, कोई तरक्की दी जाये या जो भी उचित समझा जाये, वह किया जाये।

इसके साथ ही साथ मैं एक बात और अंतिम रूप से कह कर अपनी बात समाप्त करूँगा। इन दिनों ट्रेन्स में यह बात देखने में आती है और कई मेम्बर साहिबान ने भी इसकी ओर आपका ध्यान आकर्षित किया है कि ट्रेन्स के अन्दर लोगों की जान हिक़ाज़त में नहीं है। इसके साथ साथ ऐसा लगता है कि रेलवे में चोरी का बाज़ार गर्म है। कहीं कहीं स्टेशन पर कोयले के डिपों हैं, वहाँ से कोयले की चोरी होता है। हर जगह ऐसे गैंग बन गये हैं, जो इस तरह चोरी किफ़ी

[श्री पी० सी० सेठी]

नये कोयले का व्यापार करते हैं। स्वयं रेलवे कर्मचारी भी ऐसा करते हैं कि वे अपना कोयला नहीं जलाते हैं बल्कि वे रेलवे का कोयला ले कर के जलाते हैं। इसी प्रकार रेलों से पंखे चोरी जाते हैं और बहुत सा सामान चोरी जाता है। इसके अतिरिक्त गुड्स ट्रेनों में जो सामान चलता है, उसकी भी बहुत चोरी होती है। इस चोरी को रोकने की आवश्यकता है और यात्रा करने में लोगों की हिफाजत हो, इस बात को देखने की आवश्यकता है।

अन्त में मैं यह कह कर समाप्त करूंगा कि आपने जो मुझे बोलने का समय दिया, उसके लिए धन्यवाद।

3 P.M.

SHRI BABUBHAI CHINAI (Maharashtra) : Madam Deputy Chairman, I rise to make a few observations on the Railway Budget which has been presented to the House by the hon. Minister of Railways. Madam, a flat rate of increase in fares and freights which is expected to yield Rs. 21*28 crores during the current year, I am afraid, will seriously impede the industrial production in the country. The Railway Minister has justified the increase on the ground that the Railway Freight Structure Enquiry Committee and the Committee on Transport Policy and Co-ordination have recommended to this effect. However, the recommendation of the Committee on Transport Policy and Coordination that the existing difference between the lowest and the highest freight rates should be brought down, provides no basis for pushing up the burden on freight traffic as a whole.

I am aware of the need for securing additional finance for rehabilitation and expansion which has been adduced as one of the reasons for increased revenue, but I do not agree with the policy of increased revenue through increasing freights and fares. This is

particularly so if no effort of any significant kind is put forward to improve operational efficiency. A look at the "Review of the Performance of Indian Railways"—an official publication distributed along with the Budget papers, discloses that the average speed of goods trains has declined on broad gauge lines from 17'4 kilometres in 1950-51 to 15-7 kilometres in 1961-62 on all traction, and from 15" 0 kilometres to 13-6 kilometres on metre gauge lines during the same period. The wagon turn-round also has deteriorated. For instance, on the broad gauge, the number of days increased from 10-4 in 1956-57 to 11-2 in 1960-61. More or less a similar deterioration is noticed on the metre gauge also.

I do not agree with the official assertion that the impact of the incidence of the higher rates on prices will be negligible. In fact, the overall effect of freight adjustments and the supplementary charge of 5 per cent, will not only increase industrial costs but also push up prices over the entire economy to a greater extent than is suggested by the changes in individual rates. I am of the considered view that some relief could have been given to industries which are facing serious difficulties.

What is most regrettable is the absence of any reference to the recommendations of the Import and Export Policy Committee which suggested, *inter alia*, a general rebate of 25 per cent, on all goods put on board for export. Apart from exempting manganese ore from the purview of the latest burden, there have been no indications of any steps likely to be taken in the future at least towards reducing freight rates on export goods. In fact, there is a serious danger that the proposed revision of freight rates will act as an additional drag on exports. Since export traffic is only a fraction of the total traffic carried by Railways, the concession suggested by the Kamaswamy Mudaliar Committee will not weigh heavily on the Rail-

way finances. I may point out incidentally that Mr. Ramaswamy Mudaliar was also the Chairman of the Railway Freight Structure Enquiry Committee. The recommendation of the Railway Freight Structure should have been taken together with those of the Import and Export Policy Committee.

The hon. Minister's speech surprisingly mentions nothing about the failure or inadequacy of rail transport during the year, with all its serious repercussions on the developing industries of the country. The situation that has developed due to restricted movement of coal for reasons of inadequate rail transport for instance, has disrupted the working of a number of industries in the country generally, and quite a few of the mills were recently threatened with closure. The situation has continued to deteriorate and the culmination of the crisis is reflected in the Coal Controller's recent orders of a general reduction in quotas of coal. The reason for this cut is stated to be the attempt to correlate the allotment to the actual availability of rail transport. It would thus appear that instead of the rail transport capacity being augmented and strengthened to be able to meet increased demand, the demand itself has been drastically cut down to suit the transport capacity. This is a retrograde step and, by and large, reflects on the planning and efficiency of the Railways.

Coal is an important element of raw material for industrial development, and if the movement thereof has not received the attention it merits, it is obvious that industrial development and the planned targets must remain unaccomplished. On the basis of the projected raising of 68 million tons of coal in 1962, a daily loading of about 8,000 wagons will be required. As against this, the Railways have assured only 6,950 wagons. It is, however, doubtful whether even this commitment will be fulfilled. Textiles and cement are a few other industries which have suffered heavily for want of necessary rail transport. Wagon

shortage has been perennial on the railways and it is imperative that this aspect of operation should receive immediate and adequate attention of the planning and operating authorities in the Railway Ministry and the strength of rolling stock be augmented commensurate with the industrial requirements of the country in the Plan period besides, of course, developing the other means of transport, namely, road and sea, to supplement rail transport.

Coal transport apart, an analysis of the working of the railways discloses the stark fact that they have not been in a position to carry all the traffic offered. In fact, they have fallen short of the target. There was a shortfall of 8 million tons in goods traffic in 1961-62. Judged by the target of more than 245 million tons of originating traffic which they have to carry by the end of the Third Five Year Plan period, the Railways face a formidable task in the coming years. The shortfall of 8 million tons in goods traffic in the final year of the Second Plan has just been made good in the first year of the Third Plan, leaving again a similar shortfall in the target for the current year.

A study of the industrial production trends discloses that there will be more than 245 million tons in terms of originating traffic. For instance, the Third Plan provides for originating traffic of 109 million tons only, by 1965-66 under "general goods", as against 85 million tons in 1960-61 which represents an annual average increase of less than 6 per cent. This will certainly be exceeded. An examination of the production trends of the various private sector projects shows that the increase in general goods will be of the order of 12 to 15 per cent, annually. Hence, the additional traffic in general goods by 1965-66 will have to be at least 145 million tons, as against the estimate of 109 million tons. This means that the railway programme will have to be stepped up so as to

[Shri Babubhai Chinai.]

carry at least 275 million tons of originating traffic by 1965-66.

There is no doubt that judging from the gross inadequacy of the present day available rail transport, particularly in the context of the coal crisis of 1961, the development of other means of transport, namely, road and sea, is a matter of sheer expediency.

It has been argued that competition between road transport and the railways would militate against the public services obligations of the Railways, whose rate structure is based, in many cases, not on the 'cost of service' but on the principle of 'what the traffic will bear'. While it may be true that the Railways have been performing certain public service obligations, it should not be forgotten that it is not merely a question of competition between the two modes of transport, but also the interests of the users which should be taken into consideration, a point which was emphasised by the Masani Committee very clearly.

The present trend in all advanced countries is in favour of road transport. The concern shown by the Ministry of Railways over the inevitable diversion of a certain amount of its traffic to road transport in the coming years is certainly unwarranted. By and large, there is scope not only for the development of the railways, but also road transport considering the growing requirements of the country. The efficiency of the transport system cannot be achieved unless there is competition between the various modes of transport. A nationalised enterprise as the railways should not use its position to create for itself a monopolistic status.

With these observations, Madam, I have done— Thank you.

SHRI SHAH NAWAZ KHAN:
Madam Deputy Chairman, I apologise for having to intervene at this stage. The Minister is busy in the other House and he will reply to the Debate in de-

tail tomorrow. Therefore, I will try and touch only on a few points.

I am grateful to the very large number of hon. Members who have so sympathetically understood the problem of the Railways, the immensity of the task which they have to perform and the difficulties which they are experiencing. Their sympathy and understanding will, I am sure, go a long way in encouraging the railway employees to perform their duty even better than they are doing at present. I can assure the hon. House that every railway employee from the highest to the lowest paid, is straining his every nerve to keep the traffic moving and to fulfil the expectations that the nation has from the railways.

I know the feeling that exists in this House and also outside on this question of enhancement of rates on fares and freights. A large number of hon. Members have spoken on this subject, some supporting the enhancement and others opposing it. I shall not enter into any great detail but I would like just to quote, for the information of the House, some comparative figures which may be of interest to the House. I am giving here a comparison of the average rates and fare charged by the railways of India, Burma, Pakistan and Ceylon. I have deliberately compared our freights and fares with our neighbouring countries which have more or less similar standards of living and similar per *capita* income. The figures are very interesting. The rate per ton per kilometre on Indian Railways in 1960-61 was 3'87 nP; in Burma, for the year 1959-60, it was 8-10 nP; in Ceylon it was 13-52 nP; and Pakistan, I have, got figures for East Pakistan, it was 6-08 nP. These are the comparative figures of freight rate in our neighbouring countries. Now, rate per passenger kilometre irrespective of gauge is—India 1:71, Burma 2-98, Ceylon 2-05, East Pakistan 2-24 and West Pakistan 2-35. The per capita income in these countries are India Rs. 327-3, Burma

Rs. 238 84, Ceylon Rs. 590-59 and Pakistan Rs. 244- 77. I have deliberately given these figures so that the House can understand that we have not acted in such a heartless manner as some of my hon. friends apposite would have me believe.

SHRI BABUBHAI CHINAL: Will the hon. Minister enlighten us as to the total mileage in each country from where he has quoted the rates, the population of each country also? After all, the principle, "The greater the turnover, the lesser the cost" should prevail.

SHRI SHAH NAWAZ KHAN: I would like to inform the hon. Member that, in most of the countries, the mileage is much smaller and their working expenses, therefore, may be more.

A large number of hon. Members have said that the operational efficiency of the railways has deteriorated and that » large number of overage stock was being kept on the line. Madam, very much as we would like to take off all the over-aged stock from our railways, we have to keep them in view of the economy of our country, the resources that are available and that terrific rate at which passenger and goods traffic is increasing. In such circumstances, in addition to bringing new stock on the line, it is our endeavour to keep as much of our available stock in action as possible after doing essential repairs.

Now, talking about efficiency, the percentage of serviceable locomotives in the year 1950-51 was 81 05; in the year 1955-56 it was 83-24 and in 1960-61 it was 85-48. The percentages of serviceable passenger coaches were 85-83 in 1950-51, 89-81 in 1955-56 and 91-74 in 1960-61. These are very revealing figures.

Some hon. Members complained that the speed of goods trains had gone down. The speed of goods trains has gone down because the goods trains are carrying heavier loads. Here are

the figures which give the true picture. The gross tonnage per goods train on the broad gauge in 1950-51 was 1,068; it was 1,146 in 1955-56, and 1,354 in 1960-61. This is the rate at which the load of goods trains has increased.

As regards the punctuality of trains, the percentage was 79-79 in 1950-51; in 1955-56, there was a slight set-back and it came down to 77-99; in 1960-61 it was 85-75.

SHRI BABUBHAI CHINAL: Is it not a fact that this efficiency has been shown because of increased number of hours taken by the railways? The time taken has also been increased.

SHRI SHAH NAWAZ KHAN: I shall come to that shortly. Now, a large number of hon. friends tried to make out that the railways have increased their punctuality by giving more time for covering the same distance. Here is the true picture. In the years previous to 1939 the overall time of journey taken by the 1 Up Mail from Howrah to Delhi was 25 hours and 35 minutes and the average speed of that train was 34-9 miles per hour. From 1st April, 1962, the overall time—I will seek the indulgence of my hon. friend who was so critical about the performance of the Railways—of the same train, which used to take 25 hours and 35 minutes to come from Howrah to Delhi, is 24 hours and 45 minutes and the average speed has increased from 34-9 to 36-6 miles. That is not the only instance. Between New Delhi and Madras the train which used to take 47 hours and 52 minutes with a speed of 28-5 miles per hour now takes 44 hours and 10 minutes, a reduction of over 3J hours.

SHRI BABUBHAI CHINAL: Compared to what year?

SHRI SHAH NAWAZ KHAN: When the efficiency of the Indian Railways was supposed to be very high—in 1939.

SHRI DAHYABHAI V. PATEL (Gujarat): Madam, these figures are

[Shri Dahyabhai V. Patel.] entirely misleading. First he gives figures about the efficiency of railways for certain years and he gives figures from 1st April. I think there can be no cleverer misrepresentation before the House.

THE DEPUTY CHAIRMAN; I think We should listen to the Minister.

SHRI DAHYABHAI V. PATEL: We want to understand the position clearly; we do not want to be misled.

SHRI SHAH NAWAZ KHAN: So much for the criticism that punctuality has been secured at the cost of allowing more time.

SHRI M. S. GURUPADA SWAMY (Mysore): May I know what was the punctuality rate in 1939?

SHRI SHAH NAWAZ KHAN: Those figures are not readily available with me. I could give you from 1950 onwards.

SHRI M. S. GURUPADA SWAMY: What was the figure for 1950-51?

SHRI SHAH NAWAZ KHAN: Punctuality, 1950-51—69-83; 1960-61—79'67. No comparison.

SHRI M. S. GURUPADA SWAMY: What about speed?

SHRI SHAH NAWAZ KHAN: The speed has increased proportionately.

Now, many hon. Members wanted to know why the Railways were dieselising in areas in which there was plenty of coal and they were not using diesel locomotives in far South where they have to carry coal all the way. The reason is that we take to dieselisation when we find that steam traction is no longer able to cope with the traffic in a particular area. When saturation point as far as steam traction is concerned is reached, then we switch over to diesel locomotion and that gives us room for running more trains and for quicker movement. This is the basis on which we switch over from steam to diesel traction and diesel traction is resorted

to generally as a pre-move to electrification. Where we find that steam traction cannot cope with the traffic, we switch on to diesel and as soon as we are able to electrify that line, we electrify that and move the diesels to some other section which has by that time become saturated for steam traction. That is the policy regarding dieselisation. Although we would very much like to use more and more diesel locomotives, the restricting factor is that these diesel locomotives have to be imported and the question of foreign exchange comes in. We also have to import the diesel oil.

Now, my friend, Mr. Mani, wanted to know what was the policy for the use of diesel locomotives. Madam, generally the policy is to use diesel locomotives for hauling heavy loads such as coal and iron ore to the steel plants, or ore for export, and to save line capacity in areas where steam traction has reached the point of saturation. We have also decided on the use of diesel locomotives for moving traffic in the hilly sections. These are some of the sections which have been dieselised or on which it is proposed to use diesel engines during the Third Plan.

BROAD GAUGE

Rourkela-Bhilai Jhilimili-
Bhilai Karonji-Anuppur-Katni
Katni-Bina Bina-Godhra
Moghal Sarai-Saharanpur
Barkakana-Chunar
Chandrapura-Bondamunda
Hospet-Guntakal-Raichur-Madrat
Kiriburu-Visakhapatnam, and
Bailadila-Visakhapatnam.

METRE GAUGE

Barauni-Amingaon
Miraj-Hubli
Kandla-Palanpur

On the N. F. Railway we propose to dieselise the Lumding-Badarpur and

the Rangiya-Rangapara North-Mukrongshelek sections. These are the places in which we hope to use diesel locomotives.

Now, Madam Deputy Chairman, almost every hon. Member who spoke on the Railway Budget in this House talked about the extreme overcrowding that there is on our railways. We are fully aware of it. During the Second Plan, a provision was made for carrying 15 per cent, additional passenger traffic, but actually we have carried nearly 25 per cent, additional traffic. In the Third Plan also, a provision has been made for increased passenger traffic of 15 per cent, again. And as I told the House the other day, in the first eight months of the first year of the Third Five Year Plan we have already carried 9 per cent, additional traffic.

DIWAN CHAMAN LALL (Punjab): Whose fault is it if under-estimating is done?

SHRI M. S. GURUPADA SWAMY: What does it show?

SHRI SHAH NAWAZ KHAN: I am very grateful to my hon. friend Mr. Santhanam, who is not here, for placing before the House in such a lucid manner the real problem of the railways. He has a very deep knowledge of the working of the Railways.

SHRI SHEEL BHADRA YAJEE: Because he was formerly a Railway Minister.

SHRI SHAH NAWAZ KHAN: And as the House will remember, he said that the Railways should be allotted Rs. 4,0001-crores and asked to plan for about fifteen years. Be that as it may. I can assure the House that if the railways are given sufficient resources and we are allowed sufficient time to prepare to meet the demands that are made on us, the railways will cope with all the goods and passenger traffic. But we can function only within the resources that are made available to us. That is the only "Bmitfcig factor. Otherwise, given the

means, the resources and the time to plan, I, on behalf of the Railways, assure the hon. House that we shall fully live up to the expectations of the nation, as we have done in the past.

Now, to cope with the increased traffic during the Second Plan 1300 miles of railway track were doubled and during the Third Plan 2,200 miles of railway track will be doubled. During the Second Plan, there was electrification of 1450 miles. During the Third Plan, we hope to electrify 1200 additional miles. In addition, we have remodelled a large number of yards and built crossing stations, so that more and more trains can be run. During the year 1960-61, up to 31st October, 92 new trains had been introduced—77 on the BG and 15 on the MG—and the run of 66 trains was extended. That is the way we are trying to cope with the traffic that we have to cater.

Madam, I am aware that there has been a good deal of criticism and a good deal of apprehension expressed in this House regarding the transport of coal. Transport of coal is a very important problem, and it has a very vital bearing on the development of our industries and other progressive steps that we are taking. Coal forms 32 per cent, of the total originating traffic on our railways and 37 per cent, of the total ton kilometres that our railways carry. Ninety-six per cent, of the coal that is produced in the country has to be transported by the railways. In the year 1961-62, we met in full the demands of the outlying coalfields. Where the daily average loading was of the order of 1200 wagons a day, it has now surpassed the figure of 1261 wagons a day. We could have done better, and we could have carried more coal from these outlying coalfields. It is unfortunate that the Kurasia coalfields, which were capable of producing one million tons of good quality coal, caught fire and we could not utilise that coal. If that unfortunate accident had not taken place, perhaps this problem of

[Shri Shah Nawaz Khan.] shortage of coal in the South would not have arisen.

SHRI AKBAR ALI KHAN: I think coal is quoted only as an instance. The question is about the whole traffic, both the private and public sectors, whether enough wagons are available.

SHRI SHAH NAWAZ KHAN: Now, a lot has been said. I think many of the hon. Members perhaps are not quite clear when they say, "When large quantities of coal are available in the Bihar and Bengal coalfields, why are you not able to lift all that?" As I said, the coal transport in the country is divided into the outlying fields—about which I have explained the position—and the Bihar and Bengal coalfields, which provide about two-thirds of the total coal in the country. Now, that area has almost reached the saturation point. There is no additional line capacity available. Every mile of track is used. Every available train that can be pushed in, has already been pushed in. And all of a sudden we are told, "Now, you are expected to move one million tons from Bengal and Bihar coalfields. The Kurasia coalfield in Central India has caught fire. Move an additional one million tons". The problem is not easy. We have to plan for it. There is no additional line capacity available, and if we are to carry additional traffic, we must have time to plan for it. We have to lay additional lines. We may have to change the system of signalling, from ordinary manual signalling may be to electric signalling or some other device may have to be adopted. It just cannot be done off hand like that. It is not such an easy thing. That is the reason why we have not been able to do it. Now, in the Bengal and Bihar coalfields, we have met in full the requirements of all the coal washeries and all the requirements of the steel plants. Some Members said that the pithead stocks had increased. Here is the actual position. The pithead stocks normally, when the total

raisings in the country were of the order of 32 million tons, even at that time, were about 2½ million tons. That was the time when thousands of railway wagons were stabled, and there was no demand for them. Even at such a time the pithead stocks used to be about 2½ million tons. And now what is the total pithead stock? It amounts to 3½ million tons. When in the Third Plan we are planning to carry something like 97 million tons of coal, that certainly is not a very excessive stock at the pithead.

SHRI BABUBHAI CHINAI: Will the hon. Minister enlighten us whether for these 97 million tons the railways have plans to carry?

SHRI SHAH NAWAZ KHAN: I am just coming to that. Now for the Third Plan, Madam, targets fixed for the last year of the Plan are 97 million tons, out of which 60 million tons will be from Bengal and Bihar coalfields. There is a demand that this target should be further enhanced, and all necessary steps as far as the railways are concerned have been planned, and some progress has already been made. The output of wagons which was of the order of 1,000 per month has been enhanced at present to 2,200, and if necessary we will further enhance it. But the main difficulty, due to which the wagon manufacture slumped was shortage of steel difficulty in obtaining steel. For carrying coal from Bengal and Bihar coalfields, a daily supply of 8,347 wagons will be necessary. Washerries and steel plants will have their demands met in full. For other consumers, a target of 4,609 wagons a day has been fixed. This would mean 1,211 wagons extra per day at the end of the Third Plan.

Madam, some hon. Members said that, owing to the inability of the railways to supply raw materials, the Bhilai Steel Plant has had to limit its output. The House would remember that earlier there were all the BFRs, that is, a special type of wagons which

are used for carrying big consignments of girders and steel and all that—big, long, open wagons. All those BFRs had to be collected and used for the operation in Goa. That had to have the first priority, even at the cost of restricting other traffic somewhere else. When we collect all the BFRs from somewhere, put them at one place and send them somewhere else, that means a lot of dislocation. In the meantime, certain stocks had accumulated. We have cleared some of them, and we will clear the rest. But I would like to explain the difficulty that there was. It is not as if the Railways knew about it and they failed. It was an extraordinary situation, and we had to cope with it. Similarly, there was the strike of the Central Government employees that intervened in 1960. That could not be foreseen, and it had its consequences. Recently, Madam, there was a big fair at Hardwar, the Kumbh Mela, where 20 lakhs of pilgrims came. We had to run a large number of passenger trains from all over the country. How are those to run? There is no line capacity available on those sections. The Moradabad-Saharanpur section is a very heavily worked section. It is running almost to saturation point. Now, to run a hundred additional passenger trains on that section, is not an easy job. That had to be done at the cost of the goods traffic. These are sometimes the extraordinary things that come in, and there may be some difficulty.

Then my hon. friend wanted to know what we felt about carrying traffic during the Third Plan. I can assure him that we feel confident to lift the traffic that would be offering under the targets that had been fixed. We will have to run much heavier trains, and on an average the goods trains will have to carry from 75 to 100 per cent, heavier loads. That would be possible by running bigger wagons, what are known as BOX-wagons, that is, a wagon which carries about 55 tons of load, instead of

20 to 22 tons carried by the ordinary wagon. By running these extra BOX wagons, we hope to cope with this traffic.

Now, for the movement of coal, it was agreed that the movement would be in bulk and the State Governments were requested to open up dumps. In some places those coal dumps have been opened, but we would like continued co-operation from the State Governments to open more and more of these dumps, so that these heavy wagons can come as far as the dumps, unload, go back quickly and bring more, and from the dumps to the consuming points it can be dispersed either by road or by other lighter wagons. That is the way we would like the State Governments and the public to co-operate with us. We hope that more and more coal depots will be opened, by which coal supplies can be made more effective. We are creating an additional capacity of 450 to 500 BOX wagons per month. A fair amount of this capacity has already been created, and we hope soon to complete this figure of 500 BOX wagons per month, and that would help us a great deal. I would however like to say this that, for loading these heavy BOX wagons, mechanical devices have to be installed at the loading points and also tipplers at the factories so that the wagons can be emptied quickly. Some arrangement like that will also have to be done. We would request the coal industry to co-operate with us in loading wagons uniformly on all the seven days of the week. It is all very well to say that the railways have not planned to carry all the coal. Madam, we send wagons to the coalfields, and on Sundays they stand there idle. We cannot find labour to load it, and then later we get all the blame for it. We would request the coal industry to co-operate with us. It is a national endeavour, and they should co-operate with us in uniformly loading all the wagons throughout the week. But at present on Sundays about 800 wagons less are

[Shri Shah Nawaz Khan.] loaded. We would request the cooperation of the coal industry in this respect.

Some hon. Members naturally expressed apprehension regarding accidents, and they felt that the people were working for very long hours and that possibly fatigue and overwork were responsible for the failure of the human element which was supposed to be responsible for most of the railway accidents. Madam, we are following strictly and faithfully the Award of Justice Rajadhyaksha who had laid down a duty of a continuous nature—54 hours a week on an average in a month and the requisite time is counted for claiming rest. The time for the day is counted from the time the train starts; but from the time he signs on to the time he signs up, all that time is taken into account when his average for the whole week or whole month is taken into consideration. So, on very few occasions people are made to work beyond ten hours, and in accordance with the Award of the adjudicator they can claim rest after twelve hours duty.

My friend, Shri Ramamurti, thought that we were completely ignoring the railway employees and are not taking their opinion in running the trains. I would like to tell the hon. House that, on the Railways, we have a machinery whereby the railway employees are invited, in fact encouraged, to make suggestions and in certain workshops we have given handsome rewards to very valuable suggestions that have been made by the railway employees, as a result of which the Railways have gained. "We have gained considerably from those suggestions and we propose to continue to seek such suggestions.

My hon. friends, Shri Ramamurti and Shri Ghosh, thought that the Railways were victimising their employees. Madam, here are some of the figures. As a result of the general strike in 1960, 10,815 employees were suspended for taking part in the ille-

gal, strike; out of those, only 64 persons have not been taken back. They have been removed. Some were removed as a result of the orders of the various courts. Others were removed not for taking part in the strike but for intimidating the other colleagues, for using force, for sabotage, for holding up forcibly the workmen who wanted to go to their work or for assaulting the supervisory staff. This is the type of victimisation of which we are held guilty.

SHRI NIREN GHOSH (West Bengal):
How do you say that they assaulted?

SHRI SHAH NAWAZ KHAN: We know it.

Then, Madam, he talked about the heartless way in which Rule 149 of the Establishment Code is being used for getting rid of the railway employees for legitimate trade union activities. This thing is thrown at our face during every Railway Budget debate, and I want to reiterate here before this hon. House that no railway employee is removed for legitimate trade union activities under this rule. We have used this rule to remove railway employees in cases of gross negligence in the operation of the trains, where they have been negligent in dealing with the safety of the passengers. I know how keen the House is that we should tighten up discipline, we should ensure that the railway employees are alert as far as the safety of the travelling public is concerned. Now, some of the negligent employees have been dealt with under this rule. The country is keen that corruption should be tackled. Where we find that it may be difficult to prove corruption through the legal process but where we are convinced that a particular employee is corrupt and where we have sufficient *prima facie* evidence through a departmental enquiry, we have used this.

SHRI NIREN GHOSH: Why not charge-sheet?

SHRI SHAH NAWAZ KHAN: We charge-sheet also, but sometimes it is difficult to prove it in a law court. You know that the process of the law court is a lengthy one, and sometimes it is good to act quickly; it has a better effect. Then we have used this rule where we have found that there has been increasing indiscipline on the Railways. Some gentlemen who plead for the rights of the railway employees, I hope, they will also go and teach the railway employees the necessity for maintaining discipline. Some unions in the past have encouraged indiscipline; they have encouraged assaults on the supervisory staff, and to deal with these acts of indiscipline we had to use this section. That is where we have used this Rule 149, and again I would like to reiterate that it is absolutely wrong to say that we have utilised this to curb legitimate trade union activities.

Then, Madam, I was amazed when I heard my hon. friend sitting opposite saying that Chittaranjan was a big prison-house, where democracy was a mockery. The whole country knows that Chittaranjan is the pride of the whole nation. We manufacture some 200 steam locomotives every year in that factory, and we have already turned out five or six electric locomotives. During the Third Plan we are going to produce about 150 electric locomotives also at that factory. It is a factory of which the whole country is proud, both from the point of view of output, from the point of view of discipline and from the point of view of the living conditions that have been provided for our workers. That is a model, I hope, for the whole country to follow and it will be a happy day when the whole country can do something like Chittaranjan. The only thing is that the conditions are so ideal, that the relationship between the Administration and the railway employees is so happy that people like my friends opposite have little room to exercise their usual activities there.

SHRI NIREN GHOSH: You have not recognised the only Trade Union that exists there.

SHRI SHAH NAWAZ KHAN: It is no wonder that the employees do not listen to them, and we do not propose to allow any indiscipline or any subversive activities to go on there and spoil such a fine national undertaking.

Then, my hon. friend said that, at the instance of some Congressmen, the construction of the Kharagpur-Haldia line had been given up, as if railway lines are constructed or given up because one Congressman does not like them. That is far from the truth. The actual position is that the proposal for the construction of the Kharagpur-Haldia line has been included in the Railways' programme for the Third Five Year Plan. The preliminary engineering-cum-final location and traffic surveys for this line have been sanctioned, and the field work of the survey has commenced. Construction of this line is included in the 1962-63. Budget, and a provision has been made for a sum of Rs. 5 lakhs in the Budget for this year for the acquisition of land for this line. So, I hope my hon. friend will have no more

anxiety regarding this. My 4 P.M. hon. friend, Shri Mani said

that the BOBS wagons—they are a special type of heavy wagons—had been withdrawn because of defective design. No such thing has been done, Madam. All that has happened is that there were a number of derailments, and so we have imposed a speed restriction of ~25 miles per hour on these BOBS wagons. They carry very heavy load, and we do not want them to go too fast. That is what has been done. The design is being examined and, if necessary, some additional improvement will be effected.

Can I carry on for another ten minutes?

THE DEPUTY CHAIRMAN: You have taken fifteen minutes. You can carry on for some time more.

SHRI SHAH NAWAZ KHAN: Yes, Madam, I shall take another ten minutes.

I am aware of the deep feeling that there is in the country regarding the crime on railways, particularly murders, robberies and things like that, and I can assure the House that we in the Railway Ministry are in no complacent mood. This thing is worrying us—a great deal. We have been constantly in touch with the State Governments to do whatever they can to curb these crimes on railways. The crime on railways is a law and order problem. The Railway Protection Force is meant primarily to look after Railway property including property entrusted to the Railways. Maintenance of law and order in passenger trains and on the station premises is the responsibility of the State police. This matter was put up to the Attorney-General for his views, and he also held the view that this was the responsibility of the State Government, that is, the Government Railway Police. They have to deal with this very important law and order problem. But we in the Railways have also been trying to do whatever we can. Meetings with the Chief Ministers of States and with the Inspectors General of Police in all the States have been held, and they have assured us of their fullest cooperation. Madam, there have been, on an average, 6—8 murders of travelling passengers in trains per year, and 151 robberies. The total number of murders reported in the whole country is about 10,000 a year. While in the country as a whole about 30 per cent, of the murder cases are worked out by the police, on the Railways 60 per cent of the murders have been worked out.

SHRI T. S. AVINASHLINGAM CHETTIAR (Madras): "Worked out" means what?

SHRI SHAH NAWAZ KHAN: "Worked out" means that the culprits have been apprehended, that the murderers have been located and put up

before the law courts. Whereas for the whole country the number of cases worked out comes to 30 per cent., on the Railways it comes to 60 per cent. Another very interesting figure I would like to give. Murders outside, that is in the area outside railway premises, are 27 per million of total population, whereas on the Railways the murders are -5 per million passengers. But I derive no satisfaction whatsoever from these figures, and I can assure this House that this problem is receiving, and will continue to receive, our utmost attention.

In the matter of ticketless travel, we agree that there is considerable scope for reducing the extent of ticketless travel. From the test checks that we have made, we find that there is 4-5 per cent, of ticketless travel on our railways, and on that score probably about Rs. 5 crores of our revenues leak out. We have done whatever was possible to reduce the incidence of ticketless travel and we intend to tighten up the measures. We have introduced the system of checks by Railway Magistrates. Sometimes they go and establish their courts at a place moving in a lorry; the train is stopped at a mid-section, and the ticketless Travellers are produced before the Railway Magistrates who deal with them summarily on the spot. This has produced good results. The student problem in this has been a baffling one. We have contacted the educational institutions. We have brought it to the notice of the State Governments to help us reduce the incidence of ticketless travel, and all I can assure the House is that we shall spare no efforts in dealing with, this problem and to stop this leakage of Railway Revenue.

SHRI N. SRI RAMA REDDY (Mysore): Do you give deterrent punishment to the ticketless travellers?

SHRI SHAH NAWAZ KHAN: We put them up before Magistrates. Deterrent punishment is given by the Magistrates. We cannot give deterrent punishments.

Now Madam, there has been a demand voiced from various sections of the House that a commission should be appointed to look into the working of the Railways. The House is aware that there are the Railway Convention Committees which periodically look into the working of the Railways. Then the Railway Freight Structure Enquiry Committee made a very thorough probe into the working of the Railways. Then we get loans from the World Bank and they send their teams of experts, not from this country but from other countries—more advanced countries. Those experts come here, and they probe very deep into every aspect of railway working; every aspect of railway working is probed into by those experts, and I am glad to inform this House that the opinion of those world experts is that the Indian Railways are functioning very efficiently, as efficiently as any other railway system in the world. The Estimates Committee also goes into the working of the railways and so, Madam, Deputy Chairman, I do not really think that there is any real need for such a commission.

I am again grateful to all the hon. Members who have made such valuable suggestions, from which we shall certainly derive considerable benefit, and we shall try to implement all the valuable suggestions that they made. About departmental catering, there has been criticism. We shall try and improve it and give better satisfaction.

SHRI DAHYABHAI V. PATEL: Madam Deputy Chairman, I am fortunate to have had the benefit of hearing the Railway Ministry's point of view about the criticism that has been made in this House on the working of the Railways. It was a coincidence that a Member sitting just behind the Deputy Railway Minister, from the same side, had quite a different tune to play. I am afraid I have to say that the Deputy Railway Minister's reply in that respect was

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far from convincing. It is quite true that running the Indian Railways is a tremendous task. The magnitude of our population and other elements make it very difficult. Yet I am afraid the Railway Administration seems to be getting into a sense of self-complacency and is missing the main points, certain things which can be very easily remedied.

Madam, whenever one thinks of Indian Railways, one thinks of inefficiency, the low standard of discipline and want of cleanliness. The Deputy Railway Minister just now quoted the foreign experts who had been invited and who had admired our railways. I do not know whether the foreign experts who came and travelled in this country by train as ordinary passengers, as ILL class passengers, or whether they went about in aeroplanes as most of the Ministers do.

SHRI SHAH NAWAZ KHAN: They moved in trains.

SHRI DAHYABHAI V. PATEL: It is the passenger who knows where the shoe pinches and not the foreign experts who come and give us certificates.

I have also, Madam, had an opportunity of going abroad and travelling in the trains there on more than one occasion. Even immediately after the war, when material was scarce, when conditions were not good in Europe, things were not so bad as they are in this country today. The first thing that I would like to point out is the low standard of cleanliness. I am sure we remember that in our school days we were taught, "Cleanliness is next to Godliness". But under the secular Government of the present regime Godliness or religion has no place.

SHRIMATI C. AMMANNA RAJA (Andhra Pradesh): Who said so?

SHRI DAHYABHAI V. PATEL: Ask your Prime Minister. Therefore, Madam, cleanliness does not seem to me to have any place at all.

SHRI P. N. SAPRU (Uttar Pradesh): Cleanliness is reserved for the Party of which my friend is the leader.

SHRI DAHYABHAI V. PATEL: Thank you. As regards railway catering, the less said the better. The predecessor of the present Railway Minister, perhaps in his anxiety to accommodate a large number of people who were at one time called depressed classes, or to do away with class barriers, employed a number of people coming from that class. There is no objection to that. But the standard of cleanliness should not have gone down, particularly in the matter of catering. Madam, there has been, I suppose, a cry against the present type of catering and the experiment of departmental catering has not succeeded.

Not to talk about catering, I wish the Minister had walked into a waiting room at stations, not the main stations, and seen for himself how things were. Madam, year before last I drove from here to Bombay. My car met with an accident at Thana. Therefore, I had to take a local train. When I went inside the railway station I found that the waiting room there was used by the railway staff, and the toilet room and everything was in a most horrible condition. Taps were not there. Washbasins were not there. The less said of the toilet the better. When this is going to improve, I should like to know. What is all this due to? I say that this is due to the fact that discipline is very slack on the Railways. If it is necessary to take action, the Railway Minister should not be afraid of taking action. Sometimes my friends on this side may criticise them for their action. Their action may be criticised as harsh, but the railways have an obligation to the travelling public, to the people too of this country who pay fare and freight that the railways earn. Their convenience should be the prime consideration.

I do not say that the railway staff should be treated harshly. By all means treat them properly. If you walk into a railway carriage on the

Delhi station and if you find it unclean and you call the supervisor and the station master, he says, "Sir, what can we do? We cannot take any action." The enforcement of discipline has deteriorated so much that the ordinary supervisory staff has become completely ineffective. I hope the Railway Minister will apply a fresh mind to this problem and see if something can be done to improve this situation.

Madam, the Budget proposals have ignored completely the recommendations of the Import and Export Committee which suggested a general rebate of 25 per cent, on all goods for export abroad. How is it, Madam, that a Committee appointed by the Government of India makes a certain recommendation and the Railway Ministry throws it completely overboard and goes the other way?

Another thing that I wish to point out is that the Railway Ministry is entirely silent on the inadequacy of the railway transport available. Not only is it inadequate but wherever road transport is able to take off the load, things are being made difficult for them. Surely, the railways have a certain advantage over road transport and, therefore, they should not look at road transport as something that is competing with them. On the contrary, it should be considered as something that is supplementary to the railways and it should be encouraged in that sense. It is going to be a very long time in this country when the transport medium or the railways are going to find it difficult to have anything to transport. In a developing country such as ours, with the increase in trade, with the increase in industries that is going on, the railways are going to be faced with more and more problems, more and more goods to carry. Hence the attitude should not be of looking at road transport as something rival. On the contrary, it should be something that is supplementary or complementary.

Madam, sufficient has been said about coal shortage: This we have been

experiencing for many years. The latest excuse or justifiable reason may be "fire", but may I know whether the Railway Ministry is never going to think of unforeseen circumstances and provide for unforeseen disasters? When disasters are coming every year in some manner or the other, can we not provide for some extra capacity that will last us in such emergencies? The gravity of the situation is that this year mills in Ahmedabad had threatened to close down in several places. Elsewhere, in Gujarat, mills did close down. Important industries had to close down for several days. That is a great loss to the country and what is the Railway doing about it?

Madam, if the problem of coal cannot be solved, I would draw the attention of the Railway Minister to the availability of oil in Gujarat. A quick switch-over to diesel and utilisation of oil, that is now abundant, by the railways will perhaps be one way of solving the problem. Gujarat has a number of industries but it has no coal. Coal there has to be brought from the coalfields in Bengal and Bihar, a thousand miles away, which is a great load on the railways. If the railways and the Ministry of Oil apply their mind to it and find a quick solution, perhaps they will relieve the railways and the country of many important problems and difficulties that are there.

Madam, I will draw the attention of the Minister to a few of the difficulties of the public before I close. There is always a bottleneck from Bombay to Delhi. The other day I went to the railway station to get a ticket for Bombay and I was told that my name was 29th on the waiting list. There is a simple remedy for this, a remedy which the people will welcome and which will not mean very much in terms of foreign exchange, as is often tried to be made out as an excuse. For long journeys people like to travel by the De Luxe trains. It is something that has become very popular. For Bombay we have twice-a-week service. It is the same in other direc-

tions also, for Madras and Calcutta. Why can the Railways not put on one more train that will make it four frequencies a week? And these trains carry a much larger load than the Frontier Mail, as far as passengers are concerned. They carry a much greater number of passengers. There is also another advantage particularly with regard to Bombay. In Bombay we have two mail trains leaving Bombay. Both of them leave in the evening. Similarly there are two trains leaving Delhi and both of them leave in the morning. If some body has some work which makes it inconvenient to go at that time, then he has to stay over for 24 hours at least or till he is fortunate enough to get a train. The attention of the Railways has been drawn to this problem again and again. Perhaps it cannot be solved so easily because of the connections all along the line. It would interfere with a lot of other connections, I agree. But providing an additional De Luxe in each direction, I think, will solve many of the problems and it would be something that the people would welcome.

I must also draw the attention of the Railways to their neglect of the needs of Gujarat. We had in Saurashtra so many railways. The Government have taken them over. There has been an improvement—I do not deny—since the Railways were taken over. Yet there is a lot of things to be done. The timings, connections, the same old carriages, the same old inconveniences in the trains, leaky roofs, leaky bath-rooms—all that continues. Of course, they are narrow gauge lines. Are you going to do something about it? I know that in one case the Baroda State paid a large sum of money to the Railways for certain rail links with Saurashtra. The Railways have quietly misappropriated the money. They have not shown it in their Budget even. Whether they have credited it to the General Revenues or the general surplus or whatever it is, they do not even mention it now. This is a criminal neglect, when they have accepted the money on a certain obli-

[Shri Dahyabhai V. Patel.]

gation—that money has become a big um by now and it has earned interest with the Railways—and yet the Railways failed to look at that area. I suggest that the Railway Minister applies his mind to this and looks at this problem—the connection with Saurashtra. There is need to remove those slow and non-earning narrow gauge lines and perhaps linking it up with M.G. or converting it fast to B.G. is necessary and more so with the development of the oil industry.

There are a few other problems of a local nature. I do not know whether the Minister will recall that a few months back there was a sort of *satyagraha* and somebody went on a fast in one of the trains in Saurashtra because they wanted a through carriage. So many stations have been provided with a through carriage. Between Halwad and Dhrangadra they want a through carriage. If so many other stations have been provided with it, why not provide them also? It will mean a little trouble to the Railways. Perhaps a better solution would be to provide them an extra train. Then the Minister will say that there are no engines. How long will you ask these people to wait? I understand that the Railways are thinking of opening new lines. Therefore I say that you are misappropriating the money. When you have got money for a certain purpose paid to you years ago, you do not do that and you open other lines. It is not fair to the people who have paid you the money. I do not say that you should not open other lines. Do open other lines but you must not forget the people who have paid you the money on a certain condition and the conditions were accepted by the Railways. You cannot say that it is the old administration that accepted it. You have taken over the administration fully knowing all the implications and all the obligations that those Railways had.

With the increase in the load of trains and the large number of goods trains and the speed at which they

are moving, I do not know what vrt are heading for. Are our lines going to stand the strain or suddenly we will be told one day that these lines are going to stop and they are not going to last you very long? I am all for speed of trains. I would like the trains to go fast but is the Railway Administration quite sure that the speed at which we are running the trains today is the speed that the line can bear? The length, the load and the speed of the goods trains are something that should engage the attention of the Railway Ministry. I am not an engineer or a railway expert. I am glad to see that the trains are moving fast, that the goods are moving fast. If it is quite safe, I have no objection and I will be only too glad

SHRI SHAH NAWAZ KHAN: There is plenty of margin.

SHRI DAHYABHAI V. PATEL: If you have plenty of margin, I am very glad to hear it. The only point is, how long will your lines last? Of course, you have now your steel plants that will give enough number of rails.

AN. HON. MEMBER: We have engineers.

SHRI DAHYABHAI V. PATEL: You cannot run the railways on engineers. You need rails and that is what the steel plants are manufacturing. If the steel plants are manufacturing enough of them and if the Railways are quite aware of their problems, I would be only glad but the problem really is that the demand in the country is increasing at a very rapid rate both for passengers and for goods. Are the Railways going to be satisfied with providing 5 per cent, or 10 per cent, increase when the real demand is something like 70 per cent.? That is the problem of the Railways. How are you going to tackle it?

SHRI B. P. BASAPPA SHETTY (Mysore). Madam Deputy Chairman, with very great pleasure I note

that the Railway Ministry has taken up the cause of the third class passengers by providing all the necessary amenities such as sleeping accommodation, number of fans in the third class coaches, mirrors in the bathrooms, more improvement of waiting rooms and air-conditioned third class coaches between long distances, etc. but the Railway Ministry has now enhanced the passenger fares and the freight rates. At the same time they must consider this that while the passengers are net grudging to pay this small increase, yet they should be provided with necessary accommodation in the trains. Now the overcrowding in trains is very horrible and it must be reduced to a great extent. I trust that our Ministers, before imposing this enhanced tax, will bear in mind the necessity to see that overcrowding is reduced to nil. The Ministry is aware of the fact that there is a great demand for fresh lines in the country. It is their duty to see that disparities are reduced. I suggest that priority should be given to fresh lines. For the present, doubling of tracks and electrification of lines may be held over until the demand for fresh lines is fulfilled.

In order to do justice to all the areas, regional passions and political considerations should not be allowed to weigh and they must not come in the way of sanctioning new lines. Madam, they say that on the basis of regional needs these investments and allocations are made. But it is very difficult to agree with the Railway Board or the Planning Commission when they say that in the absence of the necessary statistics and reliable data. In their absence it is difficult to agree that these sums have been allocated on the basis of the regional needs. There are no statistics at all and so, on what grounds do they say that on the basis of the regional needs they have allotted the funds and so on? The regional potentialities have not been taken into consideration and the economic backwardness of the country has not been considered at all. In the absence of these things

they say that on the regional need» they have allocated funds for the new lines and the backward areas hav« remained backward for ever.

India is a vast country and in the economic development of our country the railways have been playing a very important role and have helped to build up trade and to establish huge industries. But I regret to say that ever since the advent of freedom and after the integration of the Railways of the States, not even a single railway line, not even one furlong of railway line has been sanctioned in some States. For the last twelve years the Ministry has been saying that first of all the industrial centres would be connected by the railways. Secondly, they said that there should be quick transport facility for coal, cement, raw materials and finished goods and so on. Well, we fully agree with that and we did endorse that view and supported those measures. But at the same time they also assured us that the backward areas would not be neglected and that they should be brought up to the level of the rest of the land. But I am sorry to say that, whipped up by regional passions and political considerations they have sanctioned funds for the extension of railway lines in particular areas. Some of the States have suffered much for want of railway lines, and Mysore is the worst sufferer in this respect. Even though there has been a persistent demand, not one furlong of railway line has been taken up for construction. Madam, I would say that the following railway lines deserve immediate consideration of the Railway Ministry. First, there is the Hassan-Mangalore line. Secondly, there is the Kadur-Chikmagalur-Saklasapur loop-line, which is a feeder line to the Hassan-Mangalore line.

As regards the Hassan-Mangalore line, Madam, this question has been pending for more than 30 years and though it was proposed to be included in the first y<- of the Third Five Year Plan, n< provision has been

[Shri B. P. Basappa Shetty.] made lor taking up construction work on this line. Final location survey has been ordered and I do not know when it will be completed. The Salem-Bangalore line is lucky in getting Rs. 1 crore for construction. This line was taken up later and work has already started on it, but not on the Hassan-Mangalore line. This line is very important and I do not think it has anything to do with the development of the Mangalore Port. They had agreed to take up the construction work on this line in the Third Plan, but no provision has yet been made for it. The survey has been going on and I do not know how long it will go on, and when the work will be started. At least in the first year of the Third Plan the work should be started and some mud work could have been begun. But they have not done that. This half-hearted approach will not do. Mysore seems to be treated with step-motherly affection.

Then there is the Kadur-Chikmagalur branch line joining up with the Hassan-Mangalore line. This question also has been pending for a long time. When Shri Lai Bahadur Shastri was the Railway Minister, there was a deputation to him from Chikmagalur, travelling all the distance of 1,600 miles, and the question was discussed threadbare with the Minister in his chamber and the Chairman of the Railway Board also was presmt. The then Railway Minister, Shri Lai Bahadur Shastri assured us that this would be included in the First Plan itself. It was not and it was not there even in the Second Plan and now in the Third Plan we do not find it either. The survey for this line had been completed some eight years back. They had asked for the engineering report and the commercial report also. All these must have been received by now. In reply to one of my interpellations some six months back, I was told that the reports were not received. That was e surprise to me because eight

years back the survey had been completed. They must have now received the reports and I hope the hon. Minister will enlighten us at what stage this question stands now. This is a very important feeder line to the Ha san-Mangalore line because there is heavy goods traffic from Chikmagalur to Mangalore port. That is the centre for export and this area collects coffee and cardamom, papsr etc. for export through Mangalore port. All these commodities are transported to Mangalore through this line. There is t he Mysore Coffee Works Limited at Chikmagalur which exports thousands of tons of coffee through Mangalore to foreign countries. Recently, the Geological Department surveyed the Bababudan Hills in Chikmagalur and it is reported that there tlhey have discovered huge quantities of iron ore. They say that for 25 years to come they can extract iron ore which can be exported to foreign countries. This will also earn us some foreign exchange. So all these facilities are there and if this railway line is put through, I am sure these backward areas will develop economically. This is the Malnad area which is now very much neglected and I do not know why they have not made any provision for this line even in the Third Plan.

Thirdly, it seems the Railway Ministry is considering to dismantle the Sagar-Talguppa line. This question was discussed between the Mvsore Ccvernment and the Railway Ministry some years ago, when Shri Hanumanthayya was the Chief Minister of Mysore. They were convinced and the question of dismantling this line was dropped. I do not know why they have taken up this matter again. After all, it is a line which is only 9£ miles in length. They seem to have taken the profit and loss account only of this particular distance. Actually it is the Bangalore Talgupoa line which sh-mld be taken into consideration. They should take into consideration the whole line from

Bangalore to Talguppa. Instead of doing that they have considered only this length of 9½ miles. This line is very necessary. There is the Jog Falls which is one of the wonders of the world. If this Talguppa line is connected to the Jog Falls, I am sure this will attract more and more tourists and foreign exchange. A large number of tourists come there even now every year to enjoy the scenery of the Falls. Also the Shara-^vati Project is started there which will cost about Rs. 60 crores. So, huge machinery will have to be transported to that project from Talguppa. When this project is worked up there and when there is so much need for this railway line, for the transport of goods and passengers and so on, I do not know why the Railway Ministry is considering the dismantling of this line which is after all a length of 9½ miles. This line was constructed by the Mysore Government and, after the control and supervision of the railways were taken over by the Central Government, now they are considering the dismantling of this line. I do hope they will now consider this question favourably and see that no further action is taken to dismantle this line.

Madam, in Kadur in Mysore State, there is need for an over bridge. The town is growing on both sides of the railway line and the school-going children and the public very often cross the line when the trains stop there. That is really risky and the public there had asked me to move this matter before the Ministry and that I have done today. I have drawn the attention of the hon. Minister of Railways to the great necessity to have this over-bridge at Kadur. Secondly, the backyard of the Kadur station is very bad. The municipal portion of the road is tarred but the portion of the road of Railway department is not tarred at all but only metalled. Its condition is hopeless, very bad, not at all good. Buses come and stop. Were, the road is very very bad. I trust the hon. Minister will consider

this question also and see that the road belonging to the Railways is also tarred.

And then, Madam, there is the question of the remodelling of the Bangalore City station. That is very important. Bangalore City Station is one of the most important railway stations of the country and many foreign dignitaries visit Bangalore to enjoy the salubrious climate and the beautiful sceneries. But the station is very bad. When the Prime Minister visited Bangalore on some occasion, he expressed that Bangalore City Station should be remodelled and extended. I trust the Railway Minister will see that this is done.

SHRI SHAH NAWAZ KHAN: It is being done.

SHRI B. P. BASAPPA SHETTY: I am glad to hear that it is being done, that they have given effect to the Prime Minister's suggestion. It requires further expansion.

Lastly, the Poona-Bangalore line is very very bad and it is very difficult to travel on that line. We receive severe jolts and I do not know whether it is due to some mistake on the lines or mistake in the carriage. It is very difficult particularly for sick people and pregnant ladies to travel by this train. If you happen to travel by night in that route, next morning you get pain all over your body because of the jolting. I do not know whether the hon. Minister has travelled on that line between Poona and Bangalore-

SHRI SHAH NAWAZ KHAN: I have.

SHRI B. P. BASAPPA SHETTY: That line requires to be improved very much. Now, they are attaching air-conditioned coaches on this route but there are no passengers and the first class passengers cannot get accommodation because of these air-conditioned coaches. I think there is no necessity for the running of air-conditioned coaches on this line.

With these few words, I resume my seat.

SHRI MAHESH SARAN (Bihar): Madam, Deputy Chairman, everybody has been praising and rightly praising, the Railway Ministry for the greax improvement that has taken place in the working of the Railways within the last few years, but I would very much like to emphasise that when things are going on so well the few defects that are there should 'receive the attention of the Ministry and those defects should be removed. Madam, I was happy to find the amenities that have been prov'ded for the people, especially the third class passengers and I am keen to see improvements made in the case of third class travel.

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

My own belief is that the third class passengers who give the major portion of the revenues to the Railways must get first preference and their comforts should be looked after first. Therefore, I am glad that we have taken up the construction of sheds which are very very necessary because the third class passengers used to feel absolutely sick under the hot sun. Provision of covered platforms has been a great boon to them.

The provision of sleeping accommodation for third class passengers free of charge in respect of distances over 800 km. is really very welcome. In this connection, I have to draw the attention of the Ministry to the fact that three tier coaches are not at all suitable for the passengers. I have impressed this fact once before and I do that now, because I have been travelling in third class compartments and I find that it is absolutely useless to have three tier sleeping coaches because people occupying the lower berth cannot sit up till the middle tier is folded. They have all the time to lie down till the person sleeping in the middle berth gets up and comes down. It is also difficult to get into these upper berths. It really needs a lot of exercise to get into these berths. I have been pressing this point before and I press it again so that the Ministry may think about it and see

to what great extent people are inconvenienced because of these three tier sleeping coaches.

I wish now to point out some of the defects, one of which is overcrowding. I really do not understand why move tickets are issued at intermediate stations to intending passengers when there is no accommodation. I have seen the plight of these poor people running from one bogie to another with their luggage not finding any accommodation. At least twenty to thirty people are left behind every day at important stations. The defect is not due to want of accommodation but because of bad planning at the time of selling the tickets. I very humbly suggest that the Railway authorities should see that only that number of tickets are sold at intermediate stations as correspond to the number of seats available and it will be possible for them to get this information from the previous station. I think, Sir, so long as accommodation is not enough, something must be done to relieve the suffering of the poor third class passengers.

The sweepers clean the first class compartments mostly but real cleaning is required in the third class compartments and I am sorry to say that no sweeper ever cares to clean the third class compartments. I think the Station Masters should be told that it is their duty to note in their diary whether the third class compartments have been cleaned or not. These third class passengers are the people who pay most to the railways and they are neglected. I feel sorry that enough attention has not been paid to the comfort of the third class passengers.

As regards drinking water, I find that the men employed for supplying water are few and when the season is very hot and people are thirsty I find that in many stations even small and young kids are not able to get water. Therefore, attention should be paid to this aspect of the question and arrangements should be made to provide more persons for supplying drinking water at important stations.

Now, I have something to say regarding catering. When it was started, it was wonderful and people felt happy. Everybody was speaking highly about it but now slowly it has gone on declining from day to day. This is because there is no competition. The caterers now feel absolutely complacent that whatever food the catering department supplies, people will accept. I do not think this sort of thing can go on very long and unless arrangements are made to see that proper food is supplied, probably the health of the people will suffer. Therefore, I would very humbly suggest that special vigilance is necessary to see that proper food of good quality is supplied at these restaurants.

Late running of trains has become very very common these days. We never heard of it so very frequently before. I was coming by the Upper India Express which leaves Allahabad at about 10 p.m. and reaches here at about 11-15 a.m. the next morning. Now, that train came to Allahabad at 1-30 a.m. and reached Dehli at 3 p.m. the next day. I can very well imagine a train being late by ten or fifteen minutes or even half an hour but not trains being late by hours and upsetting the arrangements of the people. All the people who were travelling with me had to go further up and their connections were missed. I feel that vigilance over all these things has become slack. People should be careful to see that when progress is made on every side, it should be all-round. We should not be complacent and leave things to go on in their own way. Therefore, my submission is that strict vigilance has to be kept over the running of trains. Otherwise, the go'od name of the Railway Department is bound to suffer. The next question is the question of accidents. I am really amazed. It is really sorrowful to find that now things have come to such a pass that villagers before boarding a train do a certain sort of puja and they pray to God that they may reach home safely. There are

people who are anxious to get telegrams of safe arrival because there have been so many accidents that people have begun to feel that anything may happen on the way when the trains are running. Therefore, my submission is that these things have to be looked into.

I was looking into the reports and I find that between 1959-60 and 1960-61 there has been a great increase in the matter of these accidents. In 1959-60 the collisions of passenger trains were 29 and the number increased to 35 in 1960-61. The total collisions increased from 129 to 146. Then again fires in trains and at stations were 326 in 1959-60 and they increased to 434 in 1960-61. Cases of trains running into road traffic at level crossings were 127 in 1959-60 and they increased to 181 in 1960-61. Can this state of things be allowed to continue? This gives a very very gloomy picture and it is said that disregard of rudimentary precautions by staff is responsible for many of the accidents. This clearly shows that things have become slack and that strict measures are not being taken. After all the lives of people are very important and it is necessary that such accidents should be as few as possible. People who are responsible for negligence should be severely dealt with because the lives of so many are at stake.

After having said all this, I do feel that on the whole we are making progress and there is every chance of our continuing to do so if we give attention to the facts which take away from the credit of the railways. We make speeches here in Parliament and they are noted down. But I would very much request the Railway Minister to see that those suggestions which are really useful and which are really necessary are given effect to. Otherwise the speeches in Parliament take away all the zest because after all it is no use going on speaking and speaking without its having any effect.

[Shri Mahesh Saran.]

In the end I have only to mention one word about the running of trains at a particular place. As you know, Rourkela is an important steel plant centre and I wish to tell the hon. Minister how the people who go there are put to great inconvenience because there are no convenient trains. People are anxious to go and see the steel plant there and a number of people do go there. But what is the position? People from Punjab, UP. and Bihar find the trains very inconvenient. If one wants to go to Rourkela, the train from Punjab-U.P. side arrives at Tatanagar at 9-30 A.M. I would very much like the hon. Minister to see this point which I am trying to make. The train which comes from Punjab, UP. and Bihar side arrives at Tatanagar at 9-30 A.M. and one can get a train to Rourkela only at 4.00 P.M. so that from 9-30 A.M. till 4' 00 P.M. the persons have to wait. Similarly for coming back one has to leave Rourkela at 5:15 A.M. or at 6 o'clock in the morning. There are two trains. You reach Tatanagar at 9.30 A.M. and you have to wait till 4.00 in the evening to get the other train. Therefore, if you want people to visit this place—and people are keen to go and see the steel plant—more convenient trains should be arranged. I hope the hon. Minister will look into this matter and see if something can be done

SHRI DAYALDAS KURRE
(Madhya Pradesh): Mr. Vice-Chair-man, Sir, I rise to support this Railway Budget. This discussion on the Budget has been going on for the past three days and hon. Members have pointed out the progress made by the Railways so far, and the drawbacks that have been noticed and suggestions have been made as to how those drawbacks could be remedied.

Now, Sir, I would like to say a word about the opening of new lines. In this matter I fully agree with my

hon. friend, Shri Sheel Bhadra Yajee, who has spoken on this question of new lines. At the time of opening new lines those parts which are mostly neglected must be given the first chance because they are the parts which need new lines most. As was mentioned by him I would also like to say that Manipur, Tripura and Jammu and Kashmir are also parts of India. They are far-off and the people of those areas are very badly in need of railway lines. I must say that most of the people of those areas have not even seen a train. So my humble suggestion is that those areas must be given the first chance and new lines should be opened there. In connection with this, one hon. Member spoke about transport facilities. He said how he travelled from New Delhi to Kashmir and his suggestion was that instead of opening railway lines there should be transport facilities. I am not opposed to his idea of having transport facilities but apart from transport facilities there should be railway lines also for those people. No doubt it may mean some extra expenditure but still they should be given this amenity.

Day before yesterday I heard the speech of my esteemed friend, Shri Gurupada Swamy. He expressed the view that the South had always been neglected by the Railway Department in the matter of opening new railway

lines. I do not agree with him. 5 P.M. No doubt some parts have not

been covered, but so far as the southern part of India is concerned, that part is developed. There the people are educationally and economically very sound. So far as industry is concerned, that part is strong enough. He had quoted Madhya Pradesh and Bihar and he said that to all these parts much attention is being paid by the Railway Ministry. Madhya Pradesh is no doubt a big State. It has a big area. There are more than 43 districts. Some of them are very big districts and they are very backward. I may say that Surguja, Bastar and

Raigarh, these three districts, are very big districts. I can say that one-third of Madhya Pradesh is covered with forests and in regard to the three districts which I have just mentioned, three-fourth part is covered with forests. I have just said about those people in Manipur and Tripura. Most of the people have not even seen a train. The same is the case in this part also. Half the people of Bastar and Surguja have not seen a railway train. When that is the case, what would be the position of their development? Apart from all this backwardness, these parts are covered with coal-mines and iron ore. Hon. Members might be knowing about the Dandakaranya scheme. The Dandakaranya scheme is running in Bastar district, about which I have just said. It is the most backward part. People do not know how to put on clothes. People do not know how to read and write. In this part we have the Bailadilla iron ore mine which we are proud of, but that part also has not been connected by railway. I am very glad to read in one of the reports that some survey has been made to connect this part with Jagdalpur and Visakhapatnam or some such place. Now that the survey has already been made I hope that in the coming years the work will be started. So far as the other part is concerned, Surguja is a very big district. A large area of it is covered with forests. Coal-mines are available there. Some parts have been opened up. The same is the case with Bilaspur, where the Korba coal-mine thermal plant is taken up. Very good things are going on there. Nowadays, our industry requires coal and it is one of the activities of the railways to carry coal. So, it is most important to connect all these places with railway lines. Having this in mind if the Railway Ministry is paying proper attention to these parts, what is wrong with the Railway Ministry? I presume that the Railway Ministry is doing its best for the welfare of the people, for the welfare of the nation, because coal is carried

throughout the country and industries are being developed through coal and iron ore. We have got in that area the Bhilai Steel Plant, the Rourkela Steel Plant and the Durgapur Steel Plant all on the same line. We are proud of these plants. So, my humble suggestion is that all these parts which are very backward must be opened up. New railway lines must be opened in these parts.

I would like to say a word about the activities of the Railway Ministry relating to very simple things like waiting halls. I do not want to quote so many things here. I am much concerned with the South Eastern Railway, because I belong to that part. I know much more about that area. The first point is about waiting halls. The condition of some of the waiting halls is much more satisfactory. Three stations on the South Eastern Railway from Bilaspur to Calcutta and from Bilaspur to Nagpur, viz., Akaltara, Raigarh and Raj-Nandgaon, have been taken in hand and now their work is most satisfactory. I hope that some other stations which are most important will be taken in hand and the waiting halls may be given suitable improvements. One station which is on the Bilaspur-Katni line is Kargi Road. Kargi Road is a good station, but it has no waiting hall. Only third class passengers can stay there. There is no place for first and second class passengers. So, an effort should be made towards that matter also, so that some extension work may be done. That station should be made in a proper state.

I would like to say something about the refreshment facilities. In connection with this, especially from Bina to Bilaspur in Madhya Pradesh, I had spoken twice or thrice in the House. I am happy to find after going through the report that the railway station, Khongsara, has been selected for this purpose. This arrangement would be convenient to the passengers going from Bilaspur to

[Shri Dayaldas Kurre.] Katni. My next suggestion in this connection is that Umaria and Damoh should also be selected for catering and refreshment purposes, so that more facilities can be given to the passengers coming from Bina to Bilaspur via Katni or passengers going from Bilaspur to Bina via Katni. I hope that my suggestion in this connection will be taken into account and necessary action taken on the matter as early as possible. I would like to say a word about education. About education, so far as I remember, I generally speak in the House. This time also I venture to say a word about education.

SHRI SHEEL BHADRA YAJEE: For railway employees?

SHRI DAYALDAS KURRE: Yes, about those schools and those educational activities which are being carried on under railway control. For educational purposes a satisfactory amount of Rs. 43,36,000 has been allotted for the South Eastern Railway for the year 1962-63. It comes under amenities for the staff. I may say that with this amount various educational activities may be started. New school buildings and new buildings for hostels to be attached to the schools may be constructed. In this connection there is a separate column for addition and alteration of schools. I am happy that this has been made by the Railway Ministry. I am happy that this huge amount has been allotted this year for this very good purpose. With regard to this matter I would like to say a word about a higher secondary school building and an attached hostel building at Bilaspur in the South Eastern Railway. It is a very good thing that there is a higher secondary school having a strength of more than 600 students, but it has no school building about which I have just now said. That school needs a building. So, it is my humble suggestion that a little part of the amount which has been allotted should be spent for this very purpose, because the area needs a school

building as well as an attached hostel building.

With regard to the question of promotion and getting employments in Railway Departments by people belonging to the Scheduled Castes and Tribes, I would like to submit that the proper places should be given to them. So far as I remember, there is some quota fixed for them. But the quota which is fixed for those people is not being filled by the Railways. I understand that Scheduled Caste candidates are not available to fill the vacancies. My submission is that if suitable candidates are not available, they should wait for some time for suitable candidates. If suitable candidates are not available and if a promotion case is there, I want to know why coaching classes should not be held, as it has been mentioned in the report. Last time I had gone through the report and found that arrangement for coaching classes for those people had been made. Those who have gone through the training can be promoted and the vacancies can be filled up. It is my humble suggestion that this should be done, and I think the Railways will do their best for the welfare of the country. Thank you.

SHRIMATI C. AMMANNA RAJA (Andhra Pradesh): Mr. Vice-Chairman, many hon. Members have spoken and some have criticised very badly the Railway Ministry. When we get a chance to speak on the Railway Budget, it is not with a view to criticising but with a view to telling the Ministry about the hardships felt so that they may take these things into consideration and do whatever is possible. I know that they have been doing very well. They are extremely good people, and they are very anxious to help the public. Nobody can deny that. Even though people may criticise particularly with regard to third class travel, nobody can deny the fact that they have been doing quite a lot for them.

There can be no comparison at all between the position in the past and what it is today. We are enjoying many great comforts—fans, sleeper coaches, dining car facilities, and all that. We must be grateful to them for that. All the same we have to say that there is insufficient accommodation as a result of which there is great overcrowding in third class compartments. It is a pity to see that people are just thrown in like cattle. Once they get in they cannot get out. Many people must have seen their plight during their journeys. I do not know whether things should go on like this any more. We must do something about it. It is all because we require a great number of trains. Facilities are given, but they are not able to enjoy the facilities because they have 710 standing space even. Particularly women suffer a lot. I had been on the Consultative Committee for some time and I used to give a number of suggestions, but they were of no use. It is *aranya rodan*, that is, a cry in the wilderness. The Consultative Committee merely meets, and I am sorry to say that not many suggestions are taken into consideration. Even when the Chairman is presiding and when we suggest something, he says that, it is not there. It is just because it is not there, we are suggesting that it should be there. I do not know why they have got a horse-like track, they just go in front. I do not know why these meetings should be held at all. If they cannot take suggestions into consideration.

I have been suggesting for a long time that there should be separate accommodation in all classes on all trains for women. I seem to be the only woman in a big Committee of 20 or 30, and all of them are men. They say that sometimes there are women compartment-, which are not occupied and so they are going waste. How many other compartments do not go waste? It does not mean that we are asking for 50 per cent, to be set apart for women's travel. We want at least one compartment in each class, first

class, second class, third class, etc., because there may be some women who do not like to travel along with men

SHRI AKBAR ALI KHAN: Quite right.

SHRIMATI C. AMMANNA RAJA—Some women are compelled to travel with men because they are afraid to travel alone. That is a different matter. They are adjusted to it, not that they like it. But there are some women who do not at all like to enter into men's compartment. So, it is a great necessity to provide separate accommodation for women in all classes and on all trains. I hope at least my speech here will have some effect. Both men and women feel very awkward when they travel together at night. They cannot change their dress, they cannot sleep comfortably, they are conscious of people who are there, and they do not like it. I know that men also do not like it, and particularly, suppose there is . . .

SHRI SHEEL BHADRA YAJEE: Co-education is there. What is the harm?

SHRIMATI C. AMMANNA RAJA: Education is different; travelling is an entirely different matter, and they have to travel at night. And sometimes it so happens that a young girl is travelling alone in a compartment along with some man. You just imagine what her condition will be. Nobody likes it. I am not suggesting that necessarily a man is bad or something like that but it is not safe, it is not nice. So, you have to take all these things into consideration. And also many women travel with little children. They have to attend to them and all that. Therefore, privacy is necessary for women for these things. So, I hope that some attention will be paid to this aspect. And also—I do not know if I am asking for too much—these upper berths in the women's compartment are of no use. Many women do not use the upper berth at all. They cannot climb up. I have seen in the South, many trains do not

[Shrimati C. Ammanna Raja.] have upper berths at all in the first class and second class compartments. If something like that is done to women, I will feel very grateful to this Ministry because women generally travel with children. The child cannot sleep down and the mother at the top, and neither the child can sleep on the upper berth or the mother on the lower berth. It is a great difficulty felt and so many times men have to give away their berths to women, men who really sympathise with them, but there is little sympathy which we can expect these days. Many men are not chivalrous. I am not trying to protect the women. They themselves are selfish. So, these upper berths are of no use at all. These 3-tier sleeper coaches are there. These 3-tier coaches will not be of any use to women because it is difficult for them just to squeeze themselves in. So, I have been asking for a separate compartment, a sleeper coach, for the women travelling, but they have not done it. They have only enclosed a 6-tier portion something like a compartment in the middle. It is of no use because there is a big corridor where men keep going up and down. And not only that. These 3-tier compartments really will not be of much use to women. If a separate 3-tier sleeper coach can be given to women for comfortable travel, it will be good. But people may think that I am asking for too many things for women. If you really think about it, you can understand that it is a necessity. And also even though certain compartments in some trains have been set apart for women, when the train starts from Madras men get into them and will not budge. There are quarrelsome people like me who insist that they get down. They just put up with that. And sometimes when it comes to Vijayawada, people like me find that men have occupied the women's compartments. They start quarrelling, and it is not good. The officers should see that men do not enter the women's compartment. It is awkward sometimes. There are so

many people known to us and we insist that they get down. So, the officers must insist that no man gets into a women's compartment. Otherwise women are put in a very awkward position.

SHRI AKBAR ALI KHAN: But where they are vacant then *men can* occupy them. Is it not? Otherwise it will be a waste of public money.

SHRIMATI C. AMMANNA RAJA: No. It will not go waste. It does not matter. I am talking about the third class compartment. Men cannot enter it just because there is no woman there. Men may go somewhere else. They should not get into it. It generally cannot go waste. There will be at least one woman. They should not be denied that opportunity also.

For a long time, for ever, there has been only one fast train between Madras and Calcutta, and that is the Calcutta Mail. And it is extremely overcrowded. Even during the time of Shri Gopalaswamy Iyengar, I suggested that there should be an express train also, but he said that there was no necessity for such a train because there was no demand, which is not true. I know, all the classes are extremely overcrowded. They get filled up even in Madras with the result that we do not get any accommodation in it. That is, it passes through the Andhra area and none of us can get any accommodation. So, many times we just allow the train to pass through. It is of no use to us. It just passes through the Andhra area. It gets filled up at one end or the other, at Calcutta when it starts from Calcutta and at Madras when it starts from Madras. It is a very sad thing. And after all, Andhra is a very greatly populated area. They have got so many things to do. They have got to be travelling from place to place. The result is, there is a charge against the railway staff sometimes with which I do not agree, that

they are trying to oblige the bus transport people because this travelling by train is so difficult that people prefer to go by buses, even if it is not liked by many people. I do not subscribe to that idea but people even think like this because things are made so hard; this train travel is made so hard, particularly on the branch lines. So, if only there is another through express train between Madras and Calcutta, much of this congestion will be relieved.

Another thing is this. There is a holy place called Tirupati. Most of us know about it. If you want to go to Tirupati from any place, you have to change at least twice or thrice. People come there from all parts of India and it is very difficult for them because they all come with children. A number of them cannot be coming to Tirupati often. They come only once in a while and most of them have to change at Gudur. From Gudur to Renigunta it is 50 miles or so and to travel this distance it takes 3½ hours. Just imagine, to cover 50 miles it takes 3½ hours. I mean, you must make it easy for people to go to places like that. I have been suggesting that there must be connecting trains from other areas to go through to Tirupati without having to change anywhere. There may be some difficulty about the metre gauge. This question always comes up. That is why some friend has suggested that we must aim at converting all the gauges into broad gauge so that there may not be any difficulty to take the trains through. I hope that something will be done. This Gudur business must be eliminated. Trains must be allowed to go through to Tirupati. Suppose I have to go from Hyderabad, I have to change at Gudur and then at Renigunta and then I have to come to Tirupati. Of course, to go up the hill, there is the road. So, it should not be so difficult to go to a place which is so very important, so very near to everybody's heart, though Shri Dahyabhai Patel seems to think that

all the people who go there are not religious; nobody can agree with him.

Many people have talked about these corridor trains. They are a nuisance. I do not know why they have started them at all. You cannot place any luggage in your compartment and if you place it somewhere, there is no security about it. You can, of course, lock the doors when you go to sleep at night but if you want to go to the lavatory, any body can go to your compartment and walk away with anything they like because other people may be sleeping. There is nobody, no attendant, on the train. All the doors are open, anybody can walk in and walk out at any time. I have been writing long letters to the General Managers. My own experience was that once when I was going from Hyderabad to Bombay, there was a crowd inside because they could come in at any time. There was a group of about six or seven people sleeping near the lavatory. I just went there and got frightened. Anything could be done to me in the middle of the night. I was so scared that I walked back to my compartment. At the next station I woke up somebody, I complained and they were made to get down. But anything can happen. It is very unsafe. Last year, when I was coming from Hyderabad to Delhi, one man was standing near the door, and he simply walked away with my nice bronze *sombu*, the pot we carry with us to keep water in. It was such a nice pot and everybody used to look at it, people from Trivandrum onward. So many people make things like that in silver also. Probably he had some artistic taste, this man who walked away with it. But I want the railway people to replace that *sombu*. There is no safety at all. Anybody can walk in and walk out with anything they like and can lay their hands on. It is very unsafe. At least for women it should be the older type of first class compartments. I do not care what happens to men; they can take care of themselves.

THE VICE-CHAIRMAN (DR. A. SUBBA
RAO) : It is time. Will you take more time?

SHRIMATI C. AMMANNA RAJA: Just five
minutes; I do not know if I can manage
with it.

Another thing I particularly want to
emphasise is that there is no direct train
from Hyderabad, no through train from
Hyderabad to anywhere else, no any other
city. It is always two or three
compartments, two or three bogies
attached to some other train. If I want to
go to Delhi, I have some two or three
bogies starting from Hyderabad and they
are attached to the train coming from
Madras and proceeding to Delhi at
Kazipet with the result that we cannot
expect any amenities—no sleeper coach,
no De Luxe train and naturally no air-
conditioned compartments, no dining car,
nothing at all, because it is just a few
bogies starting from Hyderabad station. It
causes a great hardship. Particularly after
Hyderabad has become the capital of
Andhra Pradesh, at least after that some
attention should have been paid to it, and
the Andhra Pradesh Government have
been sending so many suggestions to the
Central Government. But nothing has
been done. They have asked for a
separate Zone. A Zone need not be
formed; we do not want a Zone if you
cannot do it, but some things have to be
done. If I have to go to Bombay, these few
bogies are attached to the Mail or Express
train coming from Madras at Wadi, and if I
have to go to Delhi, at Kazipet, and if I
have to go to Madras, also at Kazipet.
There is no through train from a big city
like Hyderabad to any other city, which is
a great hardship. At least till some through
trains are made to run on the line from
Hyderabad I would like to make this
suggestion. There are two De Luxe trains
coming to Delhi from Madras per week; in
a week two De Luxe train? are made to
run from Madras

to Delhi and *vice versa*. I want a train to
be started from Hyderabad also to
Bombay. Why should a particular portion
be left out Of all these comforts? No air-
conditioned compartments, no sleeper
coaches. If I want to travel in a sleeper
coach to Delhi, I have to go by a different
train to Kazipet and catch the train, and
there, many a time, you do not get
accommodation. I hope the hon. Minister
will understand that this one area is made
to suffer and cannot enjoy these
amenities, which is really not right. Some
time ago Bezwada station was
remodelled, but even now it is not very
comfortable; it is not very good. People
who have the interests of the area at heart
must be put in charge there. Somebody
else comes there. So I suggest that when
posting the officers the regional people
must be taken into account. Only then the
needs of the people of every area will be
catered to; the necessities of every area
will be met-

There are so many stations where the
platforms are not long enough and
sometimes outside the platform people
have to get down, because the train is too
long. The mail and other trains are made
too long. Sometimes I see that women
with children have to get down like that,
and a lot of hardship is felt. While in the
South people are asking for bigger waiting
rooms, retiring rooms, and all that, we
have still to ask for levelling of platforms,
lengthening of platforms; we have to ask
for sheltered platforms in the absence of
which they have to suffer in the sun and
rain and all that. So I have been
suggesting that the handicap should be
given to the overdeveloped areas and
some extra incentives should be given to
the under-developed areas, as it is done
in every other matter also. The result is
that our area is still backward. When
there was the South Indian Railway, a lot
of attention was paid by that Railway to
promote travel facilities and passenger
amenities between Madras and the area
south of it. But

this Andhra area was very much neglected in the past; likewise the Mysore area. Some amount is given to every Division; whether it is enough or not, some am'ount is g'ven to every Division, which doe- not meet the necessities at all.

So these are some of the things. Some more things I can put to the hon. Minister in person. He should see

that at least some of these things are attended to.

Thank JK>U.S

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

The House then adjourned at thirty-five minutes past five of the clock till eleven of the clock on Thursday the 26th April 1962.