

six months is ordinarily eligible to become temporary, unless he is on a project.

SHRI K. L. NARASIMHAM: Are you showing the break for your administrative purposes, so that they can be continued in that form on daily rated wages?

MR. DEPUTY CHAIRMAN: If there is no break for six months, he becomes temporary.

SHRI SHAH NAWAZ KHAN: Then he also referred to the reports of the various Committees that had been appointed. He talked about the Uniforms Committee, the Class IV Employees Promotion Committee, the One-man Tribunal, and so on. These reports have been received. The report of the Uniforms Committee would have entailed considerable expenditure if it was to be implemented in full. This came at a time when we were trying to effect every possible economy. Nevertheless the report has been fully examined, and I hope in the near future we shall be able to start implementing it. The same remarks apply to the Class IV Employees Promotion Committee report. As the hon. Member knows, to implement that is a very very big job. There are over 11 lakhs of railway employees, a good proportion of whom are in Class IV. It is a very big task; and we have, on the one side to look to the welfare of our employees, and on the other side we have to look also to the financial implications of implementing these suggestions. But I can assure my hon. friend that there is going to be no avoidable delay, and we shall try and implement whatever is feasible as early as we can.

With these remarks, I commend my motion.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain

further sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY CHAIRMAN: We shall now take up the clause by clause consideration of the Bill.

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

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

SHRI SHAH NAWAZ KHAN: Sir, I move:

"That the Bill be returned."

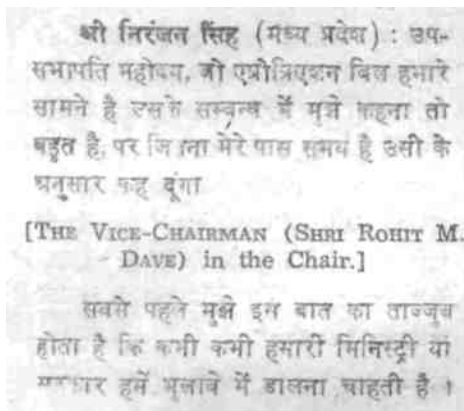
The question was put and the motion was adopted.

### THE APPROPRIATION (RAILWAYS) 'NO. 2 BILL, 1961

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1961-62 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

*The question was proposed.*



[श्री निरंजन सिंह]

हम कुछ पूछते हैं, हमारी कुछ शिकायत होती है, वे कुछ उत्तर देते हैं, उसका समाधान करने की कोशिश नहीं करते। और उसी का परिणाम यह है कि कभी भी गलत हमी दूर नहीं होती। मैं एक उदाहरण अभी हाल ही का अध्यक्ष महोदय, देना चाहता हूँ। हमेशा इस तरह की बात होती है। माननीय मंत्री जी ने एक उत्तर में कहा, जब मैंने उनसे पिपरिया के एक केस के सम्बन्ध में सप्लीमेन्टरी पूछा, कि :

"I have got certain figures. We have fixed the ceiling for Piparia at 150 wagons per day. From the figures before me, I find that it is approximately the same thing. As a matter of fact, the loading is just a little under. To a large extent, I think we have met their demand except in the month of December, 1960 and January, 1961 when there was a fall. . . . and so on.

उसमें जनवरी १९६१ तक ने फिगर है। जिन महीनों दिसम्बर और जनवरी के बारे में, उन्होंने कहा है कि थोड़ा सा फिगर चेंज हुआ है: "Loading is just a little under. उन दिनों महीने भर में आप ने केवल ६७ वैगन्स दिए हैं जब कि आपने इस हाउस में बताया कि १५० वैगन्स वहां पर डेली अलाट हो चुके हैं। यहां पर तो आप कहें कि १५० वैगन हम दे रहे हैं और कुल ६७ वैगन्स महीने भर में दें, यह हमको भी धोके में डालती है और दूसरी मेम्बरों को भी। यह भी समझ में नहीं आता है कि आप ज्यादा सही बोल रहे हैं या हम ही कुछ गलती कर रहे हैं। तो उपसभाध्यक्ष महोदय, मैं आपके सामने फिगर देना चाहता हूँ कि जनवरी १९६० में आपने केवल १७१ वैगन्स महीने भर में दिये हैं जब कि आपके स्टेटमेन्ट में है कि : "For Piparia, it is 150 wagons per day."

इसी प्रकार आपने फरवरी में १५१ वैगन्स दीं, मार्च में १५०

दीं, अप्रैल में २६० कर दीं क्योंकि उन दिनों थोड़ा सा एजिटेशन था। फिर इसके बाद १३१ कर दिया। जून में १२६ रह गई, जुलाई में १३७, अगस्त में ५८ रह गई, सितम्बर में ११६ रह गई, अक्टूबर में १२६, नवम्बर में १०५ और दिसम्बर में ६७ हो गया। और फिर जनवरी में ८७ और फरवरी में १५३। जब आपका रिकार्ड यह कहता है और उत्तर आप दूसरा देते हैं तो इसका मतलब यह है कि आपका बोर्ड मिमलीड करता है या आपको अपने डिपार्टमेंट के बारे में ज्ञान नहीं। इसलिये हम यह बार बार कहते हैं कि साहब, आप अपने डिपार्टमेंट से पूछिये। और आखिर क्वेश्चन करने का मतलब क्या होता है। हम तो फैक्ट्स जानना चाहते हैं कि क्या हो रहा है। एक तरफ माननीय मंत्री जी यह कहते हैं कि हमारे पास वैगन्स की कोई कमी नहीं है, दूसरी तरफ एक माननीय मंत्री जी कहते हैं हमने २० हजार वैगन्स का आर्डर दे दिया है क्योंकि उनकी कमी हो गयी। आखिर दोनों आपस में कांटेडिक्टरी स्टेटमेन्ट क्यों होते हैं, यह मेरी समझ में नहीं आता।

डा० एच० एन० कुंजरू (उत्तर प्रदेश):  
गनीमत समझिए ये वैगन्स भी आपको मिल गए।

श्री निरंजन सिंह : उसको भी मैं बताना चाहता हूँ कि ये वैगन्स तब मिलते हैं जब काफी गरमागर्मी हो जाती है। आप रोज पालिसी की बात कहते हैं, रोज स्टेटमेन्ट देते हैं, हमको कहते हैं कि नहीं साहब, हमारे पास तो हैं। लेकिन आपके डिपार्टमेंट वाले क्या कहते हैं? जिस तरह से यह मन्थली कोटा बंधा हुआ है उस तरह से वैगन्स नहीं मिलते, इसलिये आप मिनिस्टर साहब से लिखा लाओ सेन्ड्रल गवर्नमेंट से आर्डर लिखा दो। एक तरफ आपका स्टेटमेन्ट होता है और दूसरी तरफ आपका सुपर्विजन नहीं है। आपके बोर्ड के दो मेम्बर, तीन मेम्बर यहां बैठे हुए हैं। मेम्बर जो चाहिए करता है। यदि किसी का

ट्रान्सफर करना है, आप अप्रोव लेकर चले जाइये। खैर, यह अप्रोव की बात, आजकाल के राज्य में थोड़ी सी कहानी बन गयी है। लेकिन यहाँ रेलवे में आज इस तरह की कहानी बनी हुई है कि यदि आपका अप्रोव है, आपके पास साधन है तो आपका ट्रान्सफर हो जायगा, आपका प्रमोशन हो जायगा और यदि आपके पास साधन नहीं हैं, अप्रोव नहीं है तो आप जहाँ पड़े हैं वहीं पड़े हैं। मैंने उदाहरण के लिये आपके सामने यह रखा कि इस तरह के जो आप स्टेटमेंट देते हैं ये हमको मिसलीड करते हैं, हाउस को मिसलीड करते हैं। और हम यह समझते हैं कि आप को हाउस के सामने गुनहवार के रूप में खड़ा होना चाहिये, बनिस्बत इसके कि आप सुरक्षित जगह में बैठे हुए हैं और जिस तरह से हमें मिसलीड करना चाहें उस तरह से करते हैं।

तो उपसभाध्यक्ष महोदय, मैंने यह आपके सामने एक उदाहरण दिया। अब मैं दूसरी चीजें आपके सामने रखना चाहता हूँ। हमको कभी पहले बताया गया था कि साहब हम वाच एंड वार्ड इसलिये रख रहे हैं कि उससे हमारे रेलवेज की संपत्ति की सिक्योरिटी हो, बैगन्स की सिक्योरिटी हो, क्योंकि बिना उसके वह ठीक तरीके से नहीं होती, इसलिये हम रेलवे पुलिस फोर्स बनायेंगे, अपनी रेलवे पुलिस फोर्स बनायेंगे। जो पुराने आदमी थे उनको बालाएताक रख दिया, जो एक्सपीरियेन्सड आदमी थे उनको बालाएताक रख दिया, जो आपके पसन्द के थे उन को रिक्त कर दिया। लेकिन आज जितनी चोरियाँ हो रही हैं वे पहले से ज्यादा बढ़ रही हैं। हमको मालूम है कि जितनी चोरियाँ पहले हो रही थीं वे चोरियाँ आज भी उतनी ही हो रही हैं। इतना ही नहीं, आपके आफिसर्स, आपके क्लर्क्स, आपकी पुलिस फोर्स उन चोरियों को कराने में मिली हुई है। मैंने इसी सदन में करीब करीब साल भर पहले कहा था कि इटारसी में सिगनल के पास में गाड़ियाँ खड़ी कर दी जाती हैं। अकेले इटारसी का सवाल

नहीं है, मैंने सतना का भी जिक्र किया था, मैंने आपके सामने सागर का नाम भी बताया था, कई उदाहरण बताये थे। क्या करते हैं कि सिगनल के पास में सिगनल नहीं देते हैं। सिगनल न देने के बाद गाड़ी खड़ी होती है और हमारे बैगन्स के माल व सामान को चोरी कर ले जाते हैं। क्या आप समझते हैं कि एक आदमी कर सकता है? सारे का सारा स्टाफ मिला रहता है, आपकी पुलिस फोर्स मिली रहती है, आपकी गवर्नमेंट की पुलिस भी मिली रहती है, आपके ये जो लिविंग हैं, ड्रिन्टमें हैं, ये सब मिले रहते हैं, इनके द्वारा चोरी करायी जाती है। आप कहते हैं चोरी हो गयी तो रुपया मिल जायगा। कितने डैमेजेज आप इस तरह से दे रहे हैं? यानी सेन्ट्रल गवर्नमेंट का कितना रुपया, रेलवे विभाग का कितना रुपया इसी में चला जाता है। बैगन आता है, बैगन में से चोरी चला जाता है और आपका कंपेन्सेशन देना पड़ता है। यदि आप रुपया नहीं देते तो नालिश होती है। और नालिश होती है फिर काम्प्रोमाइज होता है। काम्प्रोमाइज होने के बाद चाहे अफसर मिला हो, चाहे व्यापारी मिला हो, दोनों का मेल जोल हो जाता है और फिर कंपेन्सेशन दे दिया जाता है। तो यह जो बांधली आपके एडमिनिस्ट्रेशन में चल रही है उसके लिये कौन जिम्मेदार है? हम कभी कभी पूछते हैं : साहब, कला आदमी की चोरी हो गई, कला आदमी को मार डाला गया या उस आदमी के ऊपर अटैक हुआ। आप यह कह देते हैं : हाँ साहब, हमने केस को पुलिस के हवाले कर दिया। और साल भर के बाद जब हम पूछते हैं उनका क्या हुआ तो आप कहते हैं : वह तो स्टेट गवर्नमेंट के मातहत में चला गया, जब हमारा ज्यूरिस्टिकशन नहीं रहा, हमने सेट गवर्नमेंट को रिपोर्ट कर दिया तो स्टेट गवर्नमेंट क्या कर रही है हमें नहीं मालूम। पुलिस विभाग क्या कर रही है, हमें नहीं मालूम। यह कह कर आप टाल देते हैं। आपके एडमिनिस्ट्रेशन में, आपकी

[श्री निरंजन सिंह]

नियरानी में क्या क्या ज्यादातियां हो रही हैं, इसका आपको खयाल नहीं। यदि इस तरह का खयाल नहीं होगा तो आपका एडमिनिस्ट्रेशन कैसे चलेगा। किसी आदमी को पटक दिया जाता है, वह मर जाता है और उसके बाद मैं हम सब यहां पूछने हैं कि आखिर को उसका क्या हुआ तो जवाब मिलता है कि हमने पुलिस के हवाले कर दिया। पुलिस के हवाले कर दिया, दो साल हो गये, इन्वस्टिगेशन हो गया है और आज तक कुछ नहीं हुआ। फिर पूछा तो कहा गये : अब साहब हमारा काम नहीं है, हमने उनको रिपोर्ट कर दिया। आखिर आप यहां क्यों बैठे हैं? आप यहां ध्यान करने बैठे हैं। इससे तो अच्छा यह था कि आपका कारपोरेशन होगा। आपकी जिम्मेदारी तो न होती। आप यहां पर गवर्नमेंट मक़रर न होते और कारपोरेशन की बात होती तो आप कहेंगे : यह कारपोरेशन की चीज है, हमारे बाधरे के अंदर यह चीज नहीं आती, हमने तो एक आटोनोमस बाडी बना दी। यहां तो पार्लियामेंट के नामने जो उत्तर आपके पास अपने विभाग से आ जाते हैं उन्हें दे देते हैं। उन्होंने कह दिया कि साहब यह तो स्टेट का क्वेश्चन है, यह तो कॉन्फिडेंशियल लेटर है, लाहाजा यह डिमंडलाक होने वाला क्वेश्चन है।

और इस तरह वह डिमंडलाक हो जाता

2 PM है हम चुपचाप रहते हैं। हमारी बात होती है और न इसके ऊपर निर्णय ही हो पाता है। तो मेरा कहना यह है कि जहां पर स्टेट कारपोरेशन नहीं है, आटोनोमस बाडीज नहीं हैं, उनकी जिम्मेदारी इस सदन पर है और पूरी तरह से इस गवर्नमेंट पर है। यहां पर यह कह देना कि मध्य प्रदेश की सरकार, यू० पी० की सरकार या पंजाब की सरकार हमारी बात नहीं मानती है, एक गलत बात है। आखिर आपके आर्डर्स को कैंरी आउट करना उनका काम है और यह आपका कर्त्तव्य हो जाता है कि यह देखें कि आपके आर्डर्स कैंरी आउट होते हैं या नहीं? आपने कभी यह भी देखा कि उन लोगों में आपस में सांठ गांठ तो नहीं है

या डिपार्टमेंट के आदमी तो मिले हुए नहीं हैं। जब तक आप इन सब चीजों की ओर ध्यान नहीं देंगे तब तक रेलवे का काम अच्छी तरह से चलने वाला नहीं है। इसलिये मेरा कहना यह है कि जब तक आप एडमिनिस्ट्रेशन की ओर विशेष ध्यान नहीं देंगे तब तक आप रेलवेज में सुधार नहीं कर सकते हैं और न ही जनता को आराम पहुंचा सकते हैं।

अब मैं रेल के सम्बन्ध में कुछ कहना चाहता हूं। हर एक इंडस्ट्रियलिस्ट यह चाहेगा कि उसका किसी काम में कम से कम पैसा लगे और ज्यादा से ज्यादा लागत निकले। लेकिन हमारी सरकार या रेलवे डिपार्टमेंट यह देखता है कि किसी भी काम पर ज्यादा से ज्यादा खर्च हो और कम से कम आमदनी निकले। इस चीज पर उसे संतोष होता है। जब वे बाहर से रुपया उधार लेंगे तो ज्यादा ब्याज देने के लिये तैयार होंगे और जब देना में ही रुपया मिलेगा तो उसके लिये कम ब्याज देंगे। सरकार बाहर से अरबों रुपया उधार ले रही है और ६ प्रतिशत ब्याज दे रही है लेकिन हमारे ही देश में जो लोग सरकार को कम ब्याज में रुपया देना चाहते हैं उनसे यह नहीं लेते हैं, ४ १/२ प्रतिशत में भी वह ब्याज लेने को तैयार नहीं हैं। यहां पर सरकार को अरबों रुपया मिल सकता है लेकिन जब ब्याज का स्वतन्त्र आता है तो वह कम ब्याज देती है और जब बाहर से रुपया उधार लेती है तो ज्यादा से ज्यादा ब्याज देती है। सरकार को अपनी इस नीति में परिवर्तन करना चाहिये। उसको जब यहां रुपया आसानी से मिल जाता है तो किसी को बाइन्ड नहीं करना चाहिये कि इतना ब्याज पर रुपया दो। जब वह बाहर से ६ प्रतिशत में रुपया ले रही है तो उससे कुछ कम में तो यहां से ले सकती है।

यहां से आपने आसने देना है जो कार्य हो रहे हैं या होते हैं उनके बारे में अर्थ करना चाहता हूं। पहले यह कहा जाता था कि

कॉन्ट्रैक्टर बहुत सा रुपया अफसरों को खिलाते हैं या खुद खराब सामान लगाकर लाखों रुपया कमाते हैं। लेकिन आज देखने में यह आता है कि जब सरकार अपने ही विभाग द्वारा कार्य कराती है तो वही अफसर जो पहले खाया करते थे चाहे वे सिविल इंजीनियरिंग विभाग के हों या पी० डब्ल्यू० आई० विभाग के, बगैर अपना हिस्सा पूरा करे उस चीज को पूरा नहीं करते हैं। आज देखने में यह आता है कि जब तक इन लोगों को अपना हिस्सा नहीं मिल जाता है तब तक वह कार्य पूरा नहीं होता। हमारे सामने बजट में दो पुलों के लिये चार लाख रुपये की रकम रखी गई है। अगर इस बात की इन्कवायरी की जाय कि वहां पर जो सीमेंट आया है वह कहां चला गया है तो आपको पता चलेगा कि किस तरह से सरकारी माल का दुरुपयोग किया जाता है। जहां पर ये पुल बन रहे हैं उस एरिया के आसपास की २० या २५ गांव हैं जहां पर सीमेंट की ११ के दाम ३ और ३ १/२ रुपया था लेकिन आज देखने में यह आ रहा है कि इन पुलों के लिये जो सीमेंट दिया गया था वह चोरी से १ १/२ रुपया और २ पया बोरी बिक रहा है। स तरह से वहां के जो कर्मचारी हैं वे दूसरा एस्टीमेट बनाकर भेजते हैं और कहते हैं कि इस चीज पर दुगुना सीमेंट लग गया है। इस तरह से आज हम हर जगह भ्रष्टाचार देखते हैं। एक तीसरा पुल तवा नदी में बनाया जा रहा है। उसका एक पाया हिलने लग गया है और उसके बारे में जब यहां सवाल किया गया तो उत्तर में यह कहा जाता है कि पब्लिक इंटरेस्ट की बात नहीं है और पुल ठीक है। जब इस तरह का समाचार वहां के लोग सुनते हैं तो उन्हें आपकी ईमानदारी पर दुःख होता है। वे लोग कहते हैं कि भाई यहां तो पुल गिर रहा है और हमारे मिनिस्टर साहब कहते हैं कि वह पब्लिक इंटरेस्ट की बात नहीं है। अगर इतिफाक से वह पुल गिर जाता है और कुछ

आदमी मर जाते हैं तो तब भी वह पब्लिक इंटरेस्ट की बात नहीं होगी? तो इस तरह से आपकी उत्तर देने की जो एनामली रही है वह सर्वथा अनुचित है और उससे आदमियों की जान जोखिम में पड़ सकती है। कल आपने एक सवाल के उत्तर में कह दिया कि कुछ रैकेज हो गया और कुछ नहीं हुआ और जिसकी वजह से यह एक्सीडेंट हो गया। मेरे कहने का मतलब यह है कि आपको अपने कार्यों को सुधारना चाहिये और देखना चाहिये कि पहले के मुकाबले में कितना सुधार हुआ है। रेलवे विभाग के हर एक कर्मचारी को यह सोचना चाहिये कि वह जो भी कार्य कर रहा है सारे देश के हित के को ध्यान में रखकर कर रहा है। जिस तरह से वह अपने घर का काम करता है उसी तरह से रेलवे के हर कर्मचारी को काम करना चाहिये। यह नहीं समझना चाहिये कि यह तो रेलवे का कार्य है और जितना भी फायदा मिले उठाया जाय।

आज हमको बताया जाता है कि देश के इस भाग में रेलवे लाइन बना दी गई है और फ्लां जगह स्टेशन बना दिया गया है। लेकिन दूसरी चीजों का कितना सदुपयोग हो रहा है इस बारे में कुछ नहीं बतलाया गया है। अगर किसी काम पर १० रुपया लगाया जाता है तो उससे ६ रुपये के बराबर लाभ हो रहा है या नहीं? अगर किसी काम पर १० रुपया लगाया गया है और फायदा केवल दो रुपये का हो रहा है तो इस बात की ओर ध्यान देना चाहिये कि यह बात कैसे हुई? एक मील लाइन बनाने में १० लाख रुपया एस्टीमेट आता है लेकिन आपको देखना चाहिये कि चार-पांच साल पहले कितना एस्टीमेट आता था और इस कार्य में जो रुपया लगाया जा रहा है उसका बैस्टेज तो नहीं हो रहा है। जब तक आप इन सब बातों की ओर ध्यान नहीं देंगे तब तक आपके किसी काम में भी सुधार होने वाला नहीं है।

[श्री निरंजन सिंह]

अब मैं एक दो मिनट आपके सामने और देना चाहता हूँ। अगर किसी सेशन में कोई प्वाइन्टमैन १२ घंटे ड्यूटी देता है तो उसी सेशन में दूसरे प्वाइन्टमैन में ८ घंटे की ड्यूटी ली जाती है। दोनों के काम लेने में जब इतना अन्तर होता है तो उनके दिलों में खराब अगर पड़ता है। मैं आपके फटनी और बीना सेशन का उदाहरण देना चाहता हूँ। यहाँ पर प्वाइन्टमैन और लीवररमैन आठ घंटे ड्यूटी देते हैं लेकिन इटारसी और इलाहाबाद सेशन में उनमें १२ घंटे काम लिया जाता है। इलाहाबाद और इटारसी सेशन में प्रतिदिन ३० गाड़ियाँ चलती हैं और यहाँ पर इन लोगों से १२ घंटे प्रति दिन काम लिया जाता है। बीना और फटनी सेशन में प्रतिदिन १४ से १६ गाड़ियाँ चलती हैं और यहाँ पर इन लोगों से ८ घंटा प्रतिदिन काम लिया जाता है। जहाँ पर ज्यादा गाड़ियाँ चलती हैं वहाँ पर आप उनमें ज्यादा काम लेते हैं और जहाँ पर कम गाड़ियाँ चलती हैं वहाँ पर कम काम लिया जाता है।

(Time bell rings.)

मुझे बात तो बहुत कहनी थी लेकिन एक बात कह कर मैं अपना भाषण समाप्त कर दूँगा। अलीगढ़ के एक कांग्रेस एम० एल० ए० हैं उन्हें लास्ट टाइम एक पूरी जनता एक्सप्रेस दे दी गई। उन्होंने इस ट्रेन को इस बहाने से लिया कि इसमें किसान ही किसान होंगे जो सारे देश की यात्रा करेंगे। इसका परिणाम यह हुआ कि वह जनता ट्रेन सारे देश में घूमी लेकिन उसमें केवल ढाई किसान थे और बाकी लोग इधर उधर के थे जिनसे रुपया लिया गया। जब इस बारे में सदन में सवाल किया गया तो उसके उत्तर में यह कहा गया कि उन्होंने सारे पैसोंजस से फिराया वसूल कर लिया और वह गाड़ी भी घूम आई। लेकिन आज

सरकार का हिम्मत नहीं है कि वह उस व्यक्ति पर ऐक्शन ले सके। पूछते हैं तो कहा जाता है कि इनवेस्टिगेशन हो रहा है। आखिर यह इनवेस्टिगेशन दो साल होगा, तीन साल होगा या कितने दिनों तक होगा? अगर दूसरा आदमी होता तो आप उसका गला पकड़ लेते। आपकी पार्टी का आदमी है, इसलिये उसके ऊपर आंच नहीं आनी चाहिये।

सरदार रघुबीर सिंह पंजहजारी (पंजाब) :  
कहाँ के थे ?

श्री निरंजन सिंह : अलीगढ़ के।  
वह तो यहाँ क्वेटचन भी हो चुका है।

अब मैं फैक्ट्री के सम्बन्ध में कहना चाहता हूँ। जो आपको माल बनता है उसके सम्बन्ध में आप देखिये कि जो फारेन कंट्रीज में एक्सपोर्ट ड्यूटी दे कर माल आता है वह यहाँ समता पड़ता है और आप जो यहाँ माल बना रहे हैं वह महंगा पड़ता है। यह क्यों महंगा पड़ता है? अब एयर-क्राफ्ट फैक्ट्री में आपकी कोचेज बनने वाली हैं। वह कोचेज आपको महंगी पड़ेंगी वनिम्बत उनके जो बाहर से आ रही हैं। ऐसा क्यों हो रहा है? नानतीय मंत्री जी सिर हिला रहे हैं। मैं उनसे पूछना चाहता कि कनाडा से जो इंजिन आये, उनमें और आपके चित्तोजन के इंजन में कितना फर्क है?

श्री शाहनवाज खाँ : उनको आठ लाख रुपये में इम्पोर्ट किया करते थे। अब जो बना रहे हैं, उनकी कीमत तकरीबन साढ़े चार लाख है।

श्री निरंजन सिंह : आठ लाख रुपये में इम्पोर्ट करते थे तो उस समय ड्यूटी कितनी देते थे? आज ड्यूटी कितनी है? आज ड्यूटी फ्री है। उस समय जो आठ लाख रुपया देते थे, उसमें ड्यूटी कितनी

चाज होती थी? वह दस साल पहले की बात है ।

श्री शाहनवाज खाँ : उनकी कीमत आधी होगी ।

SHRIMATI YASHODA REDDY (Andhra Pradesh): Sir, when one sees the estimates of the Railways, one feels that the estimates are too much in regard to the foreign exchange component. I should congratulate the Railway Ministry for having spent less than the estimated amounts. But Sir, efficiency does not mean more expenditure. You may spend less and still you may feel very happy about it. Efficiency does not mean only a measurement in terms of money. Delays, inefficient administration, late running of trains, losses, delay in moving the passenger and goods traffic, all these contribute to a set-back to national development as well as efficiency.

Sir, so much has been said about coal and about the failure of the Railways to transport coal. Coming from a place with the largest production of rice, I can say with great emphasis that in Andhra, for want of wagons, rice could not be transported from Vijayawada to the South and to other places, especially Kerala. Not only rice, but with regard to articles like jaggery, charcoal, timber, firewood and other things, there was a heavy blockade in Andhra as far as the Railways were concerned.

Sir, while talking about coal, many honourable Members referred to Bihar and Bengal. But I would like to mention a word about the coalmines of the South, especially the Singareni collieries. For want of wagons about 7,00,000 tons of coal continued to lie at the pitheads and all this could not be moved to the South where there was a great demand for coal. The coal production in the Singareni collieries was according to the Plan. It was not as if the

Railways did not expect or that the colliery produced something more than the expected allotment. But the Railways fell short of it.

In this connection, Sir, I would like to point out "that when there was an uproar in Parliament in February over the shortage of wagons on the South-Eastern Railway, instead of trying to solve the problem in a more practical and in a good way, immediately the Railway Minister said that he had switched off 150 wagons serving the Singareni colliery belonging to the Central Railway to the South-Eastern Railway. This is not the way. If you want to solve a problem, it is not by creating another problem. The hon. Deputy Minister seems to be doubtful, but I can tell him that about 150 wagons were removed from the Central Railway, which was catering to the needs of the Singareni collieries, and were taken to the Central Railway sector.

Yesterday, the Railway Minister, while answering one of the questions regarding the movement of coal, said that it was not always the Railways' fault. I do agree that it is not always the Railways' fault. The whole difficulty is that there is no coordination between his Ministry and the other Ministries. He also suggested that they would like to divert some of the coal to road and waterways. I do welcome that suggestion. From today's papers I And that the World Bank, the Planning Commission and the Railway Ministry had a meeting with shipping companies who are willing to supply 24 more ships to transport a million odd tons of coal to the South. In this connection I would suggest that transport by water costs Rs. 37 more per ton.

Secondly, the coal supplied through ship,<sup>3</sup> is not graded properly, in the sense that it gets mixed up. When they supply it to industries, the latter do not get the proper quality and what they get is not up to the mark. These things should be taken care of while diverting more and more coal

(Shrimati Yashoda Reddy.) towards the South through waterways.

about the contribution to the General Revenues.

Sir, I have to say another thing. In the Neogy Committee it was suggested that the Railways should consider the question of their contribution to the General Revenues- I do not say that the contribution from the Railways to the General Revenues is not good. It is quite welcome, but what I would suggest is that the Railways can ill afford this much. Now that they have increased their dividend from 4 per cent to 4\* per cent, they are not in a position to divert to that extent to the General Revenues. If they have reduced their dividend from 4 per cent to 4] per cent, it does not mean that the Railways are prosperous. But what I feel is that the Railways could do well to think twice about paying more because they have got any amount of work to be done in their own department. The dividend was increased on the understanding that there would be no change in the rates of freights. But the Railways are not in a position to increase their freight rates because they have to face severe competition from other means of transport. Moreover, an increase in the contribution to the General Revenues may affect national development. Therefore, I suggest that they should reconsider the decision about their contribution to the General Revenues.

Sir, the Railways are a curious combination of a commercial concern and a public utility organ. On the one side they have to spend more and more on the comforts of the nation and also contribute more and more to national development- In this curious combination of trying to save both these things, they are failing to a great extent. I am not criticising the Railways nor do I say that they have not done much. But what I would like to suggest is that they should reconsider their decision

AN HON. MEMBER: How much would you suggest?

SHRIMATI YASHODA REDDY; I am not here to suggest anything. I am just giving a suggestion. We have got, a very intelligent Railway Minister with very efficient Deputy Ministers and the whole of the Railway Board at his command. The hon. Member can also go into that. I am just making a suggestion. If it is practicable, you can take it.

Another thing that I would like to say is about the local problems, that is, about the formation of a local zone. I have made the request many times during the last five years. I know what the reply the hon. Minister are going to give. But I should like to say one word. The Southern Railway extends over four States in the South, with a total of 20 per cent of the whole railway mileage. Our State Government has also suggested that they should have a separate zone with Balharsha in the north, Wadi and Manmad in the west, Bangalore and Madras in the south and Waltair in the east- That would make a compact zone. The Estimates Committee and the Railway Corruption Enquiry Committee had also suggested that there should be\* more compact zones. The Southern Railway is running with a loss presently and the Government should be prepared to reconsider this suggestion.

One word I would like to say about the Central employees' strike. The Railway Minister, answering a question the other day, said that most of the employee,; were reinstated but the break would not be counted in their service. I would like to have a clarification. Where they are reemployed, the question does not arise, but if they are reinstated, then automatically the service lost should be given back to them.



About accidents, Sir, I want to say a few words.

SHRI SHAH NAWAZ KHAN: I would like to clarify the point raised about the answer that was given in Parliament, In case it is reinstatement of an employee whose service had been terminated, normally there is no break in service. That is the position. Anybody reinstated has no break in service- In the case of anybody re-employed there is break.

SHRIMATI YASHODA REDDY: I thank you. The hon. Deputy Minister, Shri Ramaswamy, was not so clear on that point when he answered that question.

SHRI S. V. RAMASWAMY: I did not deal with that question. It was my colleague here who did it.

SHRIMATI YASHODA REDDY: I am sorry. I withdraw that remark.

SHRI S- V. RAMASWAMY: The hon. lady Member puts all the blame at my door.

SHRIMATI YASHODA REDDY: Whoever the Minister was, he was not that clear on that day.

On the subject of accidents, I observe that these accidents occur more near the railway stations than in other places. I would like to ask the hon. Minister why this is happening. Is it due to inexperience? Is it want of training and understanding of the signals? That matter should be looked into.

Sir, we find that in today's paper there is reference to the proposal of linking East and West Pakistan by rail through Indian territory. Whatever may be the advantages that we may be getting as far as the monetary point of view is concerned, and also the extra facilities between West Bengal and Assam, I feel, at this political and psychological moment, we should not have a line through our country connecting our nation with Pakistan. I know there <

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are inter-continental railways and railways connecting many countries. I do not say that this is the first time that such a thing is being proposed. But I would say that at this psychological moment, it need not be done and it can be postponed for some time- Anyway this matter should be given very serious consideration and they should take the advice of the States also before doing anything.

I have only one more suggestion to make. I have not much time left and if I had, I would have given more suggestions. Talking of new lines, I have a suggestion to make. Now, a new line linking Ajmer with Khandwa and Hindoli has been taken up by the Railways. Hindoli is 60 miles from Secunderabad and when so much is said about connecting the north and the south, I suggest this distance of 60 miles may be covered by rail and Hindoli and Secunderabad may be connected and thus Secunderabad may be directly connected with Ajmer. This will not cost much and it will greatly facilitate the people, especially Muslims in going from Secunderabad and Hyderabad to Ajmer.

Thank you, Sir.

DR. H. N. KUNZRU (Uttar Pra. desh): Mr. Vice-Chairman, the Railway Minister, during the debate on the Railway Budget controverted some of the statements that I made with regard to the financial position of the Railways and their operations. I did not want to go into those questions at this time, because that would take up too much of my time and I would not be able to put forward the points to which I should like to draw the attention of both the Government and of the House. But I should like to say this, that I do not resile from what I said on that occasion. If I had the time, I would show that the account that I had given of the financial position of the Railways and their operational efficiency was perfectly justifiable. I will, however, limit myself to saying that the Railway Minister in defence

[Dr. H. N. Kunzru.] of the Railways and perhaps himself, referred repeatedly to the increase in the ton-miles in 1959-60 as compared to 1958-59, and I referred to that fact myself. But our satisfaction over any one index, however important it may be, should that make us forget the importance of other factors? Should we, because of the improvements made in one important matter, neglect to make further improvements in other matters so that the overall operational efficiency of the Railways might be increased? I shall deal with this matter in a little more detail in a minute or two.

Here I should only like to say that what I said during the debate on the Railway Budget with regard to the indices mentioned by the Railway Minister in his Budget Speech is borne out by the figures given in the Railway Administration Reports.

The first new point that I should like to discuss today is the work-load on different railway zones. In response to my repeated requests that the Efficiency Bureau should study again the work-load in the different 'ones and compare it with the work-load in 1952-53 for which figures were given some years back, I am glad to say that this enquiry has at last been made. I have been supplied with a copy of the report of the Efficiency Bureau, together with a note by the Financial Commissioner. It appears from this study that the work-load on several railways has increased considerably. I cannot go into all the figures here, but I shall mention the increase in two or three zones. In the Central Railways, the work-load index in 1959-60 is 184 as compared to the optimum work-load indices in accordance with the 1954 study. It was based on the figures relating to the year 1952-53. That is to say there has been an excess over the optimum, of about 47 per cent. This optimum figure relates to the maximum work-load that a division in a divisional railway can bear.

Take again the South-eastern Railway. No. I will not take that Railway. I will take the case of the Northern Railway. Here again the work-load has increased from 125 to 184, or by 47 per cent. In the Southern Railway, it has increased from 125 to 192, that is, by 54 per cent. In the Eastern Railway, it has increased from 125 to 160, that is, by 32 per cent. In the note that the Financial Commissioner sent me explaining the significance of 'this study, he says that the present work-loads as assessed by the Efficiency Bureau range round about 160 and hence even without taking into account the other alleviating factors, none of the Railway Zones can be said to have an unreasonably heavy figure of work-load. Now, Sir, I do not understand this observation. Perhaps the spokesman of the Government will enable me to understand what is meant by "unreasonably high figure of workload". If an increase from 125 to 184 is not high, then what is high? What is the increase that would be regarded as high by the Railway Board and the Railway Minister? This note goes on to say that in order to provide for the increasing supervision necessary, there has been an increase in the staff and a much higher rate of increase in regard to gazetted officers. Increased delegation of powers to lower levels which is being made progressively and the divisional pattern of organisation have greatly helped to reduce the workload in the headquarters of the Railway Administrations. The Study gives some details of the increase in the staff and mentions several alleviating factors one of which is the improvement regarding the percentage of over-aged stock on the different Railways. I shall take up these points one by one.

Let us take, Sir, the increased delegation of powers to lower levels. While the Study and the Financial Commissioner claim that there has been a great deal of decentralisation, that is, delegation of power, the interim report of the Neogy Committee on Transport Policy and Co-ordination has made some observations which-

do not bear out what has been said in the Study and in the note of the Financial Commissioner. I want to draw the attention of the House to what has been said in this interim report because it is signed by a Member of the Railway Board. This is, Sir, what the Neogy Committee have said on this point:

"In the context of the heavy burden placed on the Indian Railways under the Five Year Plans which obviously is bound to increase enormously in future Plans and having regard to the considerations relating to competition from road transport in the years to come, it seems to us that there are two questions which need to be seriously considered, firstly, whether the existing zonal distribution of the Railways is conducive to its working as a commercial enterprise, and secondly, as stated earlier, what should be the delegation of authority at various levels in the Railway Administration. In connection with the latter question, it needs to be emphasised that what is important is the effectiveness of such a delegation in practice and the freedom at all levels to exercise the delegated authority. There is at present no clear dividing line between the responsibility of the Minister for Railways and those of the central administrative authority, namely, the Railway Board. As far as the General Managers of the zonal Railways are concerned, they cannot be considered as counterparts of the large industrial undertakings enjoying considerable degree of freedom or for that matter, as agents of the area boards of the British Railways. The General Managers are essentially administrative agents responsible for operation of the zonal Railways according to the policy and intentions of the administration at the Centre."

I should like to know. Sir, as to what Government has to say on this point. There is obviously a difference of opinion between what the Efficiency Bureau and the Financial Commis-

sioner say and what the Neogy Committee have said. How does the Government reconcile the difference? It seems to me that the Neogy Committee have found that although there might have been some delegation of powers, it is not enough, and that the fact that there is no clear line dividing the responsibility of the Minister from that of the Railway Board affects the work of the Railways at the lower levels also. How can you give more powers to the General Managers when you do not know what powers are possessed by the Railway Board itself? Again, Sir, I should like the House to realise that we have the Third Five Year Plan before us. Granting for a moment that the Financial Commissioner is correct in saying that there has been no marked increase in the workload in any of the Railways, what will happen in the Third Five Year Plan? It is expected that the traffic to be carried by the Railways, in million tons, will go up by about 50 per cent., during the Third Five Year Plan. Now, you have to think, therefore, not merely of the existing workload but of the increase that will take place in it during the next five years. Are you giving sufficient thought to it? Is the pattern of organisation adopted by you adequate to enable the Railways to bear the impact of the increase that will take place in traffic during the next five years?

The next point that I should like to deal with is the speed of goods trains. I do not want to repeat what I said during the Railway Budget debate on this point but I want to deal with two factors which have an important bearing on this question. I have been supplied by the Railway Board with another Efficiency Bureau Study entitled "Impact of line capacity, pooling of engines, yard remodelling works and other factors". Now, this is what the Study has to say on marshalling yards. It gives a statement regarding the remodelling in the Railway yards since 1952-53 and it says:

"From the statement referred to in paragraph 19 above, it would be

[Dr. H. N. Kunzru] very clearly seen that the increase in traffic between 1952-53 to 1955-56, and particularly from 1955-56 to 1959-60 was very marked and that this increase in traffic was handled without any large scale remodelling in these yards till 1959-60 with a few exceptions in 1955-56".

Now, Sir, the remodelling of marshalling yards has been discussed several times in this House. It is referred to in every Railway Administration Report and I was therefore startled to find that according to the study brought out by the Efficiency Bureau no large-scale remodelling has taken place in the marshalling yards virtually till 1959-60. Was it not the duty of the Government when we discussed this point to tell us that marshalling yards were being improved only to a very limited extent? But we were never supplied with that information. The Government went on taking to itself the credit for its desire to improve the marshalling yards continuously. It left us to imagine that this work had been tackled vigorously on an adequate scale by the Railway Ministry or by the Railway Board and yet now we find that very little had been done in the matter till 1959-60. I should like to have some satisfactory explanation on this point. We know, Sir, what an important part the yards and the pooling of engines play in improving the speed of goods trains. How it is that till 1959-60 no major effort had been made to improve the marshalling yards? We were not informed of it by them. It is only accidentally that I came to know from the study that I have referred to what the policy of the Government was for many years in regard to these yards.

Now, Sir, I shall take up the question of the pooling of engines. It appears from the study that an improvement can take place both with the introduction of crack trains and by extending the engine runs but 'the maximum benefit'—and these are the words of the study—with regard to the speed of goods trains is obtained when

the train run is completed with a single set of train crew within the maximum hours of duty at a stretch prescribed to them under the hours of employment regulations. Therefore both while framing the time table as well as in controlling the trains in actual working precedence is required to be given to such trains over others as otherwise the duty hours of the first set of running staff may get completed and it may become necessary to arrange relief to them thus nullifying the favourable effect. This means that extended engine runs by themselves are not of any use or of much use in improving the speed of goods trains. It is only when the same crew is made to work up to the maximum hours permissible at the present time that the benefit of extended runs can be achieved and indeed it has been said very explicitly in the study that where there is an intermediate terminal station the delay consequent on the change of crew and the watering of the engine may nullify the benefit of extended engine runs. In the example given in the study there was a delay to 2½ hours. I was shocked when I read this and I made enquiries with the Railway Board on this point. I asked whether really for change of crew and for watering a locomotive as long a period as 2½ hours was required. I was told that the engines had to be cooled also. Even so, is really a detention of 2½ hours necessary? I was further told that at the terminal stations mentioned in the study "improved arrangements had been brought into operation which did away the need for such long stops. I am very glad to hear this but what I want to point out is this. I gathered from the Railway Board that it is not in all cases that a long detention of 2½ hours takes place. It takes place only in some cases and there too it is not necessary that it may continue for a long time. In other words, the question of extended runs not merely in the modified sense in which it is regarded as useful by the study but also in a more general sense can be beneficial in connection with the improvement of the speed of goods trains.

There is only one more fact with regard to this point to which I should like to draw the attention of the House. A study has been made by the Efficiency Bureau of the speed of metre gauge goods trains and a number of recommendations has been made. And it has been said that their importance is recognised but the study goes on to observe:

"All the same if the recommendations listed below, a majority of which are already being acted upon to varying extents, are followed as vigorously as they are required to be on all the Divisions, Districts, etc. there is bound to be a further improvement in the speeds of goods trains on the metre gauge system."

Now, the Efficiency Bureau which **has** made this study with regard to the speed of goods trains in 1958-59 and 1959-60 knows very well what factors depress the speed of goods train and what factors improve it. And yet it says that even in the present conditions if the recommendations that have been made are carried out as vigorously as they should be, a further improvement in the speed of goods trains can be made. I want to emphasize this matter because we are repeatedly told here by the Railway Minister that the increase in the density of traffic— various engineering works that are undertaken on the lines and so on— prevents the authorities from doing much to increase the speed of goods trains. I draw their attention forcefully to what the Efficiency Bureau has said and to really do the utmost they can to improve the speed, because our ability to carry the traffic in the next Five Year Plans will depend not merely on the amount of new rolling stock that we may get but also on the speed of our goods trains. The Neogy Committee, to which I have already referred, have said that the estimate of increase in traffic made by the railway authorities is an under-estimate, because it **does** not include increase in traffic that will be brought about by the Bokaro steel

plant. It says that the new traffic **will** be not 235 million tons, but 2435 million tons. It further says that the increase in traffic brought about by the increase in the production of steel, coal and cement will not be proportionate to the increase in production. It will be more because these things will have to be carried to the stockists, then to the wholesalers, then to the retailers and so on. Obviously it seems to me, therefore, that the increase in traffic may be even more than that pointed out by the Neogy Committee. Consequently, it is of the utmost importance that much more attention should be paid to the pooling of engines, remodelling of the marshalling yards and to an improvement in the speed of goods trains than has been given, unfortunately, so far by the railway authorities.

Perhaps there are only one or two points which I want to deal with and which I shall do so very briefly. Recently there has been an increase in outstanding registrations. There was a time when these registrations, that is, the public demand for wagons was going down. Their number increased in 1960, as compared to 1959. While on the 31st March, 1959, the outstanding registrations on the B.G. amounted to about a little over 32,000, on the 31st March, 1960 they amounted to a little over 47,000. The number has risen further. The last month for which I have figures is November, 1960. These figures have been taken from the interim report of the Neogy Committee. It seems from this that the figure has gone up to 52,200. Now, why is this so? Whenever there was an increase in the number of outstanding registrations, it was said that the number of wagons with the Railway Board was not adequate, that various factors prevented the quick despatch of traffic, and so on. But this time a "new argument has been made by the Railway Minister. He said to us during the Railway Budget debate, when his attention was drawn to the failure of the Railways to move all the traffic

pr. H. N. Kunzru.J that was offering, specially in regard to coal and steel and which was causing a great deal of inconvenience to the smaller places, that the Railways had planned to carry only a certain amount of traffic, not all the traffic that might be offering. Well, when the railway authorities made an estimate of the traffic that they would have to carry, did they feel at that time that there would be so much difficulty in carrying steel and coal to the proper places? Or, do they find only now that their estimate was an under-estimate? It seems to me that whether they made a mistake in estimating the amount by which the traffic would increase or whether they failed to do anything, the responsibility is theirs. They cannot say that, having moved all the traffic which the Planning Commission wanted them to do, their responsibility ceases. We know that the number of wagons falls short of that ordered by about 8,000. This was stated in the Railway Minister's Budget Speech. But the extent of inconvenience caused to the public and to industries seems to me to be much more than what can be caused by a deficiency of 8,000 in the wagon stock.

Lastly, I want to refer to the question of catering. The Government prides itself and the Government claims that by having introduced departmental catering it has improved the quality of the food and of service to the passengers. How has it done so? I am not quite sure that the quality of the food supplied now to the passengers is very good.

SHRI N. R. MALKANI (Nominated): It has deteriorated.

DR. H. N. KUNZRU": I agree with this observation and for my part I am in agreement with him. I shall state that I hardly ever go to a dining-car or send for food from there. I often go without food in the evening, rather than order food from these dining-cars.

SHRI N. R. MALKANI: So do I.

DR. H. N. KUNZRU: I admit, however, that at some stations, for instance, Itarsi railway station, the service and the quality of food have improved. But the charge for it too has gone up, particularly for the food supplied to third class passengers. Now, how can you say that departmental catering has brought in no heavy loss to the Railways, when you have increased the charge to the poor third class passenger substantially? The Railway Minister says that the loss to the Railways is of the order of Rs. 4 lakhs only. But I believe that the Estimates Committee has said that it is of the order of Rs. 18 lakhs. Whatever it be, I lay no stress on the exact amount of loss suffered by the Railways, but on the quality of food supplied and the increase in the price that the third class passengers have to pay. I am familiar with one or two stations, for instance, Tundla railway station. Now, I do not think I can say that as a result of departmental catering things have improved. On the contrary I meet railway travellers and users who say that in spite of the higher payment that they have to make, the quality of food is slightly worse than it was. These are the points that I wanted 2 P.M. to draw the attention of the Government to, but before I sit down I should like them to answer a question that I put to them during the Railway Budget debate which they did not answer. I asked them whether orders had been passed on the report of Shri Ranjit Singh on the feasibility or desirability of converting the metre gauge into broad gauge, etc. That report contains very important recommendations. But I cannot find out from the railway reports what action has been taken on those recommendations. I hope, therefore, that before this debate ends, Government will have the courtesy to tell me what they have done with regard to this report. If they have not dealt with all the recommendations, let them tell us which recommendations

they have dealt with. When the report of the Railway Enquiry Committee, 1948, was considered by Government, Government was not able to deal with all the recommendations immediately. They dealt with them gradually, but as soon as they arrived at decisions on certain recommendations, they supplied copies of their decisions to those Members of the House who were interested in the matter, and they also placed them in the Library of the House. I ask the Railway authorities to do the same thing in connection with the recommendations of the Ranjit Singh Committee.

SHRI N. SRI RAMA REDDY (Mysore): Mr. Vice-Chairman, it is a matter for gratification that the Railways have done fairly well during the First and Second Plans. The volume of the goods traffic as well as of the passenger traffic has been continuously rising from year to year. All the same the demands made on railways were fulfilled fairly satisfactorily. The ton miles with regard to goods traffic have been doubled since 1950, and the passenger miles have increased from 41 million miles to 46 million miles in the same period. This has happened in spite of the floods which have hampered our traffic very much last year and also the strikes which have occurred last year. In consequence of this increase in goods traffic and passenger traffic the gross traffic receipts have also been increasing from about Rs. 263 crores in 1950-51 to Rs. 420 crores in 1959-60. The current year's performance also has shown a considerable increase in the volume of traffic carried by Railways and in gross receipts also. In consequence thereof the Railways deserve our hearty congratulations.

A perusal of the demands made for 1961-62 indicates an increase of Rs. 5-57 crores over the current year's estimate. The bulk of the increase out of this Rs. 5-57 crores pertains to repairs and maintenance which *inter alia* covers the increased provision required under rolling stock, etc. There are increases under items 7, 8, 9 and

10 arising out of increased cost of fuel, stationery, increased staff, etc. These increases are warranted by the prevailing circumstances of higher rates and increased volume of traffic to be carried by the railways in the year 1961-62.

Sir, I find from the Appropriation Bill that a sum of Rs. 61 crores has been set apart for construction of new railway lines.

[MR. DEPUTY CHAIRMAN in the Chair]

I find from the details given that extra weightage is given to Northern India as compared to Southern India. Please permit me to say, Sir, that I am not viewing this aspect in any parochial spirit, but there has been a large volume of opinion in this House and in the country that South India has been neglected in the matter of construction of new lines. Speaking of Mysore, it is said that Hassan-Mangalore line has been surveyed and has been kept in pendency for about fifteen years. The same is the case with regard to Satyamangalam-Chamrajnagar line. The same is also the case with regard to Salem-Bangalore line. These three lines are of the greatest importance viewed from any point of view, whether it is viewed from the commercial point of view or from the convenience point of view or from any point of view. Specially the Salem-Bangalore line is of the greatest importance in view of the Neiveli Lignite Project which is now taking a big shape. I was told that this has been surveyed too. But we do not see any mention made of these lines in the Budget papers that have been given to us. This matter was being pressed by the public on the Governments concerned for a very long time, and still no thought has been given to it. I want the Railway Minister to kindly consider it and give a categorical assurance in this House that one of these lines, if not all the three lines, will be taken up during the Third Plan.

Sir, Dr. Kunzru of course was referring to a very important point, and

[Shri N. Sri Rama Reddy.] that is of conversion of metre gauge lines into broad gauge lines, I have collected information here, and I suppose it will be very interesting to know what it will mean ultimately to the economy of our country, to the efficiency of the railways, if metre gauge lines could be converted into broad gauge lines. It is said that for every Rs. 100 earned in metre gauge line we have to spend Rs. 102 "3, thereby incurring a loss of Rs. 2-3 for every Rs. 100 earned. This is so far as metre gauge lines are concerned. On the other hand, on broad gauge lines for every Rs. 100 earned Rs. 79 is spent, thereby making a profit of Rs. 21. Thus there is a vast potential for increasing not only the efficiency of our railways but also for earning more money. This extra Rs. 21 of profit that can be got through the conversion of metre gauge lines into broad gauge lines could be capitalised and over a number of years we are sure to profit by this very greatly. I do not know why this is not being attempted to be done. We have not been told anything about it. I agree with my learned friend, Dr. Kunzru, that this point should have agitated the minds of the Railway Ministry, and I do not know why this has not been attempted at all. It results in more load being carried and more speed also, and more than that it is better to have one railway gauge for the whole country. Why should we have so many gauge lines? Is not standardization of gauge going to do a lot of good to us? One line is of metre gauge, another line is of narrow gauge. It is better that we do away with all these different gauges and have one single gauge. Moreover, I am told that in the North Eastern Railway for every one hundred rupee, earned on the metre gauge line, you are spending one hundred and ten rupees, and this is a great drain. I think it is time that we make efforts to convert all these metre gauge lines into broad gauge lines. This point should be noted.

At this stage, I would like to ir-rite ihe attention of the Railway Minister

to the fact that all these lapses or some of them—however trivial they may look—point to one important fact that there seems to be a necessity for a Parliamentary Committee to suggest ways and means of implementing some of these things. I, therefore, make bold to advise the Railway Minister to set up a high power Committee to go into matters of this kind and take advice from it from time to time.

With regard to operational efficiency, of course, our learned colleague, Dr. Kunzru, was speaking of efficiency in terms of the speed of goods trains, etc. But now I want to know if it is not possible to increase efficiency by commercial operations. I do not know if any research body has been set up. to find out the possibility of increasing efficiency and saving wastage. If we can save wastage, that would go a long way. I am told that in certain foreign railways the research bodies-set up for these commercial operations: have been doing a lot of good work and having been giving a number of good suggestions to the operators in the matter of these commercial operations, and I would very strongly recommend that a research body of this kind should be set up. (*Time bell' rings*). I have not finished anything-, Sir.

MR. DEPUTY CHAIRMAN: There are twelve speakers and the time is limited. So, each will take ten minutes.

SHRI N. SRI RAMA REDDY: Kindly give me a few minutes.

SHRI N. M. LING AM (Madras): He has hardly begun.

SHRI N. SRI RAMA REDDY: With regard to the electrification of railway tracks, I have got to make a few suggestions. It has been said that 1,440 miles or so were planned to be electrified but hardly 500 miles have been accomplished so far. This means that there has been a lot of shortfall in this sphere. I do not know why it is so and the Railway



Minister has no explanation to offer. I find that no explanation has been given and if any explanation is given, we shall be very happy. I am also told that you have purchased one hundred to one hundred and twenty electric locomotives which are lying idle. These locomotives would release one hundred and fifty steam locomotives which would improve efficiency very much indeed. But I do not know why this has not been done.

With regard to doubling of tracks, 1,600 miles were proposed to be done, but hardly 800 miles have been done, and I do not know why.

Coming nearer home I want to say something about Bangalore. I think the railways have given the assurance that the City Railway Station in Bangalore is going to be improved. It is time they did it. Bangalore City is an important city. The City Railway Station was built probably centuries ago and nothing has been done to improve it. As I travel along from Bangalore to Delhi, I see that every other station has been attempted to be improved, but Bangalore City Station has not been dealt with. The Railway Minister has no plans to improve Bangalore City and Cantonment Stations. He may kindly take note of this and also another thing. In Bangalore City, there are seven level crossings and we have been agitating that overbridges must be constructed. The railway line runs right across the middle of the City.

SHRI S. V. RAMASWAMY: There are underbridges also there.

SHRI N. SRI RAMA REDDY: There are only one or two of them as against seven level crossings. Therefore, I invite the attention of the Railway Minister to take up the work.

Sir, you are talking of labour welfare. In Bangalore City, in firemen's quarters there are 44 houses, but there is no lighting, there are no lat-

rines, there are no street lights and there is no water. Are these the amenities that you provide? In the A.T.F. Colony, there are 50 houses but no amenities are there. When I visited these colonies, they told me, especially the womenfolk told me with tears in their eyes, that they were undergoing great hardships. They are living in the middle of the city and still this is the case. The same is the case, in regard to the B.G. Colony where there are 127 houses. There is also no lighting, there are no street lights, there is no water. There is a school where there are 150 boys and girls but there is only one teacher. How is he going to teach all of them? All these things are happening. Are these the amenities that you are providing at Bangalore? -

Thank you very much for giving me this opportunity.

MR. DEPUTY CHAIRMAN: Dr. Subba.Rao Please take ten minutes.

DR. A. SUBBA RAO (Kerala) : Ten minutes for our group?

MR. DEPUTY CHAIRMAN: There are twelve speakers. I have to call "the Minister at 5 P.M. We have to finish this Bill and also the Orissa Appropriation Bill. And we may have to sit till six o'clock. The House will have to be prepared for that.

SHRI K. L. NARASIMHAM (Andhra Pradesh) : We have to be given time proportionately.

DR. A. SUBBA RAO: We were given to understand that we would be given at least twenty-five minutes.

MR. DEPUTY CHAIRMAN : Please finish the speech as soon as possible.

DR. A. SUBBA RAO : Thank you for the time given to me.

MR. DEPUTY CHAIRMAN : You I may take two or three minutes more.

DR. A. SUBBA RAO: Sir, when we took up this Budget and this Appropriation Bill, we from the South—from the States of Madras, Kerala, Mysore and Andhra Pradesh—expected a better deal from the Railway Ministry than in the Second Five Year Plan. So the first item that I looked into was the construction of new lines and to my surprise and dismay, I found that the same process or history was being repeated in the first year of the Third Five Year Plan. We were told that for the proper development of industries, the main basic thing is the development of proper communications, it should be taken up by the Government. You know that the part that I am coming from is industrially backward and so economically poor. So we expected that at least in the Third Five Year Plan, the Ministry would give us a fair deal. In spite of repeated requests from the Government of Kerala and also from the Government of Mysore, I am pained to see that not one single new construction of line has been included in the first year of the Third Plan. Nor even is there an attempt to include it in the next year also because I find that even in the Grants for Surveys not a single pie has been allotted for that. Now, the Government of Kerala have been repeatedly . . .

SHRI S. V. RAMASWAMY : What about the Cochin-Ernakulam line?

DH. A. SUBBA RAO : Cochin-Ernakulam line? Was it included in the Second Plan? It was started in the First Plan period and completed in the Second Plan. Now, the Government of Kerala had requested the construction of Tellicherry-Mercara-Mysore line and the extension of the line from Trivandrum to Cape Comorin and also the connection of Ernakulam with Quilon via Alleppey which is a very important industrial centre. I know, Sir, the difficulty of including all the lines. After all we have to find the resources but then, Sir, if some provision to start at least one of the lines requested by a parti-

cular State Government—a State which is industrially backward—which strives to better itself, had been made, I could have understood it. I could have understood it if they had included at least one line. But I do not find anything. All the more surprising it is for me to find that the Hassan-Mangalore railway line has not been included, nor has any sum been set apart for even a survey—engineering survey or something of that sort—I do not know the technical term for it. You know, Sir, that whenever we had raised this question of the Hassan-Mangalore railway line in this House and in the other House we were told that it would be taken up. It is a long-standing demand, and this has been repeatedly coming before Parliament, before this House even before I came to this House. And we were told just before the last General Elections that this would be included in the Second Five Year Plan. As a matter of fact it was part of the election manifesto of Mr. Malliah. It was included in his election propaganda and we were told, rather assured, that if he got elected, we would get the Hassan-Mangalore railway line. And he got elected. We were hoping that having elected a Congressman we would get the line. But unfortunately •■

MR. DEPUTY CHAIRMAN : You did not vote for him, I think.

DR. A. SUBBA RAO : Not in the Second Five Year Plan, nor even in the Third Five Year Plan—in the first year of the Third Five Year Plan—do we find this line. Last time, when I raised the question, we were told that this would be taken up after the Mangalore port was converted into an all-weather port. I want to bring to the notice of the Deputy Minister that last week, in the Mysore Assembly, the Chief Minister of Mysore, Mr. Jatti, had categorically stated that the conversion of this Mangalore port into an all-weather port had been included in the Third Five Year Plan. So now can I be at least assured that

this line would be taken up immediately? Will the Ministry come forward, as they have come with Supplementary Demands for Grants for the construction of new railway lines, and say that at least by the end of this year this Mangalore-Hassan railway line will be taken up? This is absolutely important not only for the development of that backward area but also for the country to earn foreign exchange, because iron ore is found there, very near Mangalore, and for the export of iron ore which we are committed to, this line is absolutely essential? It is really regrettable that this has not been included in the first year's Budget of the Third Plan period, and the *bona fides* of the Ministry that they are not neglecting the South and they are not neglecting the backward regions will be proved only if they come out with a proposal to include this line.

Now, Sir, I come to self-sufficiency in carriages, in rolling stock and other things. With regard to carriages we are told by the Ministry : "Oh, yes, we are self-sufficient. We even expect to export certain carriages." But what is it that we find in our practical experience? I do not want to go into those figures. There is the common experience of those who travel in the trains there, especially in the west coast region. You know, Sir, that in our area we have practically for four months the rainy season. I request the Deputy Railway Minister, who is present here, to travel in the third class in the rainy season in that area and see the condition of the carriages. We are supposed to be self-sufficient in carriages. To meet the requirement of extra carriages we suggested the starting of some coach factories at Trivandrum and other places. To this we were told: "We are very soon going to be self-sufficient in carriages. We expect even to export them. That is why we do not want that workshops should be started at Trivandrum. We are having the Perambur Coach Factory where we are having only two shifts now. There is the possi-

bility of having a third shift there. We are having the Hindustan Aircraft Limited, where we are increasing our capacity to construct these coaches and other things." Now, if the possibility of constructing the extra carriages is there and if we are not self-sufficient in them, then it is all the more necessary that we should have a third shift in the Perambur Coach Factory and attain self-sufficiency in them as early as possible. I am just bringing to the notice of the Deputy Minister the magnitude of the overcrowding and the over-aged carriages that are put on the west coast line. You know, Sir, that for nearly three months in the year we have torrential rains, and it is a pity to see the people travelling in the third class with their umbrellas open inside the carriage.

Again we have been demanding that there must be more trains from Kasargod to Mangalore. The timing of the trains is very peculiar. There are a number of people who are going to attend their offices at Mangalore, people going to Mangalore for trade and other purposes, and you must see the sight of the morning train which leaves Cannanore at 4 hrs. and reaches Mangalore at 9'30 hrs. When we ask that at least one more carriage be attached to the train, they say that they are short of carriages, or say that the locomotive cannot pull a longer train, even if one more carriage is attached. A previous Member of this House, Mr. B. Shiva Rao, gave a statement in a language paper there that the diesel cars which the Ministry was purchasing would be at our disposal, I mean, would run between Kasargod and Mangalore as rail coaches. So we were hoping that the traffic congestion on our line would be at least temporarily relieved. But we find that even today it is in the same state of affairs.

In the matter of wagons the previous speaker, Shrimati Yashoda Reddy, spoke of the difficult situation prevailing there due to shortage of wagons. I want to bring to the notice of the Minister how it is very difficult for even the necessities of life, like

[Dr. A. Subba Rao.] foodstuffs and other rations, to be carried from Tellicherry to Mangalore. There were so many ration shop owners who had booked their rice from Tellicherry from the Central godown. They had to keep their rice there for at least 15 days last year and due to the monsoon they had to lose heavily because of the damage. So, the wagon situation has to be improved.

Coming to renewal of tracks, I do not know the exact situation now, but at least I was told that they were going to speed up the trains with special reference to the west coast trains. Now, up to Shornur heavy engines are attached" and later on lighter engines are attached to trains. But I am told that even with these lighter engines it is very dangerous to exceed a certain speed limit. For example, the rails which were laid on the Hosdurg-Mangalore section have not been replaced yet. Those are the rails which were laid at the time of the extension of this track from Can-nanore so many years back. Last year also there was a very serious accident between Manjeshwar and Mangalore and I was told that one of the causes of this accident might be that these rails were over-aged. So, the need for the renewal of these rails and the tracks wherever it is necessary, is absolutely necessary.

Now, with regard to the reconstruction of even old bridges, there is one bridge which is being reconstructed no doubt, but the allocation in this year's Budget is so very inadequate that its completion may take two or three years. Now, the Pysa-vati bridge on the Calicut-Mangalore section is proposed to be rebuilt. It says : —

"The bridge is also proposed to be rebuilt with 24 spans of 47'-6", with the introduction of intermediate piers, as regirdering with smaller spans is found easier. The work is estimated to cost Rs. 14\*87 lakhs, of which a sum of

Rs. 6.89 lakhs is expected to be spent up to the end of 1960-61 and a sum of Rs. 3 lakhs is being provided in 1961-62."

I do not know why only this meagre amount of Rs. 3 lakh, has been allocated for this year. As a matter of fact, the way they are working, I am sure it would have been possible to complete the construction by the end of this year itself.

SHRI S. V. RAMASWAMY : It is a very big bridge.

DR. A. SUBBA RAO: I know it is a very big bridge but they are proceeding very fast with the work. I am sure with proper allocation they could have finished that bridge much earlier. Now, this is the way the Railway Ministry is dealing especially with the Southern region, more particularly with regard to the west-coast line.

Then, Sir, I should like to bring to the notice of the Railway Minister certain facts with regard to their staff. I was told that the Assistant Surgeons employed in their Medical Department are even now recruited as only non-gazetted officers, while in many other States the degree-holders are recruited as gazetted officers. Sir, the difficulty of these doctors is that at least in State service they are allowed private practice. Of course, private practice is also allowed here but they have certain limitations. Therefore, their status must be improved, that is, they must be upgraded to gazetted ranks and a non-practising allowance must be paid to them and they should not be allowed to practise. I hope the Minister will take this into consideration. This has been their longstanding grievance. There is no justification for not upgrading them into gazetted ranks.

Again, Sir, when you look into the staff position, many of the lower-grade staff of class III and class IV are, even after so many years of service, classified as temporary. This practice of keeping them always as temporary

is not conducive to the smooth running of the Railways. So, I hope that they will be made permanent at an early date.

With regard to accidents, Sir, we had a Question and Answer the other day in this House in respect of the said demise of Mr. Rama Rao. According to a local newspaper report, Mr. Rama Rao was breathing when the Janata train picked him up and he was also breathing when he arrived at the particular station—I forget the name.

SHRI S. V. RAMASWAMY : Behea.

DR. A. SUBBA RAO: There was delay in the doctor attending on the patient. Here is a newspaper report regarding that accident. All the relatives of Mr. Rama Rao are really very anxious and very sorry at the way the question has been replied to here. The reply gives a vague impression as if Mr. Rama Rao committed suicide.

MR. DEPUTY CHAIRMAN: Or, it may be an accident.

DR. A. SUBBA RAO: Whatever it is. There are certain reports in the newspapers which say that everything was not all right.

As regards the blanking off of alarm-chains, we can never understand the logic of that proposition. Sir, we know that only recently we have increased the fine from Rs. 50 to Rs. 250. We have strengthened our Railway Protection Force as well and if :s necessary that we try to actually apprehend the cu'prits who illegally pull the chain.

SHRI S. V. RAMASWAMY: The civic sense has not increased with our public.

SHRI K. L. NARASIMHAM: YOU are responsible for the tragic death of Mr. Rama Rao and you are trying to justify it by your statements.

DR. A. SUBBA RAO: Even if we do not have the civic sense among the masses we cannot allow such accidents to happen.

Now, there is another report of robbery in a train. At that time also the chain was blanked off and the passenger was unable to stop the train. Perhaps in the 'Letters to the Editor' column in today's papers you might have read it. So, it was not possible for the passenger to bring the difficulty to the notice of the authorities in time. Therefore, this blanking off business has to be dispensed with at the earliest possible time.

I have nothing more to add. In the end, I strongly urge that this Hassan^Mangalore section should be taken up at the earliest.

SHRI JASPAT ROY KAPOOR (Uttar Pradesh): Mr. Deputy Chairman, there is no doubt that our Railways have done well and we hope they will do better hereafter. "

SHRI P. N. RAJABHOJ (Maharashtra) : How many minutes, Sir?

MR. DEPUTY CHAIRMAN: Ten minutes each.

SHRI JASPAT ROY KAPOOR: In fact it is the past performance of theirs that encourages us to entertain this hope. But then to say so is not to say that there are no defects and there are no public grievances, and if they are voiced, let not the Railway Minister or the Railway Ministry feel discouraged at all.

Now, Sir, the first thing that I would like to deal with is the question which is engaging and agitating the public mind considerably, namely, the proposal to have a direct train between East and West Pakistan, a sort of link-train between these two wings of Pakistan. Being one of those who were very closely associated with that part of the country

[Shri Jaspat Roy Kapoor.] which now forms part of West Pakistan, it will give me always the greatest pleasure to see that our relations with Pakistan, and more especially with the western part of it, are as good as possible. I would any day love to go to West Pakistan and see my old birth-place. But then, we must not ignore the fact that the present political situation and our present relations with Pakistan are such that the people at large are feeling very unhappy over this proposal to have a direct link between East and West Pakistan. I would earnestly request the Government and more particularly the Railway Ministry to seriously take this public view into consideration. It is no use defying public opinion and if you do defy it, then certainly you will be doing a thing which is most undemocratic. I need not say anything further on this subject on the merit of it. Suffice it for me to say that this is a question which has agitated the public mind considerably. Let the Government take serious note of it and let it not defy public opinion and not have this through train between East and West Pakistan at least for some time, until our relations with Pakistan improve which, I hope, will improve as soon as possible.

The next point that I would like to deal with is about the new lines or even the restoration of old lines which were dismantled even though for some time they may not be economically very profitable. I would like that the Agra-Bah line be restored Sir, Bah is an area which has been very much in the limelight for the last five or six months because of the intensive Sarvodaya campaign being carried on in that area by the revered Vinobaji. That is the area which is dacoit-infested. It is on the border of three States, namely Rajasthan, Madhya Pradesh and Uttar Pradesh. This dacoit menace, has been a very great law and order problem for all these three States. Unless this area is economically developed, unless you connect this area with other areas by

railway line, it is almost impossible to improve the law and order situation there. Lakhs, and even crores of rupees have been spent during the last so many years in this area to maintain law and order. In this area they have a large number of policemen and they are ever vigilant. But the topographical situation of that part of the country being what it is, it is not possible for the police even with their best efforts to control the situation. The main way to improve the situation is to have railway lines spread over all this area. You should have a line between Agra and Bah. There was one, but it was dismantled during the last war because, I am told it was not a paying proposition. May be so. But one of the reasons why it was not a paying proposition was that there were no proper arrangements for the sale of tickets. Tickets used to be sold inside the train itself and there was an awful amount of corruption. That is the hard fact and the Railway Minister may take it from me.

Now that I see Dr. Kunzru here, I should like to associate myself with what he said about the deteriorating condition in the railway catering. I am one of those who were for the introduction of railway catering and I was persuaded to take that view because of the good accounts that I had heard from my friends from the South, for they had said it was a good success there. But actual experience has now shown me that that view was wrong so far as North is concerned and I think the sooner the Railways give up this railway catering, more particularly the vending part of it, the better will it be for both the Railways and for the passengers. So far as catering in the refreshment rooms is concerned, my experience has not been very bad. But so far as the vending by hawkers on the platform is concerned, I can speak from my personal experience that prices have gone up very considerably and the quality of the food also has deteriorated to some extent at some places.

Dr. Kunzru referred to his experience at Tundla railway station. I too come from the same area. I know it for a fact that while *puri* was formerly selling at Rs. 1.50 per seer, now it is being sold for Rs. 2. *Jalebi*, which is the only sweet that the poor consume, used to be sold formerly at Rs. 1 • 50 per seer, but now that is also being sold at Rs. 2 per seer. Similarly *petha*—the favourite sweet of the Agra people—used to sell at Rs. 1.50 per seer when there was private vending, but now it is also being sold at Rs. 2 per seer. Even milk which is the food of little children, the poor little children, has gone up in price very considerably, for from 12 annas per seer it is now being sold at about a rupee per seer. I would, therefore, earnestly submit, now that we are wiser after the experience of three or four years, that the Railway Ministry would do well to go back and restore the vending of foodstuffs through private contractors. I will not blame the Railway Ministry, because they only responded to our demands made here and in the Lok Sabha and they introduced this railway catering.

SHRI S. V. RAMASWAMY: And now go back?

SHRI JASPAT ROY KAPOOR: Having done that in the past, let them now respond to the demand which is now being made and let them return to the vending of foodstuffs through private agencies. In the very nature of things, I should think it is not possible to have foodstuffs cooked on large scale. The State can run only large-scale business efficiently and profitably. It cannot be a large-scale business and, therefore, this must be allowed to private vending by contractors.

I have next to refer to another point. Now that the hot weather is coming, may I request the Minister to see to it that the cooling plants which they have set up at large stations are properly run? My past experience has been such that I have had to frequently complain about it to the

General Managers of the different Railways, whenever there was occasion to do so. This is not properly done. Several machines are frequently out of order. Even where they work, they are switched on only some ten or fifteen minutes before the arrival of the train. But the water in the large tank does not get cool in ten or fifteen minutes. It is, therefore, necessary to issue instructions that the machines should be switched on at least half an hour before the arrival of the train so that the water may become cool and they may be switched off as soon as the train has left the station. What I find is, though they are switched on only ten or fifteen minutes before the arrival of the train, they continue to work long after the train has left. That is not necessary at all. It is only after the train has left that the water becomes cooler and cooler but no purpose is served by that.

There are khatts *tattis* provided in several railway stations, but they seem to be more for show than for serving any purpose. I say, they are only for show, because there is no adequate arrangement to keep them wet. So unless you make proper arrangements for getting water there to be sprinkled on them, these *khus tattis* would serve no useful purpose. This is one of the things to which I would invite the attention of the hon. Minister, now that the hot season is just on.

Next I would like to speak for a minute or two on the subject of ticketless travel, so far as the student community is concerned. This question of ticketless travel by students is not a question which affects only the railway economy, but it affects even the morals of the students. I very much like that the co-operation of the heads of educational institutions may be sought in this connection and they may be requested to see to it that the students reading in their institutions have the railway passes for the journey they perform between their home-town and the places where the institutions are situated.

[Shri Jaspat Roy Kapoor.]

I have only one or two things more to say and I have done. I would like the Railways to make arrangements on some substantial scale for the running of Bharat Darshan Specials. I know, Sir, that the Railways do provide some concessions for the running of Bharat Darshan Specials but that little concession is not enough, and in order that the people may know how the various good things are being done in the country at large, in order to make the people Plan-minded, in order to draw the sympathy and active support of the people for your various projects, both Railways and otherwise, it is necessary that people in large numbers from all over the country should come and see things for themselves. People who go and see these things come back virtually as your ambassadors in the rural areas. I would submit that you should have a plan, during the next Five Year Plan period, for the running of one special Bharat Darshan train from each district in the country. I understand that there are about 250 districts in the country and this means that you should arrange for 50 such trains every year during the (next five years-

Lastly, Sir, is a matter of local importance or rather of State importance. In view of the traffic position, it is necessary that there should be a through train from Agra to, Lucknow. In that I am sure I will have the support of my hon. friend, Dr. Kunzru. At the moment there is a first and second class and third through bogie from Agra to Lucknow but the traffic between these two stations and from the intermediate stations is so heavy that it is necessary that this amenity should be provided and you should run a direct train from Agra to Lucknow and back daily.

SHRI JASWANT SINGH (Rajas. than): Mr. Deputy Chaiman, the Railways are a premier public undertaking and as such it is expected that they should be run as a model commercial department. For a number

of years, successive Public Accounts Committees have drawn attention to over-budgeting, lack of control over expenditure, delay in quick disposal of disciplinary cases, delays in recovery of dues, drawing up contracts and their execution resulting in unavoidable expenditure. To take up the first, over-budgeting, I would submit that in 16 out of 20 grants, there was over-budgeting. There were supplementary grants and appropriation obtained in a number of cases which proved to be excessive. Savings also occurred in a number of cases due to delay in finalisation of plans. Successive Public Accounts Committees have made serious complaints in regard to the delay in disposal of disciplinary cases. Time and again, the Railway Board has been approaching the Public Accounts Committee with a request to close past cases and the Committee had no option but to accede to this request. If this Department is to be run as a model commercial department and set an example to both public and private undertakings, such things should not be allowed to occur. A number of cases had to be closed because the officers concerned had retired and no action could be taken against them. I would here like to submit a typical case. There was an officer against whom the Special Police Establishment had made a serious allegation in 1951- This officer was finally removed from service in 1959, that is, after eight years. He was, in the meantime, promoted and retained 'n a higher post. Such delays have enabled delinquent officers in a number of cases to escape due punishment because of retirement from service in the meantime. This indeed is a very unsatisfactory state of affairs, and if we have to serve as a model and in a businesslike manner, then we have to see that the exchequer is not put to such losses by decisions being delayed for eight years and in the meantime allowing the officer concerned to be promoted from one post to another.

I would quote another example. There is delay in the awarding of



contracts resulting in loss to the exchequer. I would invite your attention to a particular case. An order was to be placed for the manufacture of a composite coach and quotations were invited for this purpose. Those quotations were supposed to remain open up to a certain date, I think the period is about 2½ months from the date of calling the tenders. After a month, the North Eastern Railway made a reference to the Railway Board seeking approval for placing the order. Even though the quotations were to remain open only for a month and half more, the Railway Board took five months to dispose of the case and the result of it was that the contract for the manufacture of this bogie was awarded at a higher rate because the date had expired. In this case, the loss incurred was about Rs. 2,45,100. It is a serious matter. It may be said that the Railway Board was not perhaps aware of the closing date of the tenders but then it was the duty of the Railway Administration to have seen to it that in matters like this, the Board was fully posted with the information.

4 P.M.

Similarly, Sir, the Audit Report has cited serious irregularities of a widespread nature relating to technical inspection of works resulting in overpayments. The Railway Corruption Enquiry Committee also pointed out the prevalence of such corrupt practices in the Railways and it recommended the setting up a vigilance cell consisting of three officers. It also further suggested that one of the officers of the vigilance cell should be an engineer from outside the Railway Service. Now the vigilance cell has been created but a non-Railway engineer has not been included in it as was recommended by them. And what has been the result? The Report of the Public Accounts Committee which was placed before the House only a week ago has also quoted three examples of such payments amounting to something like Rs. 18'97 lakhs, or roughly Rs. 19 lakhs, as a

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result of upward revision of classifications of soils by the District Engineers. Sir, the Railway Corruption Enquiry Committee very strongly recommended that there should be a vigilance cell consisting of three engineers one of whom should be from outside the Railway Service. The Railway Board has not accepted this suggestion with the result that such things have been happening successively. There is a lack of technical check of these various works and human nature being what it is, all the three officers of the vigilance cell being of the Railway Department, some leniency is being shown which results in a great loss to the exchequer. I do hope that the Railway Minister will be pleased to reconsider the recommendation of the Railway Corruption Enquiry Committee and even at this late stage he will see that in this vigilance cell a non-Railway engineer is included.

As stated by my hon. friend, Dr Kunzru, I also think—and I also referred to it in my speech—that the Railway accounts and finances are not as satisfactory as they should be from the facts and figures supplied to us by the Railway Ministry. This was not accepted by the Railway Minister and he quoted some figures but they have not satisfied us. I do not want to go into those details now because another friend from our group has also to speak. I particularly want to draw attention to this fact that the Railway Department should, as a model commercial department, work in a businesslike manner. These irregularities have been successively occurring and I hope those things will not be allowed to recur in future. It is a very big Department and certain things do happen which are beyond control but there are other obvious things to which I have already referred. In regard to the three or four matters like quick action in disciplinary matters, over-budgeting, asking for supplementary grants which eventually are not used, etc., I hope the hon. Minister will pay greater attention and see that such things are not repeated in future.

SHRI P. C. SETHI (Madhya Pradesh): Mr. Deputy Chairman, Sir, while generally supporting the Railway Appropriation Bill, I have certain comments to offer and certain suggestions to make and I hope the hon. Minister will take note, of them if he thinks that any good can come out of them.

May I be permitted to say that last year I had privilege of visiting the U.S.A. and there I had several occasions to travel in the railways and I noticed that the railways there were almost deserted? The reason is obvious; on account of the highways, on account of the highly developed automobile industry, on account of the fabulous number of automobiles and on account of air travel the railways are deserted except for the subways which are crowded. The result is that most of the Railways are running at a loss. They are privately owned and they have to be subsidised by the Government. It is a source of continuous drain on the general revenues of the Government. As far as the picture of our country is concerned, it is a matter of luck for us that on account of very many factors, on account of the underdeveloped condition and on account of the depleted condition of our road transport, our Railways are earning a good profit and we can envisage that in the coming ten or twenty years or even thirty years the picture of the Railways in our country is not going to change because according to our Plan within the next 20 or 25 years our national income is to be doubled and taking all these factors into account we can safely say that as far as the Railways are concerned we will continue to earn a fabulous amount in this country. But at the same time we can see that wherever roads have developed, wherever transport facilities have developed, the Railways are faced with competition. The road transport is putting up a magnificent competition with the Railways and in due course of time when our roads will improve further, this competition will also

I grow. Already we are seeing that the road transport is taking way most of the goods traffic, especially cotton piece-goods, mill stores etc., because they offer the facility of transporting the goods from godown to godown, a facility which is not possible under the railway system and therefore people take recourse to this means of transportation. So this road transport will be a source of competition to our Railways and therefore the Railway Ministry in consultation with the Transport Ministry should think out ways and means of meeting this competition so that the profits may not go away into private hands and so that this may not become a source of danger to the Railways.

Secondly in this very connection I would like to say that we should also practise some economy on our Railways. I have mentioned this during my speech on the Budget. I would like to point out that especially in the construction of buildings there should be economy. We have seen a big building coming up at the Churchgate station. That building is such a huge construction that I would even go to say that it has spoiled the very beauty of that corner. I cannot understand what art or artistic design is there. Therefore such type of buildings wherever they are not very necessary should be avoided and we should practise a little economy in this matter of building construction.

Thirdly, I would like to emphasize that we should try to double our track and also at the same time try to electrify the track and see that the non-profitable tracks do not run. Coming to my local problems, I would say that we have tracks in Madhya Pradesh, and especially in the area from which I come, which are absolutely running at a loss. In the old Gwalior State there was a railway known as the Gwalior Light Railway, which was later handed over to the Western Railway. As a part of the Western Railway now it is a small gauge which runs from Ujjain to

Agar. There is another gauge, about 65 miles, which runs from Gwalior to Shivpuri. Both these lines are running at a great loss. At one time, during the First Plan period, when hon. Shri Lal Bahadur Shastri was in charge of the Railway Ministry, he had said that there was a programme to change these tracks into either M.G. or B.G. But I am very sorry to state that nothing has been done in this respect so far. So, I would request the hon. Minister to look into it and see that these lines are altered.

Secondly, I would like to say that recently a new line has been opened from Ujjain to Indore. It takes about 4½ hours to reach Indore by train, while we can reach Indore in 1½ hours by bus. Even by the M. G. train it takes only two hours. Therefore, passenger traffic on this line is not paying. The line must be running at a loss, except for coal traffic which has become easy from Ujjain to Indore on account of the line being broad gauge. I would request that if this line is further extended from Indore to Dohad, it can especially cover the Adivasi area. It would very much benefit all and perhaps it could be made a profitable line. Therefore, I would request the hon. Railway Minister to consider the prospects of extending this line from Indore to Dohad, so that the present line, which is running at a loss, may cover the loss and may also be profitable to the area which absolutely backward and which is an Adivasi area.

In this connection, I am also making certain suggestions which are not very expensive and which are not concerned with the opening of new lines, etc. There is a shuttle service between Nagda and Jjjain- It comes at Ujjain in the night and remains there right up to 12 noon the next day. If the shuttle service again leaves Ujjain at about 4 a.m. and goes to Nagda, it can very well connect the Janata Express. After the departure of the Janata Express,

it can come back to Ujjain at 7-30. Perhaps only an engine will have to be provided. It would mean a lot of facility and development of that area, where now the passengers have to remain either at Nagda or at Ujjain on account of there being no connection. This is a suggestion which I think the hon- Railway Minister will surely consider and try to run a shuttle train in the morning hours from Ujjain to Nagda.

Then, I would request the hon. Railway Minister to run a composite bogie in the Bilaspur train, which goes from Bhopal to Indore, for Ujjain only. As has also been stated by my colleague in the Lok Sabha, there is the Vikram University in Ujjain. There are many meetings held and many people have to attend these meetings. Many times they do not find any place in the train. Therefore, if a composite bogie is attached to this train—it can be attached at Ujjain and *vice versa*— from Ujjain to Bhopal, then it would be very convenient to the people and it would serve the parties of that area. The composite bogie can contain all the three classes. I think this is a suggestion which the non-Railway Minister should consider and I hope he will surely do the needful in the matter.

Then, Sir, I would also say that the speed of the train between Bhopal and Ujjain is absolutely hopeless. It takes about five hours to reach from Bhopal to Ujjain. Therefore, the trains on this line must be speeded up, so that we may take less time in travelling from Bhopal to Ujjain or Indore and so on.

Lastly, regarding passenger amenities, I would request the hon. Railway Minister to consider the removal of three-tier sleeper coaches, especially on the metre gauge. I have seen that the three-tier sleeper coaches on the metre gauge are just like putting people into a sort of case. It is difficult to move the luggage and even difficult to move our head.

[Shri P. C. Sethi.] Therefore, the three-tier sleeper coaches must be done away with and on the metre gauge especially they should be done away with immediately. The prospects of removing them from the broad gauge should also be considered. I think this would give more facilities to passengers.

I thank you for giving me an opportunity to speak.

SHRI D. A. MIRZA (Madras): Mr-Deputy Chairman, I am very happy to speak on the Appropriation Bill. There was a time when I used to feel quite unhappy, because things were not as we expected. Things were not perfect. But we have to admit now that there is all-round progress, all-round improvement in the administration and in the running of trains efficiently.

Now, there is a feeling that the South is neglected. The Deputy Minister may be there, but I am talking about the general policy of the Railway Ministry. The electrification of the Tambaram-Chinglepet section is not yet completed. A survey was made, but the work is still incomplete, I want that this work should be taken up immediately. It will be a great disappointment to people from the South if this work is not completed during this Plan period at least. The doubling of the track is an urgent necessity. I mean from Tambaram to Chingleput. I want that the work should be taken up immediately, so that the trains may move faster.

Then, Sir, I suggest the electrification of Madras-Jalarpat section. It is going to cost about Rs. 7.7 crores or so, but it is worth investing, because the amount that you invest can be recovered in the course of a few years. Not only in the interests of your administration, not only in the interests of Railways should you do the electrification, but also because the congested position at Arkonam will be much relieved.

Then, Sir, I want doubling of the track between Vijayawada and Waltair. This bottleneck was envisaged in 1938 by the company-owned railways. At least I am sure this will be realised by the Railway Ministry and that doubling of the track between Vijayawada and Waltair will be taken up immediately.

Then, we want the Salem-Bangalore link to be taken up. It will promote inter-State traffic. Then, Cape Comorin is a tourist centre. We want Tinnevely to be connected with Cape Comorin.

Now, there is a move to connect East Pakistan with West Pakistan across India. Strictly it means a corridor to be given to Pakistan. This was a suggestion that was made by Mr. Mohammed Ali Jinnah. Mr. Jinnah claimed a corridor between these two parts of Pakistan, East and West. Till conditions settle down after a clean search of hearts, till hatred, bigotry and jealousy disappear, I do not think it is advisable for us to concede their request and it will not be in the interests of both the States, if a railway link is given across India between East Pakistan and West Pakistan. Time is a great healer and I am confident that a day will come when things will settle down and when we ourselves will gladly concede their request.

Now, I come to blanking off\* of the alarm chain. I think it is inevitable under the present conditions. As you know, the anti-social elements, the ticketless travellers, are responsible for it. Over a distance of fifty miles, at least a dozen times the chain is pulled, and the arrival of the train at the destination is delayed by hours. I think the Railway Ministry have done a very wise thing by blanking off the chain and till the anti-social elements realise their folly, I do not think the chain pulling arrangement should be introduced.

DH. A. SUBBA RAO: How will the anti-social elements realise their folly?

SHRI D. A. MIRZA: It is for the educated masses, for the educated people to make them realise. Otherwise, we have to suffer for the folly of these anti-social elements. We, innocent people, have to suffer. A nation suffers for the folly of one man. So we have to suffer.

Sir, mention is made of ticketless travelling in the railways. I think ticketless travelling can never go unless the State administration cooperate with the railway staff. Without that I think it is practically impossible to put an end to this ticketless travelling. I know instances where the railway staff were assaulted and fatally injured, and yet the police on the platform used to be silent spectators of the tragedy. It is the duty of the Railway Ministry to bring pressure on the State Police and on the State Governments and make them co-operate with the railway staff. Till that is done, I do not think they will be justified in asking the railway staff to risk their lives.

There is another suggestion which I want to give. In the Southern Railway electric, trains are running between Madras and Tambaram. I want indicators to be installed there just as you have indicators elsewhere showing the departure of the trains, the platforms from which the trains start, and so on. Indicators must be installed in the Madras-Tambaram section. In Bombay in every suburban station, both in the Central Railway and in the Western Railway, you find indicators. So also I wish that the Railway Ministry immediately passes orders for the installation of these indicators in the Madras-Tambaram section.

I am thankful to you, Sir, for having given me this opportunity to speak, and I congratulate the Railway Ministry for doing such marvellous work.

There is one last thing I want to say. The Ministry is wasting a lot of money on erecting huge platforms about half a mile long and on constructing huge buildings for stations. I do not want such lengthy platforms to be constructed. The money spent on this and the money that is spent on the construction of huge buildings as railway stations, can be well utilised in giving other amenities and facilities. As it is, the construction of lengthy platforms and huge railway stations is of no use to the masses. What they want is comfort in travelling. We want more bogies and we want more trains to run. As a matter of fact between Madras and Calcutta you do not have trains at all. There is only one Calcutta Mail running, and the whole train is congested. What I suggest is that extra trains should be run between Madras and Howrah.

**श्रीमती कृष्णा कुमारी (मध्य प्रदेश) :**

उपसभापति महोदय, रेलवे विनियोग विधेयक जो कि आज सदन में रखा गया है उस पर मैं अपने भी थोड़े से सुझाव देना चाहती हूँ। मध्य प्रदेश में एक जगह सिंगरीली है जहाँ कि कोयले की बहुत बड़ी खदान है और सिंगरीली से मिर्जापुर तक लाइन बनाई जा रही है। इस बारे में मेरा यह कहना है कि राज्य पुनर्गठन आयोग की रिपोर्ट में यह बात लिखी गई है कि मध्य प्रदेश एक बहुत लम्बा चौड़ा प्रदेश बन गया है और न वहाँ सड़कें हैं और न रेलवे लाइनें हैं इसलिये इस बारे में उसे प्राथमिकता दी जाय। इसी आधार पर प्रथम पंचवर्षीय योजना में सतना से रीवां और रीवां से गोविन्दगढ़ का सर्वे किया गया था। दूसरी पंचवर्षीय योजना में उसके लिये कोई भी प्रावधान नहीं रखा गया और ने उस पर कोई काम किया गया। अब सर्वेक्षण करने से पता चलता है कि सिंगरीली में कोयले की बहुत बड़ी खदान है तो मैं सोचती हूँ कि उस कोयले को निकालने के लिये सब से उत्तम रास्ता यही है कि सतना-रीवां-गोविन्दगढ़-सीधी-सिंगरीली तक

[श्रीमती कृष्णा कुमारी]

सड़क बनाई जाय । यही सुविधाजनक पड़ेगा क्योंकि उनका कहनायह है कि मिर्जा-पुर से आगे ले जाने में कठिनाई है, बैंगनों के जाने में देर होती है और रास्ता नहीं मिलता है । इधर कोई भी पैसेंजर गाड़ी नहीं चलती है, कुछ भी रुकावट नहीं है और यहां के लोग इतने पिछड़े हुये हैं कि उन्हें यह भी मालूम नहीं है कि रेल कौन सी चीज कहलाती है, उसे देखना तक उन्हें कभी मुयस्सर नहीं हुआ है उस पर चढ़ना तो दूर की बात है । तो ऐसी जगह पर रेलवे लाइन का बनाना बहुत उपयोगी होगा । साथ ही यह भी है कि वहां पर जंगली लकड़ी इतनी है कि वह इमारत के लिये, जलाने के लिये और फर्नीचर के लिये बाहर आ सकती है और उससे वहां के गरीबों का उत्थान हो सकता है और प्रदेश में खनिज पदार्थ निकलने पर रेलवे को भी काफी मुनाफा मिल सकता है । मैं आशा करती हूं कि इस तृतीय पंचवर्षीय योजना में इस और हमारे रेलवे मिनिस्टर साहब आवश्यकमेव ध्यान देंगे ।

दूसरी बात जो कि ग्राम है, सब के समक्ष है, वह मुझे कहनी है । रेलवे में एक बहुत बुरी बीमारी आ गई है कि जंजीर खींचने पर भी वह कभी खड़ी नहीं होती है जब कि अपने मन से जंगलों के बीच या कहीं अन्यत्र घंटे, दो घंटे गाड़ी खड़ी रहती है । इस सम्बन्ध में मेरा स्वयं का जो अनुभव है वह बताती हूं । २२ सितम्बर, सन् १९६० ई० को मैं अपर इंडिया से यहां से इलाहाबाद को सफर कर रही थी । मुझे हर हालत में यहां से इलाहाबाद जाना पड़ता है और इलाहाबाद से आगे के लिये बम्बई मेल लेनी पड़ती है । या काशी एक्सप्रेस से जाऊं तब सीधे जा सकती हूं । तो इस बार जब मैं वहां से चली तो इत्तिफाक से मेरा पूरा सामान गाड़ी के नीचे रह गया । बहुत देर तक तो मैं अपना कम्पार्टमेंट ढूंढती रही । वहां कोई भी ऐसा आदमी नहीं मिला जो कि बता सके कि हमारा रिजर्वेशन

कहां किस में है । मैंने रिजर्वेशन प्रालिया-मेंट से ही कराया था । मुझे अपनी जगह के बारे में पूरा पता नहीं था । यह था कि वहां गाई बता दंगे । तो मेरा सामान नीचे छूट गया । मेरा सामान छूटा तो छूटा लेकिन सब से बड़ी मेरी मुश्किल यह थी कि मेरे पास उसमें एक अमानत भी थी । रीवा कांग्रेस महिला विभाग के लिये श्रीमती इंदिरा गांधी ने मुझे एक सिलाई की मशीन वहां पहुंचाने के लिये दी थी । उसके लिये वहां की महिलाओं की मांग थी । वह भी हमारे साथ थी और मेरे सामान के साथ वह भी छूट गई । मैं तो टून चढ़ गई लेकिन सामान को लिये कुली नीचे खड़े रह गये । मैं ने बहुत सोचा कि किसी ढंग से गाड़ी रुके । यही सोचा कि शाहदरा में ही रुकेगी तो वहां से ही कार से आ जाऊंगी और अपना सामान देखूंगी लेकिन वहां भी नहीं रुकी, धड़ाधड़ चलती ही गई । इत्तिफाक से, ईश्वर-इच्छा से हमारे एक भाई साहब अपनी स्त्री को पहुंचाने के लिये गये हुये थे और उसी कम्पार्टमेंट में जिसमें कि मैं थी उसे चढ़ाया था । मैं तो सब सामान छोड़ कर चली गई परन्तु उनके दिमाग में ईश्वर ने इतनी सदबुद्धि दी कि वह उसको देखते रहे । आज कल सौ में चार या पांच व्यक्ति ही ऐसे मिलते हैं । उन्होंने जब देखा कि मेरा सामान बाहर है तो खुद जा कर उन्होंने स्टेशन मास्टर के पास उसको रखवाया और हमें फोन किया । जब मैं गाजियाबाद पहुंची तब वह फोन कर चुके थे और वहां मुझे मालूम हुआ कि हमारा सामान लिये वह बैठे हुये हैं । मैं सोचने लगी कि क्या करूं, मैं जाऊं या वह भेजें । जब मैंने फोन किया तब उन्होंने मेरा सामान एक डिब्बे में रखाया और उसके साथ ही एक कुली भी बैठा दिया और उसको गाई के सुपुर्द किया और तब मुझे वह सामान मिला । मैं इसके लिये उन सज्जन की बहुत आभारी हूं और उनको धन्यवाद देती हूं । यह बात मैं अपनी स्वयं बीती बता रही हूं ।

तीसरी बात यह है कि ५०० मील तक जाने के लिये हमारे रेलवे मिनिस्टर साहब सोने की बर्थ देते हैं परन्तु ३०० मील या ४०० मील तक जाने वाले के लिये कोई भी सुविधा नहीं है। पहले यह था कि जब एक आदमी ३०० या ४०० मील तक जाता था तो रिजर्वेशन के लिये कुछ ज्यादा पैसा दे कर के अपने लिये एक सोने के लिये बर्थ ले लेता था परन्तु अब तो उसके लिये बहुत मुश्किल हो गई है। मैं जब तक पार्लियामेंट की मेम्बर हूँ तब तक तो मैं रिजर्वेशन करा लेती हूँ, लेकिन जो लोग वहाँ से आते हैं उनको बहुत दिक्कत जाने में होती है। उनकी पूरी रात इलाहाबाद पहुँचने के लिये जागते दूधे बीतती है और उनके लिये सोने का कोई भी साधन नहीं है। तो मैं रेलवे मंत्री महोदय का ध्यान इस ओर आकर्षित करती हूँ कि अगर वह सोने के लिये फ्री बर्थ नहीं दे सकते हैं तो जैसा कि पहले पैसा ले कर के रिजर्वेशन करते थे उसी ढंग से अब भी करें ताकि आम पब्लिक के लिये रास्ता खुले और ३०० या ४०० मील तक जाने वाले को भी सोने के लिये सुविधा हो। धन्यवाद।

Shri LOKANATH MISRA (Orissa): Mr. Deputy Chairman, Sir, when I speak on this Bill, I shall try to show some of the regional disparities that exist in the railways. Some of the hon. Members in the House have been demanding some luxuries in their lines while I demand only the basic necessities that we want for Orissa. Orissa has almost been a black spot on the railway map of India. We have hardly four to five hundred miles of broad gauge and two lines on narrow gauge—I do not know the length; the total must be within seventy or eighty miles. Even though railway revenues go up year after year, even though railway expenditure goes up year after year and even though railway traffic goes up year after year, Orissa remains where it remained thirty or forty years back except for a small line which they are now adding by connecting Sambal-

pur with Titilagarh. I shall bring to the notice of the House some of the difficulties that Orissa has really been having so far as railways are concerned.

There have been divisional offices in almost every other State of India while Orissa does not have a single divisional office.

SHRI S. V. RAMASWAMY: There is no divisionalization of the South Eastern Railway; that is why it is not there. ➤

SHRI LOKANATH MISRA: But there are regional offices. Divisional offices have been renamed, in the case of the South Eastern Railway, as regional offices. Those offices work as divisional offices but only with the designation of regional offices. Except for the top officers, it is manned by the same personnel as in the divisional offices. Divisional offices are meant to keep liaison between the State Government and the railways to develop co-ordination so that the national development programme could go on much better and since Orissa has been ignored in all other respects, I think the Railway Ministry has not thought it fit to have liaison with the Orissa Government. I think the Railway Minister would at least think of having a regional office inside the State of Orissa. The South Eastern Railway has three regional offices and one of them is in West Bengal and two are in Bihar, while Orissa does not have a single one.

SHRI P. N. RAJABHOJ: It is a small State.

SHRI LOKANATH MISRA: It is a small State but it is one of the States of the Union, I suppose.

We had a passenger train which was being called as the shuttle train between Howrah and Waltair. Previously, it was being run between Waltair and Kharagpur but subsequently on popular demand, the Railway Minister, or I do not know who, kindly conceded to their point of

[Shri Lokanath Misra.] view and extended the train up to Howrah. All of a sudden, we found that the train had been suspended. We were not given the reasons. Even the Government of Orissa so many times appealed to the Railway Ministry to revive the train but all the same, I find that till today it is not re-established. It is not running on the line and I do not know when to expect it to run again. And coming to Cuttack itself, it is the principal town of Orissa and the only city in the State of Orissa. There is a level crossing which connects the City of Cuttack with its suburbs. There has been a popular demand for a long time to have an over-bridge or a subway. In so many other cases, subways have been constructed. Even in the new Capital of Bhubaneswar, there is an overbridge while the city of Cuttack has not got either an overbridge or a subway. Even sick persons who want to get admitted into the hospital get stuck up because of shuntings and through trains passing. They get late and even before getting admitted into the hospital, some of them die on the spot. That being so and the expenditure to be incurred being little in the case of a subway or an overbridge, I hope the Railway Minister would kindly consider constructing an overbridge or a subway at least in the case of the level crossing near Cuttack.

Then I come to light railways. There are two light railways in the narrow gauge. Many times it has been repeated in this House that the engine goes on without the carriages, the carriages get left behind on the way. The engine reaches the destination without the carriages and the passengers are left stranded on the way.

THE MINISTER OF REVENUE AND CIVIL EXPENDITURE (DR. B. GOPALA REDDI) : Is it between Naupada and Parlakimedi?

SHRI LOKANATH MISRA: Between Naupada and Parlakimedi; and there

is another between Bangoriposi and Rupsa.

All the same, nothing has been done. The situation is as it was thirty or forty years back when the railway line was first constructed. After the nationalisation of the railways, we at least thought that justice would be administered to us along with other parts of India. But it is now being seen that coal is being carried to New Castel. Hon. Members here talk of cold water being served in the stations, while we do not have any water at all in any of the stations. They talk of having better khana, better diet and of better canteens in their stations while we go without anything. Maybe one or two rooms have been added to some of the stations, I do not know. I have not been to all the stations but no serious change is found in any of the stations between Kharagpur and Waltair. This has probably been one of the greatest injustices done to any of the State. If democracy means shouting and getting results, Orissa does not believe in it. Other States have got much bigger things by shouting and by agitation but Orissa has not been able to do it. If we had done it, probably we would have drawn the attention of the Ministry of Railways to these things but till today we have not believed in that and I suppose the hon. Minister of Railways would kindly pay some attention to Orissa even then. If he pays his attention for a minute or two, I think many of our problems would be solved.

Thank you, Sir.

श्री शेर खान (मैसूर) : मोहतरम डिप्टी चैयरमैन साहब, हैदराबाद की तकसीम के बाद न्यू मैसूर स्टेट जब बना तो गुलबर्गा, बीदर और रायचुर ये तीनों जिले बंगलौर से मुल्हक किये गये । आज मैसूर स्टेट की कैपिटल होने की हैसियत से इन तीनों जिलों से अपने कामों को करवाने के लिये, जाने और आने वाले लोगों को, रेलवे



में जो तकलीफ उठानी पड़ती है वह इंतहा से ज्यादा तकलीफदेह है। गुंतकल पर बम्बई मद्रास मेल से जाने के बाद सफर को मुक्तता करके छोटी पटरी पर मुंतकिल होने के लिये आम तौर पर आजकल जो तकलीफ है वह कही नहीं जा सकती। इसी तरह से बंगलौर से वापिस होने के लिये मुंतकल पर आकर वहां फिर से ब्राडगेज लाइन पर जो मुंतकिल होना पड़ता है, वहां पर जगह का न मिलना इंतहाई से ज्यादा दुश्वार मरहला है। जहां पर रेलवे के बारे में इस वक्त इस हाउस में बहस हो रही है, सुझाव दिये जा रहे हैं, मैं आनरेबल मिनिस्टर साहब से यह गुजारिश करूंगा कि वे गुलबर्गा, बीदर, रायचूर, बीजापुर डिस्ट्रिक्ट से बंगलौर जाने वालों के लिये गुंतकल पर एक जायद डिब्बे का इंतजाम करायें। वैसे ही बंगलौर से आने वालों के लिये, जहां गुलबर्गा और रायचूर वापिस होते हैं, बम्बई और मद्रास मेल में एक जायद डिब्बे का इंतजाम करवायें, तो हमारे लोगों के लिये बहुत ही फायदेमन्द और सहूलियत-बर्श होगा। इसी तरह बीदर से गुलबर्गा तक एक नयी रेलवे लाइन के लिये कई दफा लोगों की तरफ से दख्खिस्तें की गईं और तबज्जह दिलाई गई। हमेशा यह सुनने में आता रहा कि इस लाइन का सरवे हो चुका है। अगर सरवे हो चुका है तो बड़ी अच्छी बात है, वरना बंगलौर जाने के लिये आज बीदर वालों को जो तकलीफ है उसको रफ़ा करने के लिये मैं आला जनाब से गुजारिश करूंगा कि वे एक नयी रेलवे लाइन का अगर आईदा के लिये प्रपोज़ल रखें तो बड़ा अच्छा होगा।

इसी तरीक़े से आम तौर पर थर्ड क्लास में सफर करने वाले गरीब पैसेन्जर्स के साथ रेलवे डिपार्टमेंट की तरफ से जो सलूक होता है वह इंतहा से ज्यादा तकलीफदेह है। बड़ी हैसियत से असहाब के सफर में हो सकता है सहूलियतें हों मगर गरीब और

छोटे दर्जे के जो लोग सफर करते हैं, उनके साथ खसूसियत से रेलवे मुलाजमीन का बर्ताव इंतहा से ज्यादा बुरा है। साथ ही साथ, आम तौर पर रेलवे के डिब्बे में जो सहूलियतें हुआ करती हैं वे तो शायद ही कभी देखने में आती हैं। परसों १३ तारीख की बात है। मैं अपने गांव से नया मेम्बर मुंतखिब होने के बाद बड़े ही शौक से फर्स्ट क्लास में सफ़र करता हुआ हैदराबाद आया मगर इंतहा से ज्यादा अफसोस की बात है कि फर्स्ट क्लास के डिब्बे में पाखाने में भी पानी नहीं था। इस से साफ़ अंदाजा हो सकता है कि थर्ड क्लास के डिब्बों में किस हद तक रेलवे मुलाजिम अपने कार फरमां से ओहदा-बराह होते हैं।

इसलिये इन दो सुझावों के साथ बीदर से गुलबर्गा तक नयी रेलवे लाइन बनायी जाय और गुंतकल पर एक जायद डिब्बे का इंतजाम किया जाय तो यह हमारे लिये बड़ी अच्छी बात होगी। जो मैसूर में मिलने के बाद इस वक्त तकलीफात महसूस करते हैं यह वहां के आम लोगों के लिये एक अच्छी बात होगी और इस के लिये वहां के लोग इंतहा से ज्यादा एहसानमन्द रहेंगे।

**श्री पा० ना० राजभोज :** उपाध्यक्ष महोदय, रेलवे के बारे में यहां पर काफी बहस हो चुकी है और उसमें रेलवे को धन्यवाद दिया गया और प्रशंसा ही की गई है। मेरे विचार में यह वाजबी और योग्य बात है। इसका कारण यह है कि मैं रेलवे को देश में एक युनिफाइंग फोर्स मानता हूं और यह बिल जो एक हजार बयानवे करोड़ का है, उसका मैं समर्थन करता हूं। मैं सिर्फ इतना ही कहना चाहता हूं कि रेलवे एडमिनिस्ट्रेशन में काफी सुधार हो गया है और जैसे जैसे वैनस तथा कोयले की कमतरता खत्म हो जायेगी वैसे वैसे उसका एडमिनिस्ट्रेशन और भी सुधरेगा। आज रेलवे में कोयले की कमी है लेकिन मैं

[श्री पा० ना० राजभोज]

आशा करता हूँ कि ठीक तरह से को-आर्डिनेशन और एफिशियन्सी से ये सब कठिनाइयाँ दूर हो जायेंगी। यात्रियों की सुविधा पर ज्यादा खर्च करके भी काफी एफिशियन्सी बढ़ गई है। इस समय यात्रियों की संख्या इतनी बढ़ गई है कि रेलवे उसे पूरा नहीं कर पा रही है। किन्तु जनता गाड़ी तथा अधिक अन्तर के प्रवास करने वाले प्रवासियों को स्लीपिंग बर्थ देने के लिये रेलवे हर तरह की कोशिश कर रही है। यह बात संतोषजनक है। मेरा माननीय मंत्री जी से यह कहना है कि कई स्टेशनों में खाने का इंतजाम ठीक नहीं है तथा पानी की व्यवस्था ठीक नहीं है, इन सब चीजों के ऊपर ध्यान देने की आवश्यकता है क्योंकि ये बेसिक एमिनिटीज हैं और इनका ज्यादा विस्तार करके रेलवे जनता की अच्छी सेवा कर सकती है।

रेलवेज ने कर्टरिंग का काम अभी तक पूरी तरह से अपने हाथ में नहीं लिया है लेकिन प्राइवेट अरेंजमेंट पर उसका अच्छी तरह से कंट्रोल होना चाहिये। शिड्यूलड कास्ट के जिन लड़कों को वाटर बायज के काम पर लगाया गया है उसके लिये मैं मिनिस्टर साहब को धन्यवाद देना चाहता हूँ और कहना चाहता हूँ कि इस तरह से हम अस्पृश्यता के प्रश्न को हल करने में काफी मदद कर सकते हैं अगर इस चीज को कर्टरिंग के जरिये से खानेपीने तक बढ़ाएँ तो हम देश में जातपात की समस्या को जल्दी खत्म कर सकेंगे।

कर्मचारियों की कल्याण योजना के बारे में रेलवे मंत्री जी ने अपने भाषण में यह कहा था कि द्वितीय पंचवर्षीय आयोजना में रेलवे ने इस चीज पर ५० करोड़ रुपये खर्च किये हैं। द्वितीय योजना में इस मद द्वारा अस्पताल और स्कूलों की व्यवस्था की गई और ५७ हजार बार्डर्स बनाये गये हैं। यह बड़ी खुशी की बात है क्योंकि रेलवे कर्मचारियों में लेबरर्स और चतुर्थ श्रेणी

के कर्मचारियों का ही अधिक समावेश है इसलिये उनकी हालत अच्छी बनाने के लिये अधिक ध्यान दिया जाना चाहिये। इसके साथ ही साथ उनके प्रमोशन के बारे में जो नियम तथा अधिनियम हैं उन्हें भी ढीला किया जाना चाहिये। और उनकी हालत सुधारने के लिये उन्हें तरह तरह के अवसर दिये जाने चाहिये।

उपाध्यक्ष महोदय, नई लाइन्स बनाते समय पिछड़े हुए प्रदेशों की हालत की ओर अधिक ध्यान देना चाहिये और उसके बारे में कोई नियम भी बनाना चाहिये। मैं यह बात मानता हूँ कि देश में सारी जगह नई लाइनों की मांग आती है किन्तु सरकार को यह देखना चाहिये कि उस एरिया का व्यापार रेलवे लाइन न होने से रुक तो नहीं रहा है? मैं आपके सामने मराठवाड़ा की बात कहना चाहता हूँ। यह प्रदेश बहुत पिछड़ा हुआ है और निजाम के नीचे था और उस समय किसी प्रकार का वहाँ पर डेवलपमेंट का काम नहीं हुआ। अब यह इलाका महाराष्ट्र राज्य में आ गया है और उसके विकास के लिये वहाँ के चीफ मिनिस्टर श्री यशवन्त राव चव्हाण साहब के नेतृत्व में बहुत कुछ काम हो रहा है। इस प्रदेश में रेल की मांग बीड से पूना-नांदेड तक है और यदि यह नहीं पूरी हो सकती है तो अहमदनगर से परली तक अष्टी बीड मार्ग से रेल लाइन बनाई जानी चाहिये। निजाम स्टेट रेलवे जब सेंट्रल गवर्नमेंट ने अपने कब्जे में ली उस समय से ८ या १० करोड़ रुपये सरकार के पास जमा है और उस समय यह एग्जीमेंट हुआ था कि यह रुपये हैदराबाद के विकास के लिये खर्च किया जाना चाहिये। अब क्योंकि मराठवाड़ा का हिस्सा महाराष्ट्र में मिल गया है इसलिये इस रुपये को इसके विकास पर खर्च किया जाना चाहिये।

यह खुशी की बात है कि कोंकण के विकास के लिये दीवा पनवेल उरण लाइन

का विकास किया गया है किन्तु जहां तक मेरा ख्याल है, इस लाइन को दासगांव तक लेने का मुक़रर किया गया था। इसका क्या कारण है, वह समझ में नहीं आता। तो मेरी प्रार्थना यह है कि इस लाइन को दासगांव तक बढ़ाया जाना चाहिये। यह लाइन रेलवे डिपार्टमेंट के पास बहुत दिनों से विचाराधीन है और मुझे आशा है वह जल्द से जल्द इसे पूरी करेगी।

दूसरी लाइन सोलापुर-जालना है। इस लाइन की महाराष्ट्र सरकार ने सिफारिश की है और मेरी प्रार्थना है कि उसका समावेश भी अवश्य किया जायेगा। यह लाइन तुलजापुर से जायेगी। तुलजापुर महाराष्ट्र का एक धार्मिक स्थान है। शिवाजी महाराज और महाराष्ट्र की तुलजापुर की भवानी आद्य देवता है। लाखों लोग पवित्र स्थान को भेंट देते हैं। यह एक यात्रा का स्थान है। इस लाइन की मांग वाजबी है। (*Time bell rings.*) मैं एक बात और कहना चाहता हूं कि पश्चिमी रेलवे में दिल्ली से बम्बई तक जनता और डीलक्स गाड़ियां हैं लेकिन मध्यवर्ती रेलवे पर नहीं हैं। यहां पर बहुत प्रवासी रहते हैं लेकिन पठानकोट एक्सप्रेस और पंजाब मेल की गाड़ियों में यहां के लोगों को जगह नहीं मिलती है। इन गाड़ियों में तीसरे दर्जे के डिब्बे भी कम होते हैं इसलिये इस लाइन पर भी जनता एक्सप्रेस गाड़ी शुरू की जानी चाहिये।

दूसरी बात मैं यह कहना चाहता हूं कि हमारे रेलवे में एयर कंडीशन तो लगा हुआ है लेकिन इतना होने पर भी धूल मुंह में चली जाती है। मैं अमेरिका, इंग्लैंड, फ्रांस और दूसरे योरोप के मुल्कों में घूमा लेकिन वहां पर मैंने इस तरह की चीज नहीं देखी। जब हम पैसा खर्च करके फर्स्ट क्लास में सफर करते हैं तो इस तरह की

धूल मुंह में नहीं आनी चाहिये। इस तरह की धूल पठानकोट एक्सप्रेस और पंजाब मेल में भी आती है। जब जनता इतना पैसा खर्च करके फर्स्ट क्लास में जाती है तो उन्हें धूल नहीं मिलनी चाहिये। मुझे आशा है कि हमारा रेलवे विभाग इस बारे में कुछ न कुछ कार्यवाही अवश्य करेगा।

आपने शिड्यूल्ड कास्ट वालों के लिये रिजर्वेशन की व्यवस्था की है यह एक संतोष की बात है। एक खुशी की बात मैं यह कहना चाहता हूं कि बम्बई डिवीजन के रेलवे पब्लिक सर्विस कमिशन के चैयरमैन श्री सोनोने को नियुक्त किया गया है। इसके लिये मैं माननीय रेलवे मंत्री श्री बाबू जगजीवन राम जी को धन्यवाद देना चाहता हूं। यह बड़ी खुशी की बात है कि शिड्यूल्डकास्ट का एक आदमी रेलवे पब्लिक सर्विस कमिशन का चैयरमैन बना दिया गया है।

दूसरी बात मैं भीख मांगने वालों के बारे में कहना चाहता हूं। रेलवे में जो इस तरह के बैगर्स होते हैं वे चोरी करते हैं और भी कई तरह की बदमाशी करते हैं। इसलिये मेरी प्रार्थना है कि इस ओर रेलवे मंत्री जी को विशेष ध्यान देना चाहिये। मैं कल इस बारे में एक प्रस्ताव सदन में ला रहा हूं और उस समय मैं विस्तार से इस बारे में कहूंगा। इसके साथ ही साथ नये और पुराने गाड़ों की तनख्वाह में जो अन्तर है वह नहीं होना चाहिये। बम्बई और कलकत्ता में जो लोकल ट्रेन्स चलती हैं उनमें भीड़भाड़ कम करने के लिये भी कार्यवाही की जानी चाहिये। अमला जंक्शन में हर प्रकार की एमिनिटीज का इंतजाम किया जाना चाहिये। वहां प्लेटफार्म बनाया जाना चाहिये और मुसाफिरों की सुविधा के लिये और दूसरे इंतजाम किये जाने चाहिये। इसके साथ ही साथ मैं यह भी कहना चाहूंगा कि रेलवे में जो लेबर काम करता है उसको हर प्रकार की सुविधा

[श्री पा० ना० राजभोज]

मिलनी चाहिये। मैं फिर रेलवे मंत्री जी को उनके अच्छे बजट पर बधाई देना चाहता हूँ और प्रार्थना करता हूँ कि मैंने जो सुझाव दिये हैं, आशा है उन पर वे अवश्य अमल करेंगे।

SHRI V. C. KESAVA RAO (Andhra Pradesh): Mr. Deputy Chairman, I want to raise just one or two local points. The Grand Trunk Express is the only train running from Madras to Delhi, leaving the Janata, and the De luxe which runs twice a week. Now, the people coming to Delhi either for attending Parliament or for official duty many times do not find it possible to get any berths or accommodation anywhere. With the G. T. Express twice or thrice it is my personal experience that we had to change three or four times before we reached Delhi. Only after so many requests one bogie was being attached to the De luxe, but even then for the people boarding at intermediate stations it is very difficult to get reservations either in the First Class or in the Third Class.

As regards sleeping berths, it is not at all possible to get a sleeping berth at intermediate stations. Passengers wishing to board at intermediate stations are asked to purchase tickets 'earlier, and even though a ticket is purchased earlier, it is not possible to get a berth reserved.

Then, Sir, I come to another thing. In the G. T. Express one bogie is attached from Madras to Nagpur. This was done ever since the train started. It was all right when Nagpur was the capital for Madhya Pradesh, but now actually the bogie attached to Nagpur is completely empty and the people who have to travel from Madras to Delhi have to take this bogie and then change at Nagpur. I do not think there is any need to continue this bogie up to Nagpur. Either it must be continued up to Delhi or a bogie must be given

practically for Andhra. After the formation of the Andhra State, no facility has been given to this State. Sir, from Bezwada the traffic has gone up very much. Recently, I learn, only four berths are reserved in the Grand Trunk Express and these four berths are all upper berths. Many a time it happens that passengers already coming from Madras occupy these berths and they do not give place to the passengers travelling from Bezwada.

Another thing that I want to bring to the notice of the hon. Minister is about housing accommodation. There are very few quarters built for the Railway staff. Sir, in towns like Vijayawada, Guntur, Nellore, that is, the district headquarters, practically 50 per cent, of the staff have no quarters. Now, on this front very little money is spent. In respect of the Scheduled Castes especially, it is very difficult to get houses. Even though he is a government employee, even though he is an educated man, the caste Hindus do not give their houses to him. He has either to go long distances, or live in some small village and come to his place of duty. In the Railways specially, people have to work both night and day. In such cases people who work in the nights and when they get off duty, it is very difficult to go to distant places. I understand that members of the Scheduled Castes are supposed to be given preference in respect of allotment of houses, but the policy is not strictly followed. I request that at least in the essential services like the Railways everyone should be given a quarter to live in.

Sir, so many hon. Members spoke here about the Southern zone. Ever since the country was divided into zones, the work in the Southern zone has increased and even the administration is finding it very difficult to manage the entire zone. Every year question is raised here in this House as well as in the other House for forming another zone or for dividing the Southern zone into two. Sir,

-when we speak of the Andhra zone, naturally the Ministry and the Minister are annoyed of it. I do not know why they get annoyed. But by whatever name you call it—call it Andhra zone or some other—but a zone must be formed out of the Southern zone which is too big and administratively unwieldy. Sir, almost four Railways touch the Andhra State. In such a case we can take a portion from all these four Railways and form it into a separate zone.

As regards the position of wagon supply, there is a great difficulty. In getting coal to tobacco curers or people who grow a lot of tobacco. Tobacco gets a lot of foreign exchange. The cultivators, especially in the season, find it very difficult to get coal. Of course, the Minister has been telling that there is shortage of wagons, but we know that production of wagons is going up. We know that wagons as well as bogies are being constructed every year. In spite of that we are unable to get wagons to get coal to cure the tobacco. Sir, anything can wait, but once the tobacco leave is plucked from the plant it is not possible to keep it for more than a day. Unless coal comes in time it cannot be cured, and unless it is cured we do not get foreign exchange. Sir, I think the Minister will consider this thing and see to it that the ryots, especially people growing tobacco, are helped.

Sir, I want to make one point regarding the import of manures either from Sindri or from foreign countries. We find that wagon supply is not properly made. Manures do not reach the cultivator in time. It should be given to him only when the season is on so that it may be put in the fields. But, unfortunately, it is given to him at a time when it is not helpful.

Sir, the wagons allotted specially for getting ammonium sulphate and other manures from the Sindri factory are inadequate. I submit once again that if the country wants more food,

if the country wants that Andhra should grow more and more, the Sindri manures and other manures coming from foreign countries should be sent as quickly as possible so that it is sent to the peasant in time.

MR. DEPUTY CHAIRMAN: Dr. Barlingay. You wanted one minute.

DR. W. S. BARLINGAY (Maharashtra): Mr. Deputy Chairman, I do not want to detain the House for more than a minute or two. The only point to which I wish to draw the attention of the Railways is quite an Important one, namely, what is called man-made malaria. Time and again, both the Ministry of Health and Members of Parliament have drawn pointed attention of the Railways to that man-made malaria. If you go on any railway, you will find that on both the sides of the rails there are excavations. Now, if the engineers concerned just bestow a little imagination on the whole affair, they can use all these excavations in a planned way. Instead of disfiguring both the sides of the track, they can make it a very useful thing. For instance, in proper places they can grow gardens. In other places they can have lawns or something else to beautify both the sides. Instead of that what happens today? There are big pits. In the rainy season these pits are filled with water and that creates malaria. I have nothing more to say, but I drew the attention of the Railway Minister pointedly for the reason because the other day it was specifically mentioned in one of the health committees. It was said that although constant reminders were being given to the Railways in this respect, none-the-less nothing was being done.

SHRI S. V. RAMASWAMY: Mr. Deputy Chairman, 15 hon. Members have participated in the debate. They have urged very many points of general importance and also many of local importance. I am deeply thankful to them. But within the short time at my disposal it will not be possible for me to deal with all the

[Shri S. V. Ramaswamy.] subjects. But broadly I shall deal with the main topics which have been urged. Mr. Niranjana Singh 5 P.M. said there was some mistake in the reply given in this House. We shall certainly check it up. He said it was very misleading. If that be so, certainly, a correct statement will be made. The hon. Member need not feel apprehensive that we had deliberately done it. It may be a mistake and if that is so, it will be corrected. I mean, with regard to loading in Piparia.

Shri Niranjana Singh also mentioned about the R.P.F. I may assure the hon. Member that only those who are physically fit and those who pass the medical test are taken into the R.P.F., and it is not as if those the authorities like are taken and those they do not like are rejected. That is not the case, I may assure the hon. Member.

[THE VICE-CHAIRMAN (SHRI ROHTT M. DAVE) in the Chair.]

The hon. Member also mentioned that thefts were on the increase. But the facts before me show that they are going down and unless the hon. Member has got other figures, I would submit that the figures that I will quote may be accepted as correct. Thefts in running trains numbered 1980 in 1958. In 1959 the number was 1436 and in 1960 the number fell further to 1402. So there is a progressive fall. As regards thefts in the yard also, the figures are 1,015 for 1958, 957 for 1959 and 714 in 1960. With regard to thefts in goods sheds, the figures are 721 in 1958, 655 in 1959 and 588 in 1960. Therefore, these figures also show that there has been a progressive decline in their number. I must say that our R.P.F. have done a *good* job. There may be defects here and there and there may be a blackleg here and there; but we are on the look-out and if any R.P.F. man is found conniving at things, we take strong action and dismiss him.

My hon. friend also said that claims were increasing. Well, as a matter of fact, here also, there is a progressive decline as can be seen from volume II of the statistics supplied to hon. Members.

Shri Niranjana Singh mentioned that there was no proper supervision because there was over-centralisation and there was no decentralisation. The same point was raised by Dr. Kunzru also in a different manner and about that I shall make my submissions a little later. With regard to the question of decentralisation, I may say straightway that we do have a programme for decentralisation and progressive decentralisation at that, because we do realise that under the Third Plan an enormous amount of work will have to be done and if all the powers are vested here, it would not be possible to get the work executed quickly. So we thought it necessary and imperative to enlarge the powers of the General Managers and we have also decentralised it further down to the divisional level. The powers of the General Managers have thus been increased considerably since 1954. Some of the additional powers delegated to them in recent years are as follows: In the sanctioning of estimates for approved works, the limit has been raised from Rs. 10 lakhs to Rs. 20 lakhs. For entering into contracts for approved and sanctioned works, the limit has also been raised from Rs. 10 lakhs to Rs. 20 lakhs. The powers to purchase stores other than those covered by rate and running contracts without going through the D.G.S.D. has been raised to Rs. 25,000 from Rs. 10,000 in each case. In the matter of creation of gazetted posts, the General Managers are given powers to create posts included in sanctioned works up to the rank of senior-scale posts, for a period of three years. The General Managers in turn take steps to delegate further powers to the lower authorities, to the divisional levels, under their charge, in pursuance of the Railway Board's Directive of 1956. So this question of delegation of necessary powers is

receiving attention and will continue to receive due attention and further delegation of powers will be made to the General Managers as and when it is found necessary. There is continuing review of this and if more powers are necessary to be delegated, if the existing powers have to be raised, we certainly will do it, for there is constant review made about this matter.

Shrimati Yashoda Reddy spoke about the shortage of wagons for the movement of rice, jaggary, coal and my hon. friend Shri Kesava Rao just now referred to the shortage of coal needed for tobacco. I may assure the hon. Members that everything possible is done to move these essential commodities. With regard to jaggary, for instance, we have got definite instructions to see that the seasonal demands wherever they are found should be dealt with. For instance, jaggary is one of the important things to be moved at Anakkapalli. Similarly there are other commodities also available during particular seasons in excess quantities, for instance jaggary at Kolhapur, mangoes at Rajampet and potatoes at Meetupalayam. These are seasonal commodities and we have got an overall picture of the seasonal commodities in the different places, and as far as possible, we try to shove in as many wagons as possible to meet this demand. For instance, during the season, from Mettupalayam we had to run special trains to Shali-mar to carry potatoes.

In the case of rice there was some difficulty. I admit that, because there was shortage of coal. Then it was a question as to which was to be given priority. For some time rice had to be sitopped, in order that coal may be moved. There was increasing pressure from the people connected with tobacco saying that they must have coal for tobacco curing and priority had to be given to that because it is a foreign-exchange earner. In between our balancing of the priorities and making the arrangements, there was some delay in the movement of rice.

Coal had to be moved on an emergency basis, especially because movement south of Bezwada was restricted and we suggested that coal might be unloaded at Bezwada and carried in lorries by road to various centres, because in the south, Bezwada is a bottle-neck. Though no hon. Member mentioned it, there was another matter which came up before us in connection with the export of tobacco. We needed boxes made out of timber *i.e.* stooks for moving the commodity. So timber had to be moved from Jagadhri. This timber from Jagadhri was needed for packing purposes. The tobacco has to be packed and then sent abroad. So special arrangement was made for the movement of stooks and these had to be specially unloaded at Bezwada. All these arrangements have been made and the required number of wagons for movement of these essential commodities have been placed to meet the various demands made. There might have been delays here and there in the complex situation and in the intricate necessities of adjusting priorities. And in some cases the demand far exceeded the supplies and in such cases it is essential to see that the national economy does not suffer. In such cases it is essential and as a matter of fact it is imperative, that we should arrange priorities and these arrangements of priorities are based on proper considerations of national economy without disturbing the programme of national growth. That is how we have dealt with the various commodities which particularly affect the area from which the hon. lady Member comes. Now, the hon. lady Member was particularly vehement about movement of Singareni coal. I must tell the House that this colliery had been giving us a lot of headache. Now, we are insisting upon seven day loading, including Sundays. I would submit to the House that the entire planning was done on the basis that there would be loading on all days including Sundays. If there is no loading on Sundays about 6,500 wagons, 5,000 in Bengal/Bihar and 1,500 in other places, go idle in a week. Multiplied by 22 tons, you get so many

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million tons of shortfall. There are 52 weeks.

SHRI JASPAT ROY KAPOOR: But why is there no loading on Sundays?

SHRI S. V. RAMASWAMY: They are not co-operating with us.

SHRIMATI YASHODA REDDY: Who is not co-operating?

SHRI S. V. RAMASWAMY: The Singareni collieries. They say that it would not be possible to load on Sundays, that the labour would not be forthcoming though it is mechanical loading.

SHRIMATI YASHODA REDDY: Even mechanical loading has to be closed for operational purpose, for cleaning oiling, etc. Apart from Sundays, is the Railways able to lift it on the other days?

SHRI JASPAT ROY KAPOOR: The point on which we would like enlightenment is this: Is this non-loading on Sundays a sudden phenomenon? Was it not anticipated when this programme was drawn up?

SHRI S. V. RAMASWAMY: We have been harping on this. We have been asking but labour has been resisting. I was in Calcutta the other day and met the Chambers of Commerce. They said that they could not have any loading on Sundays. It was urged upon them to see that the whole thing is phased evenly on all the seven days in order that movement may be proper and there is no wastage of the wagons available. Recently, they went for another colliery at Mandner to raise about 22,000 tons. There was no work site at all; there was delay in constructing the earth work.

SHRIMATI YASHODA REDDY: What about Kothagudam?

SHRI S. V. RAMASWAMY: We shall have it, if they want to load on Sundays.

There were other points common to the hon. lady Member and Mr. Kesava Rao and others coming from Andhra. Without asking directly for an Andhra zone, they say that there should be a zone there, that it should be coextensive with the territorial limits of the Andhra State.

SHRIMATI YASHODA REDDY: Any harm?

SHRI S. V. RAMASWAMY: It has been repeatedly said that the Railways are not particular about the territorial boundaries of States. We go by operational necessities; we go by what is best for the administration of the Railways and on broader consideration we find that a zone cannot be given on a state basis. If that were so, then there should be fifteen zones.

DR. B. GOPALA REDDI: Including Jammu and Kashmir?

SHRI S. V. RAMASWAMY: The other point that the hon. Members urged was that there was no new line for Andhra. Well, part of the Bailadilla-Kottavalase line falls in that area. There are also extensive works between Vijayawada and Gudur and other places so that one might say that Andhra has not been badly treated at all.

The other question which was common to several Members was about the Indo-Pakistan link. The hon. Minister has already stated that the States will be consulted and the views of the hon. Members here and of the other House collectively will be taken into consideration before any decision is taken. I might assure the House that whatever decision is **taken** will be taken at the highest level.

SHRI JASPAT ROY KAPOOR: There is no level higher than Parliament.

SHRI S. V. RAMASWAMY: Executive level; I was thinking of the Cabinet.



I now take up the points raised by Dr. Kunzru. Dr. Kunzru raised the point about operational efficiency. I do not wish to add to what the hon. Minister has said in his reply to the general debate. The hon. Minister has already stated that the composite operating-cum-efficiency index on the basis of sixteen selective items, with the base index of 100 for the year 1938-39, the last pre-war year, on both broad and metre gauge, was as follows:

1950-51.	98.8
1955-56.	105.2
1959-60.	112.6

The Review also brings out, on page 22, the fact that utilisation of wagon stock on the Indian Railways compares quite favourably with those of other advanced countries like the United States of America and Canada.

Dr. Kunzru referred to wagon miles per wagon day on broad gauge in 1959-60 being lower than in 1956-57. I am sure he would appreciate that the net ton miles per wagon day is a composite index of three statistics, namely, wagon mile per wagon day, average load of a wagon and the percentage of loaded haulage to total haulage is a better index of wagon utilisation. Considering all these things, there has been improvement, as has been stated already in the House.

Dr. Kunzru also wanted to know as to what had happened to the Ranjit Singh Report on the conversion of metre gauge to broad gauge. The Special Officer ruled out the possibility of wholesale conversion of the entire metre gauge into broad gauge. This stands to reason; it is obvious because roughly about 45 per cent, of the Indian Railway system, nearly about 15,000 miles out of 34,000 miles, are metre gauge and it would be wellnigh impossible in the future—I say, in the foreseeable future, I do not know what the possibility would be in the distant future—to convert the entire metre gauge into broad gauge, but in the meantime he has suggested certain

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things which have broadly been accepted by the Government, *de* has recommended (i) that the axle load of the metre gauge wagon should be increased from 12 tons to 15 tons, (ii) that the track standard should be raised from 60 lbs. to 70 lbs. or 75 lbs. rails and (iii) strengthening of bridges. The Railway Board has decided on the building of metre gauge bogie wagons co-ordinating with the present policy of building bogie wagons for the broad gauge also. These would carry half the load of the present broad gauge bogie wagons. Accordingly, during the Truud Plan, it is proposed to procure about 3,500 metre gauge bogie covered wagons and a similar number of bogie open wagons and special metre gauge oil bogie tank wagons with 12-ton axle loads have also been ordered. The officer concerned recommended that heavier metre gauge trains should be hauled by double-heading of trains or by increasing the haulage capacity of the locomotives. These recommendations have been accepted. The Railway Board have already placed orders for a number of 12-ton axle load diesel locomotives with larger hauling capacity of about 1,400 tons so that when two engines are used, trains of 2,800 tons can be hauled. These are the things that we have immediately thought of in order to improve the operating efficiency of the metre gauge system.

Dr. Kunzru referred to decentralisation and suggested that there was a conflict between what the Financial Commissioner wrote to him and what is found in the Neogy Committee Report. There is no contradiction. What the Neogy Committee recommended was that for the purpose of meeting road competition, there must be decentralisation. That is what was suggested. Now, the letter of the Financial Commissioner refers to the administration delegation for carrying the increasing workload of day-to-day operation on existing policy. There is, for instance, an existing policy on rates. There are, broadly speaking, uniform all-India rates but

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the Neogy Committee discussed the possibility that in certain conditions the local authorities, perhaps, should have, and should exercise, discretion to quote special rates for individual customers or in particular circumstances. This is a different issue, a flexibility in policy and a delegation of new and additional matters, for instance, on rates. I submit, Sir, there is no conflict between what the Financial Commissioner wrote to Dr. Kunzru what is contained in the Neogy Committee's Report.

SHRI N. M. LINGAM: Has not the Neogy Committee suggested reconsideration of the existing zones with a view to achieving greater efficiency?

SHRI S. V. RAMASWAMY: That is not the point. Pandit Kunzru was speaking about decentralisation.

DR. K. L. NARASIMHAM: Was not he talking of increase of workloads in different zones?

SHRI S. V. RAMASWAMY: I am coming to that.

Dr. Kunzru referred to the increasing workload. I am reading from the Report itself so that the position may be cleared. The Report takes the several Railways into consideration and says that the workload is not heavy. The figures given are G.I.P 105, East Indian 160, North Eastern 125. Sir, I am quoting from the Report itself. These Railways . . .

SHRI K. L. NARASIMHAM: I refer to the remarks made by Dr. Kunzru regarding workload.

SHRI S. V. RAMASWAMY: Yes. He referred to the high indices of workload in the Northern, Southern and Central Railways—about 180 and 190—and he compared it with 125. That was not the point mentioned in the Report. "These Railways"—I am reading from the Report—"except perhaps the OT. show fairly satisfactory standards of efficiency. On the East

Indian Railways the workload is however considered to be on the high side." But that is with reference to 160 and not with reference to 125. That is the correction that I would point out with regard to the remarks made by Dr. Kunzru.

Pandit Kunzru also mentioned about the speed of goods trains, the effect of remodelling of marshalling yards and the pooling of engines. We are studying the problem and we will shortly be submitting a note with regard to the impact of the improvement of marshalling yards on the movement and speed of goods trains. As a matter of fact, there has been improvement effected in a number of marshalling yards like Bezwada, Moghalsarai and so on. But there are difficulties here because we do not manufacture all that we want in our own country. Take for instance Moghalsarai. Lines have been laid but for dealing with these wagons the one essential thing is an electric retarder which we had planned. With that retarder we could operate more wagons per hour than with a manual retarder. But we have not been able to get it; that is why we are not able yet to reap the full benefits of the remodelling of marshalling yard at Moghalsarai. The Bezwada marshalling yard is in commission but because the doubling of the track between Gudur and Bezwada is not complete we are not yet able to reap the full benefits of the remodelling of the marshalling yard there. These are the snags; these are the difficulties which are constantly under review and study.

Pandit Kunzru also mentioned about the outstanding wagon registrations. The basic fact about the Indian Railways is that there are about six months of busy season and six months of slack season. During the busy season the figure goes up and during the slack season the figure comes down. It must also be noted that during the busy season a good proportion of this registration is bogus.

The moment they think there is shortage of wagons or that the price of something is going to rise somewhere else, they go on registering and if prices fall at some places the registrations are cancelled and the position becomes easy. It is all a play of supply and demand. If the demand is more than the supply, all these malpractices come up, bogus registrations and other things. So it is difficult to find out what the real requirement is and what the real outstandings are, and how far these outstanding registrations indicate the real needs of the merchants. All these will have to be taken into consideration.

Now, hon. Members dealt with the question of catering. They were somewhat bitter; we shall note all these things. But I would like to submit that by and large the departmental catering has been appreciated. There may be deficiencies here and there. My hon. colleague has been going round and I have also been going round. We have been checking up on these establishments. Wherever we go, we get down at different stations and pay unscheduled visits. We go and check up and see how things are. I do not say that we always go incognito because if we go on tour the officers know it but still we do make surprise visits; we get down at a station and go and see the restaurant there and see what is happening. I feel that by and large the departmental catering has done well. Take for instance stations like Mathura, Agra, Jhansi where there is departmental catering. They are doing very well. I am sorry that my hon. friend, Mr. Jasrat Roy Kapoor, has been put to inconvenience to such an extent that he urges that we should go back on the programme.

SHRI FARTDUL HAQ ANSARI (Uttar Pradesh): Not at all.

SHRI S. V. RAMASWAMY: That is what he has been stating. In the face of conflicting views, what is it that we can do? All that we can do is to try to improve the catering. We are

thankful to the hon. Members for their criticism. We shall note them; we shall note the deficiencies. We are taking every possible step. Hon. Members also can go and inspect. Members of the N.R.U.C.C. are authorised to go and inspect them. Then there are the catering committees in which there are lady members who can also inspect these things.

DR. A. SUBBA RAO: In Calicut you come and see the difference between departmental catering and private catering.

SHRI S. V. RAMASWAMY: Must be fishy, is it?

DR. A. SUBBA RAO: The vegetarian catering there I think is private. You can see the difference there.

SHRI S. V. RAMASWAMY: Mr. Sri Rama Reddy and Mr. Dawood Ali Mirza were talking about electrification. Sir, electrification is a complicated affair. In the Third Five Year Plan the allotment is only Rs. 78 crores for electrification. The point is why there is delay in the electrification of the line between Tambaram and Villipuram. The basic question is about voltage; whether it should be D.C. or A.C. had to be decided. Nothing would have been more easy than to decide upon D.C. because we know D.C. but then in a developing economy we have got to think ahead and take a progressive step and not an easygoing step. What are the technical developments taking place in other countries? We have to consider all these things. Having decided to have A.C. in the South Eastern and the Eastern Railways, could we go in for D.C. in the Southern Railway? So, the whole question had to be gone into thoroughly and it had to be decided. We have taken the decision that so far as the Southern Railway is concerned, it should be A.C. Now, the next question arises, if A.C. is decided upon, what about the locos. What about the E.M.Us.? If you want E.M.Us. you have to import them. Import needs

[Shri S. V. Ramaswamy.]

foreign exchange. And can you get them immediately? These are not ready-made articles like shoes in a Bata shop. They have got to be done according to specifications. Specifications have got to be drawn up and orders have got to be placed on them. If you place an order tomorrow, you cannot get these locos in less than two years. Now, We have placed orders on the Chittaranjan Locomotives Works for manufacturing the mechanical portion of the electric locos. As regards the electrical portion of the electric locos, we have placed an order on the Heavy Electricals Limited, Bhopal, so that We can produce the electric locomotives in our own country. That is the aim. If there is any delay, the main reason is due to this. Also, there is another point about laying the underground cables, too, by the Posts and Telegraphs Department, in order that they do not put on the overhead wires. That will have to be done by the sister-Ministry. There will be some delay there also.

Dr. Subba Rao was saying that there was no line in Kerala. I think there are other States which have not had any lines so far either in the First, Second or the Third Plan. The Quilon-Ernakulam line has been given to Kerala and that is about 100 miles. None would be more happy than myself if more lines are given to different States. It all depends on the Planning Commission.

Dr. A. SUBBA RAO: I said the Southern Railway in general. What is the total appropriation? Out of Rs. 61 crores, you have allotted only Rs. 80 lakhs.

SHRI S. V. RAMASWAMY: In the First and Second Plans, out of 700 miles of new lines, for development purposes about 220 miles go to the South, taking South as the south of the Vindhyas. Now, it comes to about 30 per cent.

Dr. Subba Rao was also very vehement about blanking off of alarm-

chains. When there is utter lawlessness and chain pulling is a common behaviour of travellers, what is it that can be done, if we are to maintain the punctuality of trains and if we are to avoid inconvenience to long distance passengers? What other alternative is there except to teach the people that this is a thing that cannot be done? Kindly tell us. We have been repeatedly saying that chain pulling is very bad in particular areas. We have been taking all possible steps. We have notified that such and such trains will be blanked off. It is not as if there is no notification at all. The people have been duly warned that because of excessive chain-pulling in this particular area, these trains will be blanked off. But kindly remember that the blanking off is not complete, is not throughout the entire train. There is communication between the engine driver and the guard. Also, please remember that the 'ladies' compartments are not blanked off. (Time bell rings.) That is because ladies behave in a more honourable manner than men.

Dr. B. GOPALA REDDI: Hereafter they will enter their compartments.

SHRI S. V. RAMASWAMY: They will be pushed out. There are some other points, but since you have rung the bell, I think it is all I have to say.

THE VICE-CHAIRMAN (SHRI ROHIT M. DAVE): The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1961-62 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI ROHIT M. DAVE): We shall now take up the clause by clause consideration of the Bill. There are no amendments.

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

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

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

"That the Bill be returned."

With your kind permission, I might also make a mention here of the question of seniority of Assistants in the Board's office, which formed the subject-matter of a few questions asked by some hon. Members. As the House is aware, a decision on this complicated question has already been taken and a copy of the relevant orders was placed on the Table of the House, in reply to a question put by Shri Nawab Singh Chauhan on 15th December 1960. Seniority lists of Assistants have since been drawn up in terms of this decision. A reference has also been made to the U.P.S.C. for their approval to the initial constitution of the grade of Assistants, as required under the provision of the Railway Board Secretariat Service Reorganisation Scheme. Further necessary action in regard to confirmation, etc., of the eligible staff will be taken when the approval of the U.P.S.C. has been received.

*The question was proposed.*

DR. A. SUBBA RAO: Only one question, Sir. Is there any proposal to upgrade the Assistant Surgeons enlisted in the Railway Service to gazetted officers' posts?

SHRI S. V. RAMASWAMY: We are considering that matter.

THE VICE-CHAIRMAN (SHRI ROHIT M. DAVE): The question is:

"That the Bill be returned." *The motion was adopted.*

#### THE ORISSA APPROPRIATION BILL, 1961

THE MINISTER OF REVENUE AND CIVIL EXPENDITURE (DR. B. GOFALA REDDI): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain

further sums from and out of the Consolidated Fund of the State of Orissa for the services of the financial year 1960-61, as passed by the Lok Sabha, be taken into consideration."

The House has had an opportunity to discuss the circumstances which led to the issue of the Proclamation by the President on the 25th February, 1961, under article 356 of the Constitution. The powers of the Orissa State Legislative Assembly are, by virtue of this Proclamation, now exercisable by or under the authority of the Parliament. It is, therefore, necessary to approach the Parliament for obtaining Supplementary Grants and pass the connected Appropriation Bill to cover the additional requirements of the State in the current financial year. Accordingly the Supplementary Demands and Appropriations of the Orissa State were presented to both the Houses of Parliament on the 6th March, 1961.

[MR. DEPUTY CHAIRMAN in the Chair.]

Prior to the issue of the Proclamation, the Governor of Orissa had issued an Ordinance authorising the appropriation out of the Consolidated Fund of Orissa, the amounts covered by these Supplementary Demands. The Government of India, however, were advised that before such an Ordinance could be issued, it was necessary to get the Grants voted by the Legislature. Accordingly, the President was pleased to revoke the said Ordinance on the 10th March, 1961.

The present Bill arises out of the Supplementary Demands of Rs. 387 lakhs voted by the Lok Sabha on the 9th March, 1961, and the expenditure of Rs. 53 lakhs charged on the Consolidated Fund of the State of Orissa. The Supplementary Demands Statement presented to the House gives the explanations as prepared by the State Government in support of these proposals. It is not necessary for me, therefore, to go into these details except to make a brief mention of the important items.