

have not received any communication from the Society on this subject.

(b) Does not arise.

„SMUGGLING OF INDIAN CURRENCY NEAR PORTUGUESE COLONY OF DAMAN

87. SHRI S. PANIGRAHI: Will the Minister of FINANCE be pleased to state:

(a) whether Government are aware that he Indian currency amounting to Rs. 3,300 has been recently smuggled near the Portuguese Colony of Daman and

(b) if so, what action has been taken against the persons concerned?

THE MINISTER OF FINANCE (SHRI MORARJI R. DESAI) : (a) Yes, Sir. Indian currency amounting to Rs. 3,247 was attempted to be smuggled to Daman on 1st January, 1960.

(b) Departmental action against the persons concerned is in progress.

PAPERS LAID ON THE TABLE

„AMENDMENTS IN THE DELHI PANCHAYAT RAJ RULES, 1959

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI B. N. DATAR) : Sir, I beg to lay on the Table, under sub-section (3) of section 102 of the Delhi Panchayat Raj Act, 1954, a copy of Notification No. F. 48(LRO)59, dated the 1st January, 1960, publishing certain amendments in the Delhi Panchayat Raj Rules, 1959, issued by the Delhi Administration. [Placed in Library, See No. LT-1922/60.]

NOTIFICATION AUTHORISING CERTAIN OFFICERS TO ENTER AND INSPECT MINES

THE MINISTER OF MINES AND OIL (SHRI K. D. MALAVTYA) : Sir, I beg to lay on the Table, under sub-section (1) of section 28 of the Mines and

Minerals (Regulation and Development) Act, 1957, a copy of the Ministry of Steel, Mines and Fuel (Department of Mines and Fuel) Notification No. MII-159(15)/58, dated the 4th December, 1959, authorising certain officers to enter and inspect mines. [Placed in Library. See No. LT-1900/ 60.]

REPORT OF THE UNIVERSITY GRANTS COMMISSION FOR 1958-59

THE MINISTER OF EDUCATION (DR. K. L. SHRIMALI) : Sir, I beg to lay on the Table, under section 18 of the University Grants Commission Act 1956, a copy of the Third Annual Report of the University Grants Commission for the period April, 1958 to March, 1959. [Placed in Library. See No. LT-1921/60.]

THE BUDGET (RAILWAYS) 1960-61—GENERAL DISCUSSION—continued.

SHRIMATI T. NALLAMUTHU RAM-AMURTI (Madras): Mr. Chairman, Sir, the Railway Ministry as well as the Railway administration have been congratulated by hon. Members on various achievements, on the material progress that has been made in many fields with regard to surplus earnings, extension of lines, renewal of tracks and rolling stock. Special tribute has been paid for the drive towards self-sufficiency in regard to the production of locomotives not only for our own use but even for export, and also for the achievements that have been made possible by the Integral Coach Factory in Perambur in production of coaches and the sustained effort, as has been reported even in the Budget Speech of the hon. Minister, in providing amenities for various passengers, specially third class passengers with regard to the provision of sleeping accommodation in several third class carriages, and with regard to the provision of fans in more than 300 carriages. These

are points that give us an opportunity for congratulating ourselves on all these achievements. But I hope, Sir, that I will not be detracting from the tributes paid or from the efforts made by the Ministry and the administration if I were to point out—and that also very strongly—that while there has been material progress, there is much to be said about the moral progress that has been made by the Ministry as well as the administration of the Railway Department. By moral progress I mean that tone of service which aims at an ideal conduct and behaviour and pattern of service especially when we are functioning in an independent India on democratic lines. In many fields of our achievements other nations are looking up to us for ways of life and for planning a pattern that they might follow.

Sir, I want to emphasize here that there was a time when Railway users got their tickets and entered their compartments, they felt quite safe and secure and used to say that since they had reached their compartments, their persons and property were safe. They felt at ease and could pursue their own avocations inside the compartment in safety and security. Now, what is happening, Sir? We are not at all confident about the safety of either our person or our property when we travel on the Railways. Only the other day—on the 3rd February, 1960—I was coming from Madras to Delhi by the Grand Trunk Express. I do not say whose fault it was, but something must be done to overcome these defects. We cannot just continue to attribute these accidents to human failure and say that accidents are always possible and you cannot always escape them. The whole idea of a number of things taking place in a society is to calculate the possibilities and the chances of accidents and to overcome such situations so as to eliminate such accidents.

I was coming by the Grand Trunk Express. Suddenly, just before Bez-

wada Railway station, just a little before Tenali, we got three tremendous jerks. We were thrown off our seats and the luggages fell on us. We could only remember God. I was reading Bhagwat Gita.

MR. CHAIRMAN: That is why you were safe.

SHRIMAXI T. NALLAMUTHU RAMAMURTI: Yes. There was another lady passenger in my compartment who was coming from Ceylon and was going to visit the Sanchi Stupas on a pilgrimage. She read from the teachings of Lord Buddha: "If fear assails you, do not fear. If sorrow afflicts you, do not be sorrow-stricken." I said, "Well something is happening." We were told that somebody had acted wrongly. The pointsman or somebody had absconded. The driver was very clever and put the brakes with the result that only the engine rolled over and broke into two bits. The nearest two bogies nearest to the engine—they were Hyderabad bound bogies—also rolled over. There were many women and children in them. These people were going to a marriage. Fortunately, some rod had broken and got stuck on the ground and saved the passengers. If that were not so 12 NOON the whole train would have rolled over and I would not have been here to tell the tale today. Even today there is some derailment, some collision, something has gone wrong here or there. No doubt the Ministry has to be congratulated for the non-occurrence of major accidents during the previous year but minor accidents and minor collisions have become the order of the day. Some effort must be made to devise ways and means to find out the causes that bring about such a situation endangering the safety and security of the people who travel by train. Look at the number of murders, stabbing incidents and assaults on women. I do not know what the authorities are

[Shrimati T. Nallamuthu Ramamurti.] doing in order to prevent these and to provide for the safe travel of women passengers in long-distance trains. I tell you that this is very serious. I would agree with another Member here who suggested corridor trains with long corridors where some guards could be posted so that they can be on duty to see that nothing untoward takes place in the moving trains. Such devices are made available in trains in foreign countries. Why should we not adopt the same and I may say that this had been suggested even some time ago to the Railway Ministry. I do not know what is the difficulty here. We cannot only say that we have earned more. Why cannot you use that earning to provide such facilities to prevent further accidents causing insecurity to people travelling by these trains? An extraordinary thing is being said about the Railway Protection Force. When the Force came into being we thought that it was for the protection of all but it is now pointed out that according to the statute passed some time ago it is to safeguard the property of the Railways only. If persons who are using the Railways are to be protected, if their protection is to be ensured, they say it is the duty of the police of the particular State through which the train is passing. I simply cannot understand this. When we pay money to purchase our tickets we do so for safe and secure travel not only to ourselves but to our property also; it is a kind of trust that we place in the Ministry and in the administration of the Railways that we will reach our destinations safely and that our property will be intact. I feel very strongly that it is a breach of trust when you do not undertake the protection of the passengers in these trains, especially women who are in a helpless condition. I do not know what devices you will use to protect them but you must find out how you can reduce the danger that is daily growing in the shape of assaults on women and attacks on women. I would point out that in the Southern

Railway a corridor train is very important. I do not know if the protection force is going to operate but you must have safety and security guaranteed to all passengers especially the third class passengers. The first class passengers or the Members of Parliament may get help and when they call some Railway servant they come running to them but the third class passengers are absolutely helpless and more so the women passengers.

The Southern Railway trains have very old carriages. In the First Class, there are two compartments and in between there is a passage. That passage is not to be locked and it has to be kept open because at every station people get into the compartment. It is a very dangerous passage because the compartment on one side has a door in which the bolts are very flimsy. They are not secure at all and I know of an instance when an officer of the Welfare Department was travelling with another girl in the South and an ex-convict got into the train while the train had left Chingleput and rammed the door. The four other men passengers who were on the other side bolted their door and they would not open it because they were travellers coming from Rangoon, probably with some money, and they were afraid to open the door and these two women were left in the lurch and this man went on ramming the door and there was no help. One woman tied her sari to the door to hold the bolt and the other pulled the alarm chain thrice and the train stopped only over a bridge and because it stopped at that place the culprit was caught. Obviously he could not fall into the river. Therefore he was caught and it was a boon or godsend that the train did stop at that bridge and so they were saved. It was later found that he was an ex-convict. I am saying all this because this passage between these two carriages must be done away with and new type of carriages with long corridors should be made possible.

I am not only criticising the Railways. The catering has improved certainly in some trains. But in the *De luxe* train from Madras to Delhi, because of the shortage of staff, I think the catering is not up to the mark. Long queues wait for food and they do not always get their food in time. That has to be rectified.

As it has been mentioned that a lot of effort has been made to provide amenities, I am pointing out that in the *De luxe* air-conditioned train even at five in the morning the water stops and there is great inconvenience caused to the passengers on account of non-availability of water in the early mornings. All this requires attention.

Besides these, there are other things that I want to emphasise. The doubling of the line from Arakonam to Salem is very important. A part of it has been done but the work is proceeding very very slowly. You talk of preference being given to goods. The goods get delayed and congestion takes place. So I would request that the doubling of this line be expedited.

I have one little request. I come from Pudukkotta State, one of the most ideal States, with regard to road planning and with regard to antiquities. I would request the Tourist Agencies and the Minister for Tourism to pay a little more attention to that place. The station should become an attractive one. There is no cover for the platform. The whole thing is in a neglected condition, even the station waiting rooms, etc. I do not know in what far-off age they were built, but the station is very very small and I would request you to see that roof is made available not only for that station but for all the Southern stations all through because you go to Ram-eswaram pilgrim centre through Pudukkotta and other stations and in the interests of all that is desirable, for the promotion of tourism even I would request

that these stations are provided with roofs.

DR. R. B. GOUR (Andhra Pradesh): Mr. Chairman, Sir, at this stage of the General Discussion on the Railway Budget I would crave the indulgence of yours and that of the House for certain remarks that I would like to offer on the Budget. The dominant feature of this Budget is a note, a happy note, that the Railway Minister has sought to strike about the development activity on the Railways satisfactory from the point of view of the expenditure that they have been incurring according to the schedule.

The other thing that the Railway Minister has tried to do is that in the name of the Pay Commission's recommendations and the increased liabilities on account of the payment to the staff, he has brought in the question of an increase in freight charges. Sir, the papers and particularly the papers belonging to the capitalist world are shouting over this question of freight increase. There may be a certain argument advanced in favour of this particular step that the Government propose to take, namely, that the rate per ton mile in India is only 5.98 naye paise as compared to 6-88 naye paise in the U.S.A., 18-48 naye paise in the United Kingdom, 750 naye paise in the Canadian National and 6-61 naye paise in the Japanese National. But what has to be rectified with in this connection is not only the developing economy in our country and the development of transport of goods, but also the tendency in our country to pass every burden on to the consumer. Any surcharge that you raise, any tax that you levy, is passed on to the consumer and the result will be that the prices will again rise. The hon. Minister in his speech said that the freight increase would not apply to certain things and what those certain things are, he himself has said. But there are certain other things which must be very seriously considered, I mean articles of food.

[Dr. R. B. Gour.] If you raise the freight rate on the transport of articles of food, then obviously the food prices are bound to rise because that rise would be transferred on to the consumer.

[MR. DEPUTY CHAIRMAN in the Chair.]

Then there is another thing. There is the surcharge on coal. I would plead and request the Railway Minister to consider this question of freight on coal. Every industrial centre in our country is not near a coal-producing area. So coal has to be transported and if the surcharge on the freight for carrying coal is raised, the result will be that coal prices will be raised. As for my own State of Andhra Pradesh, I can say that already in the city of Hyderabad, as you may know, we have to bring coal all the way from Singareni and the industrial concerns in Hyderabad City are crying hoarse against the high prices of coal. Besides that, the Government of Andhra Pradesh has very kindly raised also the surcharge on coal to the Vijayawada level and the result is that the coal price has risen and if this surcharge is also added, then the coal prices will rise still further. The result will be that the difficulties of the industries will also increase. Obviously, if the coal has to be transported by train for fuel purposes, the price will rise and so, that trouble will be there. Therefore, I say, the question of raising this freight will have to be gone into by the hon. Minister from the point of view of checking the rise in the food prices—and these are already very high and there are no indications that they are falling even though the output may be increasing—and the rise in the price of coal. These will have to be considered.

Next I come to the point in the hon. Minister's speech which deals with accidents. A pamphlet has been circulated giving us a review of the accidents. The hon. Minister said that the accidents are less. I need not quote to the House certain editorials

that have appeared in the papers which have remarked that the particular note in the Railway Minister's budget speech on the question of accidents smacks of complacency. Here are the figures. Collisions have increased from 111 in 1956-57 to 163 in 1957-58. Then they have come down to 134 in 1958-59. But that is not a very great achievement since that figure is much more than that for 1956-57. Derailments have increased from 1,331 in 1956-57 to 1,386 in 1957-58 and 1,473 in 1958-59. Failures of engines and rolling-stock have also increased from 4,695 in 1957-58 to 4,794 in 1958-59. So in all these cases there is a definite rise in the number of accidents. There is then this particular feature, namely, of trains running into the road track at level-crossings and these number as high as 150 in 1958-59 as compared to 121 in 1956-57. Of course, major accidents have not taken place, accidents like those at Jangaon or the Mahbubnagar accident, have not taken place. It is true that bridges have not been washed away and trains have not collapsed and large-scale deaths have not taken place in such accidents. There is no doubt about that. That, however, does not mean that the causes for these accidents have been eliminated and therefore, I say, the cause for the rise in the figures of accidents of these particular categories has to be gone into very seriously. In this connection I have two particular points to stress.

First of all, I may say that some time ago this matter was raised in this House and various enquiring bodies consisting of high court judges and others made many suggestions as to how to prevent accidents. One thing I would like the hon. Minister to give deep thought to and that is whether there is cooperation between¹ the actual worker at the spot and the officer at the top. Very good understanding between the worker at the spot and the officer at the top and cooperation between the two is very very important and necessary. The

officers give instructions. The employee or the worker concerned may not find those instructions suitable and the worker may give certain suggestions and the officer concerned may not consider them suitable and the writ of the officer runs. Therefore, the suggestion was made that at all levels let there be joint committees from the yard to the top. Let there be joint committees of the officers and the employees, representatives of the unions and the administration, with full powers to go into all these things. Then the working efficiency will improve and failures will get reduced and proper steps will be found out and taken to meet the causes of these accidents. Therefore, the Railway minister must give thought to this. I remember that the Railway Minister had accepted this proposal long ago and how is it that his Budget speech does not indicate any steps having been taken in this direction? The Railway Minister must see how to build up this cooperative spirit among all those who are concerned with the running of the Railways, employees and officers. Unless these committees are formed, these things will not improve. These committees will become the vehicles of that cooperation. Therefore, I would repeat I would insist and I would emphasise with all the emphasis at my command, that this particular matter must be given very serious thought to by the Railway Minister and the Railway Board.

Another point that I would like to discuss at this stage is this. You have seen the number of accidents at the level crossings increasing. The Railway Minister's Speech does not contain any mention about this. Generally the trend is to blame the road passengers because the accidents at the level crossings are due to the negligence of the passengers using the roads but the basic thing has not been looked into. Take for example, Eluru in Andhra Pradesh. Now, the density of traffic at the level crossing has increased because every town has increased its activity; there is increase in popu-

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lation and in the social and commercial activities as a result of which the density of traffic passing through these level crossings has increased but for hours on end the level crossings remain closed. What are you doing for this? You have offered the poor municipalities a matching grant. If the municipalities have got finances enough to construct either an over bridge or an underpass, then you say that you will give them matching grants. Now, the accidents at these level crossings must draw your attention to this problem because only then will you be prepared to solve the problem which has become very acute with the growing population in the various towns and cities and with the growing social and commercial activities in those places. This problem must be tackled seriously. It cannot be tackled by throwing the blame on the passengers and on the States.

The hon. Minister has spoken of new rail links but here again, for the umpteenth time, I think, I would like to draw the attention of the hon. Minister to a particular problem. The problem of new rail links should be looked into from the point of view of a balanced distribution of new construction all over the country. This should be gone into from the point of view of pressure of traffic and of goods that is developing because of the industrial development or the development of mining centres in the country. We have been requesting the Government to examine this question from the point of view of the new projects coming up, new irrigation facilities being provided. As a result of these facilities, transport from those areas will be more. I would like to ask the hon. Minister as to whether he has given consideration to a question that the State of Hyderabad in the old days had suggested long, long ago. With the development of the Ramgundam mining centre on the grand trunk route and the developments in the Nizamabad-

[Dr. R. B. Gour.] Bodhan section in the Secunderabad-Manmad metre gauge route, the necessity for the Ramgundam-Nizamabad link has increased. In Ramgundam and round about so many other factories are being put up and a cement factory has been put up at Manchela. If the cement from this factory has to go to Bombay and other places, then it has to come all the way to Secunderabad and then be transhipped on to the metre gauge for onward movement to Bombay. In the alternative, it has to go to Bombay via Wadi or else come to Nagpur and then onwards. The cement factory is coming up, new coal mines have been developed and now you are thinking of a newsprint factory by using bagasse. The moment you take away bagasse, the Sugar factory at Nizamabad will need coal because that factory is now burning this bagasse. All these requirements are developing requirements. Have you given thought to these questions? The Nagarjunasagar project is coming up which will mean the provision of added irrigation facilities, increased power and there will be naturally industrial development. In the light of all these, I would like to know as to what has been done about the old suggestion of the erstwhile Hyderabad State for the Hyderabad—Macherla-Nellore rail link. What has happened to the Mangalore-Hassan rail link? These are problems that are arising out of growing requirements of transport both for passenger and goods but we do not find any information with regard to these. Wherever there is pressure, particularly governmental pressure, you surrender and where the State Governments are not strong enough or do not want to be strong enough, you probably do not yield. If that is the approach, then let us create a scene in Andhra Pradesh and then get something. Anyway, Sir, this problem must be thought of.

Then I come to the question of zones. Whenever we speak of zones, you say that we are linguistic-minded

and narrow-minded. When Uttar Pradesh fought for a zone with Gorakhpur as the centre, it was not linguistic. That was conceded and you created a North-Eastern Zone with Gorakhpur as the headquarters but when we speak of a zone, suddenly it becomes a linguistic problem, a parochial problem. Now, Sir, we have got Waltair port. You have got the Bhilai Plant and Rourkela Plant. You have got the Secunderabad workshop. You have also got the Guntakal workshop. You have got the Southern Zone with 6,000 miles and the Central Zone with 5,500 miles. Why can't you concede this point that it is not possible to administer such large and unwieldy zones properly? It is not possible to meet the requirements of the business community and the growing demands. Why then don't you see the justice in the demand for the Waltair section of the South-Eastern Railway, the Bezawada section and the Guntakal section of the Southern Railway and the Secunderabad section of the Central Railway to be amalgamated into one separate zone? Asking for a zone with Secunderabad as its headquarters is not a linguistic demand. This problem must be looked at not only from the point of view of the inability to administer an unwieldy zone but also from the point of view of the facilities that can be provided. You have got the Secunderabad workshop. You need not have to construct any building, that I can tell you. This question must, therefore, be looked at from a proper angle.

During the discussion of the Convention Committee's Report, the hon. Minister himself said on the floor of the House itself that he had asked the Railway Board to put up a scheme for the manufacture of diesel engines by the Railways themselves in the public sector but in his Speech this time on the Budget, he has suddenly informed us that he intends getting these diesel engines manufactured in the private sector. Why can't the Railways take a leaf from the lessons that the Defence Ministry has learnt? The Defence Ministry is manufacture

ing 'Shaktiman' trucks in the Ordnance Factories. Why can't you tell us what convincing reply you have got for saying that you cannot take up this question of manufacture of diesel engines and that you want these engines to be manufactured by the private sector? Why do you want the private sector to thrive on the demands that the Railways will be throwing up on this score? What about diesel oil? Are you going to get diesel engines from the private sector, diesel oil from the foreign sector and then have dieselisation of the Railways? What happened to the recommendations of the Fuel Research Institute that the Railway Board must think in terms of setting up plants for low-temperature carbonisation of coal and for the manufacture of diesel oil from coal tar? The Fuel Research Institute had suggested a number of plants in this connection. We have already worked out a sort of low-temperature coal carbonisation in the Hyderabad research laboratories. What has happened to the production of diesel oil and what is the attitude of the Railway Board to this question? **How** are you going to meet the increased demand for diesel oil even for the Railways themselves? That is a question to which the Railway Minister will have to address himself.

The hon. Minister has spoken about the sale of books on the railway station platforms. Firstly, Sir, it is very rarely that we get standard books in these stalls. All sorts of trash literature are available there. My hon. friend, Dr. Ray, will bear me out in this connection. Books which he hates, as he should, as a cultured man, as a Professor, are sold at the Railway book stalls. I would like to ask the hon. Minister as to whether or not the Board can pressurise these dealers to sell standard literature and not to demand from the publishing houses exorbitant commissions? You have very good literature published by the Sahitya Academy. I was thirsting to purchase an Urdu book published on behalf of the Sahitya Academy by the Jamia Milia. I could

not get it. You have published very good books of short stories, very good novels through Sahitya Akademi, but they are not to be seen on the railway book stalls. Anjumani Taraqui-e-Urdu is an organisation to whom you give grants for publishing literature but I do not find their books in the railway stalls. Why can't this Anjumani Taraqui-e-Urdu literature be sold in those stalls? Because these Wheelers etc. demand exorbitant commission which obviously such publishing organisations would not be able to pay. Could you or could you not tell us here and now why this standard literature published by organisations supported by the Government, subsidised by the Government and even created by the Government themselves should not be sold there? Now, this is becoming scandalous. The question of your discriminating against my literature is there but that is a different question and I may join issue with him on that question. But here is the question of your own publications, the publications of bodies which have been built up by you. This question must also be seriously looked into.

Now, Sir, coming to the staff, he said very eloquently that implementation of the recommendations of the Pay Commission would mean Rs. 13 crores more expenditure on the part of the Railways and because they are giving from July onwards, it would be another Rs. 7 crores more for this year, and therefore they have additional expenditure of Rs. 20 crores on this score. But, Sir, there was not a single word in the Railway Minister's speech about the agitation of the railwaymen or about the measures that he would like to take to meet this agitation of the railwaymen. Would you or would you not talk to the leaders of the railwaymen and come to a settlement about the questions that have arisen out of the Pay Commission's Report? Sir, I do not see a word in the Railway Minister's speech about the huge disparity in the railways in the different categories of their staff. Railways are probably the

[Dr. R. B. Gour.] only institution of this type under the Central Government where the Class I posts are much more than Class II posts, and why? Because all these are direct recruitments; not promotions but *ad hoc* recruitments have been taking place, recruitments that can be questioned; recruitments that are the result of nepotism and favouritism have taken place and you see a mushroom growth of Class I posts. The railway employees form about 7 to 9 per cent of the entire staff employed by the Government of India and you find that 10 out of 43 Central Government employees who draw salaries above Rs. 3,500 a month come from the Railways. So in the range of Rs. 3500 and above you are roundabout 24 per cent and so far as total employment is concerned you are about 7 to 9 per cent. Why this disparity? I know it may not mean to you any saving but it* would definitely mean a great moral strength on your part if you can slash down the salary of the higher-paid staff. This is another question which I would like the hon. Minister to reply to.

Now, what happens to the earlier Commissions? What will happen to the recommendations of the Shankar Saran Committee? What will happen to the IV Employees Promotion Committee Report? What will happen to the Rajadhyaksha recommendation that the running staff should be paid better? This Pay Commission seems to have overruled all those things. The Shankar Saran Committee recommendations, the recommendations of the Class IV Employees Promotion Committee, the Rajadhyaksha recommendations concerning the emoluments of the running staff, they are all the subject-matter of discussion between you and the Railwaymen's Federation and now the Pay Commission has suddenly overruled all of them. Are you or are you not going to meet the grievances of the railwaymen on this score? Let him tell us.

Now, Sir, I can tell him about the fixation of seniority of Assistants. But

before that let me ask a question. Is the hon. Minister satisfied with the huge number of temporary employees in the Railways? The total number of railway employees is 9,23,887 and you have about 2,20,000 temporary employees; that is about 20 per cent. And then you have two lakhs casual employees. Is it not a matter of shame for the Railway Administration and a matter of disgrace for our country that even after so many years of freedom there is such a large number of temporary staff? Are not the Railways permanent? Is not the Government of a permanent nature? Then why have so much temporary staff and deny them the benefits of permanency? May I ask the hon. Minister a particular question, for instance, about temporary draftsmen. I understand that he told them that because the Railway Service Commission did not recommend their permanency, they have not been made permanent. For years they have been temporary and as temporary workers their efficiency cannot be questioned. They are doing their work and they are discharging their duties but for confirming them and making them permanent the Railway Service Commission has not recommended. Have they been given an opportunity to appear before the Railway Service Commission? I understand he has not given them any opportunity to represent their case to the Railway Service Commission or to appear before the Commission and yet he says . . .

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM) : They should thank that they are being retained.

DR. R. B. GOUR: If that is the case, they will reply to your challenge. It is not for me to say anything.

Then I come to the advertisement policy of the Railways. What is their policy? The Press Commission suggested that the advertisement policy of the Government must be such that it should go to the help of the poorer papers, papers which have got less financial resources.

SHRI JASWANT SINGH (Rajas-then): Even, without a corresponding return?

DR. R. B. GOUR: The Minister has to decide. The Press Commission has suggested that and the Prime Minister has accepted that suggestion in one of his speeches. The question is one of striking a mean; there is no doubt about it. Now, what is the policy of the Railways? I would like to have from the Railway Minister facts and figures about the names of the papers to which railway advertisements are given, about the amount of money that goes to those papers through those advertisements, etc. We would like to have a list and we would like to know what the basis of that list is. Is it a secret that they would not reveal to us?

SHRI JAGJIVAN RAM: He can see the papers; there is nothing secret about it.

SHRI BHUPESH GUPTA (West Bengal): He can place a statement showing the names of papers and the amount given to them.

DR. R. B. GOUR: I want to know the total amount that you spend on these advertisements, and the share which the various papers get from that amount. That is what I want to know. There is a clear case of discrimination. You want to give advertisements to papers of particular persuasions; all other persuasions are excluded. Let us be very clear about this. I am not saying that merely the Communist Party weekly, "The New Age" does not get it.

SHRI JAGJIVAN RAM: They also get advertisements.

DR. R. B. GOUR: There are a number of dailies. We have got "The Visalandhra"; then there is the "Swadhinata" in Bengal. Compare their circulation with the circulation of those papers which get your advertisements. Compare the financial character of these various papers. Of course, they are not papers of big

business like the "Hindustan Times" or "The Hindu". Why don't you take all these factors into consideration? I would like to know from the hon. Railway Minister whether he has legalised this discrimination against particular persuasions. Even in the case of weeklies it is the same thing. I do not know if the P.S.P. weekly gets it.

SHRI JAGJIVAN RAM: There is no discrimination at all.

DR. R. B. GOUR: I do not think so. If that is the case, give us the list and we will tell you where the discrimination is.

SHRI BHUPESH GUPTA: They might be getting in Kerala.

DR. R. B. GOUR: As I said, give us the list and we will tell you where the discrimination is. You might not know it.

The last point to which I would like to draw the attention of the Government is about this insurance business. The employees themselves through their co-operatives have taken up in insurance business. Formerly the insurance premium used to be deducted from the salary bills when the salaries were paid to the employees. Now suddenly they have withdrawn the concession and the result is that the L.I.C. itself has lost about Rs. 50 lakhs on the score of premium. The L.I.C. has represented to the Railways; the Unions have written to them and the Finance Ministry has also written to them and yet I do not know why the Railway Ministry has not taken a decision on it and why a circular has not been issued that the premium could be deducted from their salaries. Now, the co-operative societies are suffering. In fact, small saving, which is the foundation, corner-stone of the L.I.C. policy is suffering. I would like to know how long you will take on this particular question of withdrawing the disability and allowing the premium to be deducted from their salaries. The other departments

[Dr. R. B. Gour.] do it. Even private employers do it. Now, how is it that the Railway Boards think that it cannot be done? On this score you owe an answer to us. It is a long time since we have been agitating for this. Then, how is it that you have not yet taken a decision on this point?

Then, Sir, just one question I would raise with the hon. Minister and I would close. That is the question of fixation of seniority of assistants from the clerical grade. The matter is hanging fire for quite a long time. Now, you know that this matter was raised during the Question Hour in our House by my colleague, Dr. Subba Rao. This matter was represented to the Government by so many people including, I think, my leader, Shri A. K. Gopalan. All these people have done it. Now, you will see that the fixation of seniority of assistants from the clerical grade is under consideration for a very long time. Now, how long will it take for you to consider this and take a decision on it? Since 1955 this matter is hanging fire. Therefore, I need not dilate on this subject. The hon. Minister knows it. He should give consideration to it. Regarding medical men, what harm have they done? The medical personnel of the railways are also Central Government employees and the medical personnel of other Government departments are also Central Government employees. The Central Government medical officers are gazetted officers and their brother medical officers in the Railways are class III officers. Why do you deny them a gazetted post? In regard to that also you will have to make your position clear.

Now, these are some of the remarks that I wanted to make on this occasion and I hope that the Railway Minister would be kind enough to give thought to these remarks and give a convincing reply, which I am sure will not be convincing. However, I expect a reply to this.

MR. DEPUTY CHAIRMAN: Shri Nawab Singh Chauhan.

SHRI NAWAB SINGH CHAUHAN (Uttar Pradesh): Sir, I think there is no time limit.

MR. DEPUTY CHAIRMAN: Fifteen minutes each.

SHRI NAWAB SINGH CHAUHAN: Just now he has spoken for about thirty minutes.

तीस मिनट के करीब बोले हैं

श्री भूपेश गुप्ता (आंध्र प्रदेश) :
वह तो उन की पार्टी को दिया गया है ।

SHRI BHUPESH GUPTA: I am very glad the hon. Member wants to follow us. By all means follow us.

SHRI NAWAB SINGH CHAUHAN: It is

उपसभापति महोदय, मैं इस थोड़े से समय में अगर उन तमाम सफलताओं का बखान न करूं जोकि रेलवे विभाग के द्वारा प्राप्त की गई हैं तो इस बात पर कोई एतराज नहीं करना चाहिये क्योंकि समय थोड़ा है । जितनी सफलतायें रेलवे विभाग ने प्राप्त की हैं और जैसी सफलतापूर्वक यह विभाग अब तक चलता रहा है—चाहे मकानों के बारे में, चाहे रेलवे के माइलेज के बारे में, या लोगों को अन्य सुविधायें देने के बारे में, या गरीब आदमियों के इम्प्लायमेंट के बारे में, या रेलवे के इंजिन इत्यादि बना कर के रोलिंग स्टॉक के सम्बन्ध में अपने को आत्मनिर्भर बनाने के बारे में, जितने प्रयत्न किये गये हैं उन की जितनी तारीफ की जाय थोड़ी है और इस के लिये माननीय मंत्री जी, डिप्टी मिनिस्टर्स और उन के जितने कर्मचारी हैं—नीचे से ऊपर तक जो कर्मचारी हैं—सभी बधाई के पात्र हैं ।

यहां पर भाषण देने का मकसद यही होता है कि जहां कहीं भी थोड़ी बहुत कमियां

हैं वे माननीय मंत्री जी के सम्मुख पेश की जायें ताकि वे उनमें उचित सुधार कर सकें और मैं यह समझता हूँ, मेरा यह तजुर्बा है, कि जो जो चीजें उनके सामने या उनके डिप्टी मिनिस्टर्स के सामने लाई गई हैं उन को उन्होंने बहुत बुद्धिमत्तापूर्ण ढंग से सुलझाया है और एक बड़ा हमदर्दाना रख गरीब व्यक्तियों और सारे कर्मचारियों के प्रति उन्होंने रखा है। मुझे आशा है कि जो दो, एक बातें मैं उनके सामने रखूंगा उनके ऊपर शीघ्रातिशीघ्र कार्यवाही की जायगी और लोगों के दुखों को दूर किया जायगा।

यह सच है कि तरक्की हुई है लेकिन तरक्की के साथ साथ मुझे यह कहने में दुःख होता है कि कहीं कहीं फेवरटिज्म जिसको कहते हैं या नैपोटिज्म कहते हैं उसका बोल-बाला है। इसके माने यह नहीं है कि इसी विभाग में यह हो, हमारे अन्य विभागों में भी इस तरीके की चीज चलती है। मैं तो समझता हूँ कि यह जो फेवरटिज्म, नैपोटिज्म या पक्षपात होता है—चाहे प्रान्त के नाम पर हो, बिरादरी के नाम पर हो, धर्म के नाम पर हो—ये तीनों ही चीजें बहन बहन हैं और इनको अगर एक कहा जाये तो कोई बुराई नहीं है। अगर किसी स्थान पर, किसी जोन में, किसी प्रान्त वाले का जोर हो गया तो फिर वह कोशिश करते हैं कि दूसरी जगह का आदमी यहां पर घुसने न पाये और अगर किसी तरीके से आ गया है तो इस तरीके का प्लानिंग किया जाय कि यह यहां से निकल जाय, इसको परेशान किया जाय और इसके जो वाजिब प्रमोशंस हैं वे न दिये जायें। न समय है, न मौका है कि कोई इस तरीके की चीज स्पेसिफिक दी जाये। मैं कोशिश करूंगा और कोशिश करता रहा हूँ कि माननीय मंत्री जी के सामने इस तरीके की चीजें आयें। जहां इस तरह की चीज आ जाती है वहां तो न्याय आज कल के कायदे कानून के ढंग से होता है। मान लीजिये

कि किसी आदमी को किसी जोन में मार पीट दिया गया और वह वहां गवाही चाहता है लेकिन वहां एक ऐसा गोल बना हुआ है कि गवाही मिलती नहीं है। पिट करके आंख चुटल गई हो,— ऐसे केसेज हैं, मैं माननीय मंत्री जी के सामने भेजूंगा—लेकिन कुछ हो नहीं सकता है क्योंकि उस गरीब को गवाही नहीं मिल सकती है। यह नतीजा हुआ उस पक्षपातपूर्ण रवैये का, उस प्रान्तीयता का या और किसी तरह के पक्षपात का कि जिसकी वजह से एक गरीब आदमी के संग न्याय नहीं हो सकता। ऐसे एक मसले का जिक्र हुआ, माननीय मंत्री जी के सामने उसका सरसरी तौर पर जिक्र आया होगा लेकिन मैं समझता हूँ कि डिटेल्स मैं यह चीज नहीं आई। जैसे कि रेलवे बोर्ड के असिस्टेंट्स का जिक्र हुआ। रेलवे बोर्ड में तो कोई फायदा ही नहीं था। पहले कुछ वर्ष पूर्व, तो वहां जंगल ला था, यह कहना चाहिये। जिसको चाहे उसको दो महीने में, चार महीने में असिस्टेंट बना दिया। आज ही उसको भर्ती किया, क्लर्क हुआ और क्लर्क कंफर्म भी नहीं हुआ कि चार पांच महीने में असिस्टेंट बन गया और पांच महीने में असिस्टेंट के बाद सेक्शन आफिसर बन गया, पहले थर्ड ग्रेड का बना और फिर सेकेंड ग्रेड का बना।

श्री जगजीवन राम : यह किस जमाने की बात कर रहे हैं ?

श्री नवाबसिंह चौहान : यह पहले जमाने की बात कर रहा हूँ, पहले जमाने की सन् १९५२, १९५३ से भी पहले की। अब तो गार्डन रूल है, जंगल रूल नहीं है। इसीलिये मैं कह रहा हूँ कि इस बाग में कहीं कहीं कटीली झाड़ियां रह गई हैं और मैं माननीय मंत्री जी से प्रार्थना कर रहा हूँ कि उनको काट कूट कर निकाल कर फेंक दें। उस जमाने में इस तरीके की चीज थी। मेरे पास तो एक नक्शा है, इससे साफ जाहिर होगा। मैं माननीय मंत्री जी के पास इसको भेजूंगा। इन बेचारों की सर्विस ग्यारह ग्यारह साल की

[श्री नवाबसिंह चौहान]

हो गई है, पर्मानेंट क्लर्क भी है। ग्यारह, ग्यारह, बारह बारह साल के बाद असिस्टेंट बने हैं और ऐसे भी हैं जो कि पर्मानेंट नहीं थे और पांच महीने में, छः महीने में या नौ महीने के अन्दर असिस्टेंट भी बन गये। क्लैरिकल ग्रेड ६० रु० से १३० रु० का है और जो सेकेंड ग्रेड का सेक्शन आफिसर है उसका ग्रेड ५३० रु० से ८०० रु० तक का है। तो ऐसे भी हैं जो कि पांच महीने के अन्दर असिस्टेंट बने और फिर सेक्शन आफिसर बन गये। जब हमारे लाल बहादुर शास्त्री जी यहां पर मंत्री हुए तो लोगों ने इस चीज को उनके सामने रखा कि यह स्थिति है। जिन लोगों के पास कोई रिसोर्सेज नहीं हैं, जिन लोगों के कोई रिश्तेदार या मुरवंती या मिलने वाले रेलवे बोर्ड में नहीं हैं वे इस तरीके से घुलते रहते हैं, सड़ते रहते हैं और जिन लोगों के जरिये हैं वे इतनी उछाल लगा करके ऊपर पहुंच जाते हैं।

श्री हर प्रसाद सक्सेना (उत्तर प्रदेश) : पुल है।

श्री नवाबसिंह चौहान : वगैर पुल के ही, जैसे कि हनुमान जी ने छलांग लगाई, उनकी हनुमान जी की छलांग होती है कि अभी ६० रु० पर थे और अभी ५०० से ८०० रु० तक के ग्रेड में पहुंच गये . . .

ठीक है, हर एक आदमी स्वाहिश करता है इस तरीके से। इसलिये वे कर्मचारी चाहे आपके रेलवे बोर्ड में हों या रेलवे विभाग में कहीं पर भी हों, जहां भी सरकारी नौकरियों में इस तरीके की गलत कार्यवाही हुई हो वहां जिम्मेदार आदमियों के खिलाफ सख्त कार्यवाही होगी चाहिये। यही नहीं हो कि वे लोग जिन्होंने इस तरीके से गरीब आदमियों या साधारण कर्मचारियों के साथ निर्दयता का व्यवहार किया है वे निकाले जायें बल्कि उनके खिलाफ मुकदमा भी चलाना चाहिये। यदि एक वेलफेयर राज्य में जिसका कि हम निर्माण

कर रहे हैं उसमें इस तरीके की गलत चीजें चलने लगे तो हमारा प्रजातंत्रवाद एक कोर ढकोसला बन कर रह जायेगा और ऐसे ही लोग हैं जो इस प्रजातंत्रवाद को समाप्त कर देंगे। सन् १९५२ में लाल बहादुर शास्त्री जी के सामने य तमाम चीजें लायी गई थीं और उनको बतलाया गया था कि यहां कोई ठिकाना नहीं, जिसको चाहें जहां तक पहुंचा दें। उन्होंने सन् १९५३ में एक इम्तिहान दिलवाया ऐसे लोग जो कि सेक्शन आफिसर थे, जो कि तीन साल से आफिशियेट कर रहे थे या ऐसे क्लर्क जिन्होंने दस साल की सर्विस कर ली थी उनको एक्जेम्प्ट कर लिया था और कहा कि ये सिर्फ इंटरव्यू में आयेंगे और बाकी आदमियों का रिटन टेस्ट ले लिया गया और उसके बाद इंटरव्यू हुआ। समझ में नहीं आता कि इस तरीके की चीज क्यों की गई। क्योंकि वे लोग बोर्ड की, गलत कार्यवाही कर चुके थे इसलिये उन्होंने उसे छिपाने को वह सब किया। ठीक है, जो लोग उसमें उत्तीर्ण हुए उनकी लिस्ट बनी लेकिन उत्तीर्ण होने के बाद अब तक उनकी सीनियरिटी कायम नहीं हो सकी। रेलवे में, दूसरी मिनिस्ट्रियों में और हर सर्विस में यह रूल है, यह कायदा है कि सीनियरिटी नीचे से चलती है। जो लोग क्लर्क हैं उनकी क्लर्की की लैंग्थ आफ सर्विस लेनी चाहिये। लेकिन यहां क्लर्क तो अनकंप्लैड हैं लेकिन वह एसिस्टेंट बना दिया गया, पांच छः साल एसिस्टेंट रहा और फिर एसिस्टेंट की जो सर्विस है उसके हिसाब से उसकी सीनियरिटी मानकर उसको आगे बढ़ा दिया गया। आज कल कहा जा रहा है कि सीनियरिटी को ऊपर के केडर से आरम्भ कराया जा रहा है, नीचे से ऊपर को नहीं कराया जा रहा है। यह गलत है, सीनियरिटी कायम नीचे से होनी चाहिये। मैं तो चुनौती देता हूं, चैलेंज करता हूं और इस चीज को मुझे बताया जाये कि उनका यह कदम किस तरह से कानून के मुताबिक तथा न्यायसंगत है। मुझे आशा है कि इन लोगों की जो सीनियरिटी

है वह नीचे से कायम होगी। हो सकता है कि कुछ लोग परेशानी में हों कि अगर इस तरह से सीनियरिटी कायम की गई तो जो लोग ऊंचे पदों पर पहुंच गये, सेक्शन आफिसर हैं, जो कि न तो एसिस्टेंट की हैसियत से कंफर्म्ड हैं न क्लर्क ही कंफर्म्ड हैं उनका क्या हाल होगा। यह एक मजे की बात है और उसको जानकर हर एक इंसान को ताज्जुब होगा कि एक आदमी सेक्शन आफिसर हो गया लेकिन वह एसिस्टेंट कंफर्म्ड नहीं है, क्लर्क कंफर्म्ड नहीं है। वह कैसे बन गया? यह सब पक्षपात की वजह से हुआ। कोई देखने वाला उस जमाने में था नहीं। जब देखने वाला आया तो इस तरीके से प्रयत्न हुआ। मेरे कहने का मतलब यह नहीं है कि जो लोग उत्तीर्ण हुए हैं उनको कुछ थोड़ा बहुत फायदा दे दिया जाये और उन लोगों के खिलाफ कोई कार्यवाही न की जाये। जिन्होंने इस तरीके की गलत चीज की है या जिनका फायदा कराया है। इस तरह की चीज जो बहुत दिनों से चल रही है इस कारण है कि वे समझते हैं कि कभी कभी पार्लियामेंट में सवाल उठेगा तो उठेगा लेकिन इस चीज को चलने दो, फिर मामला टल जायेगा और आगे तीन महीने में पार्लियामेंट होगी तब तक फायदा उठा लेंगे। माननीय मंत्री जी को देखना है कि इस चीज को दूर करने में देर नहीं होनी चाहिये।

जो यह कहा जाता है कि जो एक्जैम्प्ट कर दिये गये थे, जिनका रिटन टेस्ट नहीं लिया था उनका अलग कांडर बने, यह भी ज्यादाती है। जब एक कांडर है तो एक ही तरह से सीनियरिटी रखी जानी चाहिये चाहे रिटन टेस्ट लिया गया हो, चाहे ग्रेजुएट टेस्ट लिया गया हो, चाहे उसके दोनों टेस्ट लिये गये हों। यह भी देखना चाहिये कि क्लेरिकल ग्रेड से जो सीनियरिटी ली जाती है, उसमें से अगर सेक्शन आफिसर या डिप्टी सेनेटरी ही क्यों न हो, उनकी सीनियरिटी नीचे से ही गिनी जानी चाहिये यही न्याय की बात है। अन्याय का आधार ले कर सीढ़ी पर चढ़ कर वे लोग ऊपर

चढ़ गये और अब न्याय का तकाजा है कि उन्हें नीचे आना पड़ेगा। और यही नहीं कि उन के साथ यह व्यवहार हो बल्कि नाजायज तरीके से उन्होंने आज तक जो अधिक पैसा ले लिया है उसके लिये उन जिम्मेदार आफिसरों पर जिन्होंने इस तरीके से काम किया है, जिस तरह से दूसरी जगह सरचार्ज लगता है उसी तरह से उनके ऊपर भी लगना चाहिये और साथ ही साथ जो बेनिफिशरी हैं, जिनको इस तरह से पैसा मिला उनके ऊपर भी यह होना चाहिये।

जो लोग सीनियरिटी में काफी उपर थे लेकिन जिनको पृष्ठने वाला कोई नहीं था उनकी पोजीशन कुछ की कुछ हो गई है। यानी तारीफ यह है कि जो पहले नम्बर पर था वह तो रह गया और जो १७० नम्बर पर था वह आगे चला गया। मैं यहां सदन का और माननीय मंत्री जी का उन तमाम चीजों की पढ़ कर समय खराब करना नहीं चाहता हूं और उन केसेज को मंत्री जी के पास भेजूंगा और मुझे आशा है कि उन गरीबों की पुकार को वे अवश्य सुनेंगे और कायदे के अनुसार उनको शीघ्र से शीघ्र सीनियरिटी दिला देंगे।

श्री जगजीवन राम : तस्वीर का दूसरा पहलू भी आपको दिखा दिया जायेगा।

श्री नवाबसिंह चौहान : हां, ठीक है। और दूसरे पहलू के अलावा मैं तीसरा पहलू भी देखना चाहता हूं। दुनिया में जब दो चीजें और दो पहलू होते हैं तो तीसरा पहलू भी निकालना चाहिये। आपको मालूम है श्री डाइमेंशन वाली पिक्चर्स भी होती हैं।

मैं एक बात और जल्दी जल्दी कहूंगा क्योंकि समय कहीं न हो जाये। वह चीज रेलवेज से कुछ सम्बन्ध रखने वाली है। आर० एम० एस० डिपार्टमेंट पहले रेलवेज में था, फिर वह रेलवेज से अलग हो गया और पोस्ट एंड टेलीग्राफ विभाग में चला गया। हमारे माननीय मंत्री जी कुछ दिन पहले उसी विभाग से सम्बन्ध रखते थे इसलिये खास तौर

[श्री नवार्बसिंह चौहान]

से कह रहा हूँ। उनको पोस्टल विभाग की जरूरियात का भी अवश्य ही अधिक खयाल होगा, अपने विभाग के साथ साथ। आर० एम० एस० के साथ रेलवे विभाग का सौतेली माँ का सा बर्ताव होता है। आखिरकार चाहे आप ही का विभाग हो, रेलवे हो, पोस्ट एंड टेलीग्राफ हो, गवर्नमेंट के ही विभाग हैं। यहाँ मैं आप से कहना चाहता हूँ कि अब तो पी० एंड टी० बोर्ड बन गया है, हो सकता है पी० डब्ल्यू० डी० के भी कार्य उसके अन्तर्गत हों लेकिन पहले यद्यपि विभाग ने आर० एम० एस० के कर्मचारियों के वास्ते लेट्रिन्स और यूरीनल्स के लिये रुपये स्वीकृत किये किन्तु रेलवे ने उनके लिये ये चीजें समय पर उपलब्ध नहीं कीं और नतीजा यह हुआ कि बाज वक्त अपने लेट्रिन्स और यूरीनल्स भी इन आर० एम० एस० वालों के लिये ये रेलवे वाले बन्द कर देते हैं।

पुनर्वास तथा अल्पसंख्यक कार्य मंत्री (श्री मेहर चन्द खन्ना) : अच्छा करते हैं।

श्री नवार्बसिंह चौहान : अच्छा तो करते हैं लेकिन हमारे इस विभाग के आदमियों की रोहैबिलिटेशन की जरूरत है। मुझे उम्मीद है खन्ना साहब इसमें मदद करेंगे। साथ ही साथ ये लोग जो आर० एम० एस० में ड्यूटी करते हैं इनको कई दिनों तक घर के बाहर रहना पड़ता है और रेल में ही उनका घर होता है और आपने यह भी देखा होगा कि जगह जगह पर ये लोग जाते हैं और सुरक्षा का विशेष प्रबन्ध न होने के कारण कत्ल हो जाते हैं। यहीं टुंडला के पास ही कत्ल हो चुका है। भाल भी ले जाते हैं, जान भी ले लेते हैं, क्योंकि ज्यादातर आर० एम० एस० में इस तरीके की वान्स नहीं हैं कि ये लोग सुरक्षित ढंग से काम कर सकें। इसलिये उनकी तरफ से भी मांग आई है कि अधिक से अधिक संख्या में और जल्दी से जल्दी इस तरीके की वान्स बननी चाहियें।

श्री जगजीवन राम : बनवा रहे हैं।

श्री नवार्बसिंह चौहान : लेकिन उसमें जल्दी होनी चाहिये। अगर आप देर करेंगे तो खतरनाक होगा, डेंकाइटीज के कारण हमारे माननीय मन्त्री जी, मुझे आशा है कि मेरी बातों की तरफ जरूर ध्यान देंगे। रामस्वामी साहब बहुत ज्यादा प्रसन्नचित्त मालूम होते हैं क्योंकि मेरी बातें समझते नहीं होंगे। आजकल के ज़माने में बात को न समझना यह भी बड़ी भारी बात है। मैं यह बात और अर्ज करना चाहता था कि कहीं कहीं कुछ करप्शन है...

श्री जगजीवन राम : वे कह रहे हैं बोलने वाले भी कभी-कभी अपनी बात नहीं समझते हैं।

श्री नवार्बसिंह चौहान : अच्छी चीजें घर से शुरू होती हैं। घर से ही चैरिटी शुरू होती है।

मेरे कहने का मतलब यह है कि आजकल जिन प्वाइंट्स से यानी जिन गोदामों से दूसरी जगह चीजें जाती हैं—जैसे फ़िरोजाबाद से चूड़ियाँ जाती हैं—अलीगढ़ से कलकत्ते को वेजिटेबल जाती हैं, कहीं महोबवा से पान आते हैं तो वे कानपुर में ही रह जाते हैं—वहाँ इस तरह की सड़ने वाली चीजें होती हैं और इस तरह की देरी होती है कि ये चीजें अपने स्थान में पहुँचने से पहले ही सड़ और गल जाती हैं। ऐसी हालत में लोग परेशान हो जाते हैं और जब तक वहाँ पर लोगों को पैसा नहीं दिया जाय तब तक उनकी चीजें ठीक समय पर नहीं भेजी जाती हैं। ये लोग अक्सर ऐसा भी करते हैं कि जिस जगह पर चीज जानी हो उसको वहाँ न भेजकर दूसरी जगह भेज देते हैं और इस तरह से वह चीज वहाँ पर पड़ी रहती और सड़ जाती है। मुझे अपने यह अलीगढ़ का तजुर्बा है कि वहाँ से जो वेजिटेबल कलकत्ते को भेजी जाती है जब तक

वहां के लोगों को खिलाया और पिलाया नहीं जाता है तब तक वह नहीं भेजी जाती है और इस तरह से पड़ी रहती है और सड़ जाती है। ये लोग जो इस तरह का काम करते हैं ये एक ही जगह सालों पड़े रहते हैं और जब कभी इनकी बदली होती है तो वे ऐसी तरकीब करते हैं कि दो तीन महीने के लिए आसपास के किसी स्टेशन पर चले जाते हैं और फिर अपना ट्रांसफर करा लेते हैं। इस तरह से ये लोग एक दो महीने के लिए किसी दूसरी जगह चले जाते हैं और फिर वहां से अपनी पहली ही जगह में आ जाते हैं क्योंकि इन लोगों के रिश्तेदार रेलवे में ऊंची जगहों पर होते हैं और इसी वजह से इस तरह की बातें होती हैं। मेरी माननीय मंत्री जी से यह प्रार्थना है कि वे इन सब चीजों की ओर ध्यान दें और देखें कि इस तरह की चीज होती है या नहीं। मुझे पूरी आशा है कि वे इस चीज को रोकने के लिए पूरा प्रयत्न करेंगे।

MR. DEPUTY CHAIRMAN: It is time.

श्री नवार्बसिंह चौहान : मुझ अब एक ही बात कहनी है और वह रेलवे में स्कूलों के बारे में है। रेलवे में जो स्कूल अधिकारी होते हैं वे एजुकेशन डिपार्टमेंट के होने चाहिये और केन्द्र और राज्य सरकारों के जो क्रायदे कानून स्कूलों के संबंध में हैं उनकी उन्हें जानकारी होनी चाहिये। अक्सर यह देखा गया है कि रेलवे स्कूलों के जो अधिकारी होते हैं वे या तो डिवायनल सुपरिन्टेन्डेंट होते हैं या अन्य अधिकारी होते हैं जिन्हें शिक्षा के बारे में कोई ज्ञान नहीं होता है। इसका नतीजा यह होता है कि प्रमोशन और दूसरी चीजों के बारे में वहां पर बहुत धांधली होती है। इसलिए इन दो तीन बातों की ओर माननीय मंत्री जी का ध्यान आकर्षित करना चाहता था

और आशा करता हूं कि वे इन तमाम चीजों के संबंध में कुछ कार्यवाही अवश्य करेंगे। मैं फिर माननीय रेलवे मंत्री जी को धन्यवाद देता हूं।

MR. DEPUTY CHAIRMAN: There are a large number of speakers. Therefore, we shall meet at 2.00 P.M. instead of 2.30 P.M..

The House stands adjourned till 5.00 p.m.

The House then adjourned for Lunch at three minutes past one of the Clock.

The House reassembled after lunch at two of the clock, THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.

SHRI P. N. SAPRU (Uttar Pradesh) : Mr. Vice-Chairman, Sir, the Railway Budget enables us to have a stock-taking of our greatest national undertaking. The Railways employ very nearly 12 lakhs of persons and the State runs our Railways. Therefore Railways should be model employers; it is upon their efficiency that our transport system largely depends. Without an adequate transport system our Five Year Plans will not be able to work at all. We need to open up the countryside, and we need more railways and more transport facilities in order to provide goods and services for our people in every part of the country. Mr. Vice-Chairman, it is a matter for rejoicing that the Railway Budget discloses a commendable rate of progress in various directions in the year ending March, 1960. According to the Railway Minister, upto March 1960 we would have spent about Rs. 872 cro-res out of the Rs. 1125 crores allotted for the Railways under our Second Five Year Plan. Our rolling stock would have increased by 14 per cent, in locomotives, 27 per cent, in wagons,

L.Shri P. N. Sapru.] and 1a.5 per cent, in coaches, over the holdings at the beginning of the *said* Plan. Also 700 miles of double track and 600 miles of new lines would have been built during this period. We welcome the advances that have been made in the railway department in a self-generating economy. According to the statement made by the Railway Minister we are now self-sufficient in the matter of our requirements of locomotives; not only are we self-sufficient but we are also in a position to export them, and we are more or less self-sufficient in the matter of wagon and coach manufacture. Now all this is very satisfactory. We had an increase of 8.8 per cent, on the Broad Gauge and 4.9 per cent, on the Metre Gauge in the speeds of goods trains up to November, 1959.

Now, Sir, I have been trying to look into this Report by the Railway Board, which has been handed over to us along with the other papers connected with this Railway Budget for 1960-61, and I was interested to find that there was solid progress in many directions. But what I wanted to say about this Report was this: I cannot understand why the Railway Board should present this Report or should prepare this Report and why the Railway Minister should not be responsible for this Report himself. The Railway Board, possibly, is a statutory body. I say 'possibly' because I have not been able to lay my hands exactly on the constitution of the Railway Board in our Statute Book. But assuming that it is a statutory body, the proper thing for the Railway Board is to present the Report to the Minister, and thereafter for the Minister to be responsible for that Report.

Now, Sir, I want to invite your attention to some remarks by the Railway Service Commissions on the paucity of technical men in this Report.

You will find them at page 101, Volume 1:

"The railway service commissions with headquarters at Allahabad, Bombay, Calcutta and Madras continued to conduct recruitment of class III staff for the Indian Railways.'***

Now the point that I wanted to make was the statement made here that—

"The commissions experienced a general dearth of qualified technical staff, particularly recruits with degrees and diplomas in engineering (mechanical, civil and electrical). For senior higher grade supervisory posts in railway workshops and drawing offices, engineering graduates and for lower grades, diploma holders with appropriate practical experience were difficult to find. There was insufficient response for the category of nurses."

I cannot understand what the reason for this insufficiency of technical personnel in the supervisory grades of our railways is in that we have now a number of engineering and technical institutions and workshops, and one would like to know what *the* reason for this insufficiency is. This matter should be looked into, and I hope that some light will be thrown on the reasons *for* this insufficiency of technical personnel in our railways.

Now another interesting point which emerges from a perusal of this paia-graph is that the number of technical categories indented by the railways was 2,590.

The number of applications received was 10,686, the number called for interviews was 5,867 and the number actually selected was 2,010. Now, the number of applications received was 10,000 and the number invited for interviews was something more than 5,000. Obviously a very large number of candidates, almost 50 per cent of

them, were not considered fit for these jobs. That again is an unsatisfactory feature of our present system of recruitment which throws a very heavy burden upon the body charged with the recruitment of persons for appointment.

Then, I find that though there has "been progress in the employment of Scheduled Castes, Scheduled Tribes and Anglo-Indians in non-gazetted Railway services, the Commission observes:

"Although the number of Scheduled Caste candidates selected by one Commission has exceeded the number indented for, the response from Scheduled Castes in general and Scheduled Tribes and Anglo-Indians in particular has not been upto expectations."

Why has the response from these classes not been up to expectations? That, I think, requires some explanation.

Passing on to some other matters, I should like to refer to some amenities which are provided, or which are proposed to be provided, for our passengers by the Railways. One of the amenities which the Railway Minister said he was going to provide hereafter for our third class passengers was sleeping accommodation for journeys over 500 miles. I think the first problem is to provide them with sitting accommodation. Our third classes are literally crowded with people. There is no sitting space for them and if we huddle them like cattle it is not very complimentary to us as a welfare State. The first thing is to provide them with sitting accommodation. For that we need more Janata trains and more third class carriages and wagons.

Then, Sir, I think this limit of 500 miles is a little too high. Most of the journeys which are performed by night are about 250 or 300 miles. I know, for example, 500 miles is longer than the journey from Delhi to

the place where I stay, that is, Allahabad. By a fast passenger train it takes 13 hours to get to Allahabad. The third class passengers going to Allahabad or stations near Allahabad will not get the benefit of this new arrangement. This arrangement will be available only for persons travelling over 500 miles. I, therefore, suggest that 500 miles should be reduced to 300 miles to start with. Any third class passenger who undertakes a journey of 300 miles or over should be entitled to sleeping accommodation. That, I think, should be our objective in the immediate present. In the form in which it has been made, the arrangement will benefit only a very limited class of persons.

Next, I would like to say that the sanitary arrangements in Railway compartments are not very good. I have experience of higher class compartments myself and I have had complaints about lack of proper sanitary arrangements in third class compartments. I think, Sir, that that is a matter which needs to be looked into.

Another point on which I would like to say a few words is with regard to the catering arrangement on our Railways. Last year, I think, in my Budget speech I said that the catering arrangements on the Northern Railway, with which I was directly concerned—I have a lot of travelling to do between Allahabad and Delhi—were fairly good. I am bound to say that now there has been a deterioration in the standard of food supplied. I am bound also to say that it is sometimes difficult to get the food that we order at the Railway stations. The number of waiters at the Railway stations is very small. I will give a personal example. I placed an order for food at the Delhi Railway Station and I was told that I would get my dinner at Ghaziabad. I actually never got it. I had, therefore, to go without food until Aligarh where I had to content myself with some Puries or something like that.

[Shri P. N. Sapru.] That is not a very satisfactory state of affairs. What happens is that many of these waiters concentrate on the air-conditioned compartments. They have had experience of air-conditioned compartments also. There too I have found that attendance is very poor and we cannot be sure of getting the food that we have ordered at the station at which we were told that it would be made available to us. Therefore, Sir, this also needs to be looked into.

I must make some mention of the security arrangements in our railway trains before I conclude my speech. I am glad that the Railway Minister is thinking in terms of a push button arrangement. It should be helpful to our lady passengers for it is really sometimes frightening to travel these days alone in a compartment. According to the statistics given to us, the railway crimes may have decreased but actually we find in our newspapers harrowing tales of what occurs in some trains and compartments. I think there should be greater cooperation, greater coordination of effort, in regard to the prevention of crime between the railway staff, the Railway Protection Force and the State Police Force. The responsibility for the prevention of crimes is that of the States. The State Police is responsible for the prevention and detection of crimes. That is my reading of the position regarding crimes on railways. I think there should be co-operation and coordination in this matter.

Lastly I would say a word about punctuality. A complaint has been made that the railway trains are not very punctual. Of course we should try to make them more punctual. That is all right but I would attach more importance to security than to punctuality. I know that in the Ehta Enquiry, one of the points made against the Railway Administration was that the Commercial Manager, or "whoever" was responsible for looking after the speed of the train, was

always emphasising speed, speed and speed. Certainly we should have speed but we should not have speed at the cost of security. Therefore I am not disposed to quarrel very much, with the fact that some of our trains are not as punctual as they should be. It is more important that there should be security in travel than punctuality. Thank you very much.

SHRI JASWANT SINGH: Mr. Vice-Chairman, Sir, the hon. Railway Minister, while presenting his Railway Budget in the other House, made a long speech and he dealt with various items indicating in which direction the activities of this Department are directed. The railways are our premier nationalised industry and as such, naturally, great achievements are expected out of them and in view of the great dimensions both from the point of view of the personnel that they employ and also from the point of view of the large amounts, running into millions and millions of rupees, that they have to handle by way of revenue and by way of expenditure, many omissions and mistakes are bound to take place and attention therefore has been drawn to the various omissions from various quarters but taken as a whole, it can be said without the least doubt that this great national enterprise of ours has contributed to a high order to our national reconstruction and naturally everyone of us should be proud of its achievements at least at this time when great demands are made on this Department,

I would not deal with the local grievances or other small points because that could be done at other times. I would, in my speech, deal with the financial matters that have been raised in the Budget speech primarily and then some important general matters I would like to raise during my speech.

First of all in the very beginning, quite rightly, the Railway Minister began with a review of the Second Five Year Plan of the Railways.

Everything has two sides and in regard to the Railway Plan, which in itself was a gigantic task covering a total outlay of nearly Rs. 1,125 crores for the Second Plan, on the one side as far as the financial aspect of the Plan is concerned, the Railways have fulfilled the expectations to the full. In the four years they have spent Rs. 875 crores and in the last year of the Plan they can easily spend, looking at their past achievement, Rs. 250 crores which have been provided for in the Budget. The other plature of the Plan is the physical aspect. There are many departments in our Government- which fail to fulfil either the financial aspect or the physical aspect of the Plan or they fail to do justice to both. But it can be said to the credit of the Railway Department that in regard to the physical aspect also, they can take the credit of almost accomplishing the target. However, there are a few matters in which they may lag behind, as is evident from the speech and from the various papers supplied to us, particularly in relation to matters like electrification, new lines construction and workshop facilities. It is sincerely hoped that the Ministry will not spare any efforts to fulfil the targets in this direction also so far as the Plan is concerned. Therefore it deserves the full compliments and congratulations from the House and the country as far as the Five Year Plan is concerned. It is indeed very heartening to receive the assurance from the Minister in paragraph ti of his speech that the Railways will not shrink from added responsibility or shouldering greater burdens whatever be the calls made on them in the future. We do hope that they will stand by this assurance *are* continue to serve the country as they have been doing so far and in the same spirit.

The next point that the Minister dealt with in his speech is mentioned in paragraph 9, namely, about the transport position. Here, of course, while giving a rosy picture of the

achievement of the Ministry *in* regard to the transport position, he has pleaded for the co-operation of trade and industry in the country and he has asked them to build up stocks at the source during the busy season so that they could be shifted to the consuming centres during the slack season. Nobody can have any grouse against the Minister when he makes this appeal for co-operation as it is the duty of not or.iy the trade and business people but of everyone in the country to cooperate in a laudable cause and in a ea 1st; which relates to the reconstruction of the country. But my fear Is that in this pleading, the Railway Miniver ha;; not Deen very practical. Sir, it will be seen that the marginal collieries and other concerns also which may be even a little bigger, if they aie expected that they should lock up their finances and their capital in stocking coal and other things for a number of months in the hope that at some future date the Railways will come to their help when pressure is not so high on the railway wagons, to remove their goods, then I am afraid that the remedy suggested by the Railway Minister is worse than the disease. Business and trade, especially the smaller concerns, would not be able to lock up their capital and their goods to that extent in the hope that at slack seasons their goods would be removed. Therefore, I say though nobody can have any grouse against the Railway Minister for pleading for this co-operation from trade and business, this is a proposition which appears to be impractical and difficult to be fulfilled. I submit that in spite of the fact that they will be able to spare their wagons only at slack seasons, every effort should be made by the Railway Ministry to see that this class of people are not allowed to suffer.

The next point that the Railway Minister has stressed is with regard to the self-sufficiency drive of the Railways. He deals with this subject from para 32 onwards. In this connection, I would submit that the Railway Ministry has performed a Herculean task in pursuing the drive for self-sufficiency

[Shri Jaswant Singh.]

in rolling stock. As far as the production of locomotives is concerned, or the production of integral coaches or the setting up of steel foundries to conserve foreign exchange, etc. are concerned, they have done admirable work. Therefore, I would in this connection submit that the work in this linft has actually to be seen on the spot to be believed and the Railway Ministry merits unstinted praise. It was my good fortune along with the members of the Public Accounts Committee recently to visit Chittaranjan where locomotives are being manufactured and also the places where integral coaches are being manufactured, those at Perambur in Madras and also at Bangalore. It was a matter of pride for me and everyone of us to see the achievements that are actually being made and as I stated a few moments ago, the progress made has to be seen to be believed. In this connection whatever praise can be bestowed on the Railway Ministry is fully justified. I would also submit that as far as integral coaches are concerned, these are being manufactured at two places, one at Perambur in Madras and the other at Bangalore. But at both these places only broad gauge coaches are being constructed. I do not know whether at any other place there is provision for the construction of integral coaches for metre gauge lines. These coaches, I understand, are very fine coaches so much so that the risk of accidents is very much minimised and also, even when accidents take place, the casualties are far less than in the case of ordinary coaches. Whatever ciaims the Ministry may make as far as accidents are concerned, it has to be admitted that accidents are still there and on a very large scale. There may not be major accidents involving heavy casualties, but these accidents even now run to thousands in a year. I do not blame the Ministry for this because this department is one of very big proportion or dimensions and so these things are there, because of human failures and various other reasons and thesp things are bound to happen. But to provide against the

risks to human life, I understand that integral coaches are the answer to a very great extent. Their manufacture has been taken up only with regard to broad gauge lines. In our country, we have metre gauge lines also for thousands of miles and I sincerely hope that the Ministry will apply its mind to the establishing of factories where even metre gauge integral coaches can be manufactured. As far as my information goes, at present there is no such production.

Next I come to the budget estimates for the year 1960-61. As far as the estimates are concerned, for the ensur. ing year they are on the usual pattern. The only outstanding feature is the proposal to levy a supplementary charge of five nave paise per rupee on the freight of goods and coal traffic, excluding export ores. Military, Postal and Railways' own traffic." This is anticipated to yield about Rs. 14 crores. Sir, it was more or less assumed that in view of our developmental expenditure and the need for defence preparedness, levies would be there and I feel satisfaction that the Railways have been a little practical in imposing only this levy and they have not been tempted or goaded by the necessities of the Five Year Plan as well as developmental expansions and military preparedness, to have more levies. So, so far as it goes, it is good. But with regard to the items on which this levy will fall, I feel the matter has to be considered. Take the case of food-grains. It appears that foodgrains will be subjected to this levy and already the prices of foodgrains are very high and in many parts of the country, the people find it difficult to buy them. It may also be assumed that as far as the trade is concerned, this burden will not fall on the trade, but it will fall mostly on the consumer. Therefore, in commodities like foodgrains and cereals, there should be exemption as they propose in the case of export ores and so on. In the case of foodgrains and I will go to the extent of saying also in the case of coal, this levy should not be there and these should be covered by the exemption as they have done

in the case of the other commodities. As it is, this has not been done and this is going to fall very heavily on the common people who even at the present levels of prices can ill afford to buy the things they need so much.

In explaining this surcharge on freight rates, the speech of the Railway Minister does not give the correct impression. The impression that one gets from the speech is that we are not covering the full expenditure that the Ministry will have to incur consequent upon the acceptance of the recommendations of the Pay Commission. In the Budget, the Minister has made a provision of Rs. 20 crores and that is only to be partially covered by this levy on freight rates but I am afraid that that is not so. I am sure that the Railway Minister does not mean that but that is the impression which has been conveyed by the speech. The expenditure to be incurred consequent upon the acceptance of the recommendations of the Pay Commission will be about Rs. 15 crores and the Minister would be able to realise about Rs. 14 crores out of this levy. A sum of Rs. 7 crores is meant for this year and so the total comes to Rs. 20 crores which has been shown in the Budget. Therefore, the correct thing is to say that the entire burden consequent upon the acceptance of the recommendations of the Pay Commission would be made up by the levy on freight charges. That is the real position.

This is a very big department in which some nine lakh employees are employed, from the highest to the lowest paid employees. It has got its activities spread over various directions and in such a big department ordinary mistakes and omissions are bound to happen and they would happen howsoever careful and vigilant one may be. Such mistakes cannot be avoided in a department of this magnitude and size but as I stated a little while ago, a little before the Minister came in, as far as I am concerned, I am more than satisfied with the achievements that the Ministry has to

its credit both in regard to the achievements of the Five Year Plans and in various other directions but, Sir, I feel a little disturbed when I come to the question of the various Funds. Even the hon. Minister does not seem to be optimistic in regard to these Funds; and the position in regard to the Fund balances is not satisfactory and something has to be done about this. First of all, I will refer to the Depreciation Reserve Fund. The Ministry has been good enough to supply us with various papers and one of them is the Budget of the Railway Revenue and Expenditure of the Central Government for 1960-61. This document deals with these Funds. As I submitted earlier, the picture is not as optimistic as is made out to be. It is not that there has been any *main fide* attempt to create that impression but that is the impression that one gets while going through the document. The position is not so optimistic and I am a little disturbed. The Depreciation Reserve Fund is being credited each year with an amount of Rs. 46 crores from the current revenues. In addition to this sum of Rs. 45 crores, there are other credits, for example, the interest that accrues. As against this, the withdrawals have been very heavy and the final position will be that the Depreciation Reserve Fund will shrink to Rs. 17-75 crores from an opening balance of Rs. 189 crores in 1958-59; this means that in three years, in spite of the yearly contribution of Rs. 45 crores and the accumulated interest, the amount that would stand to the credit of this Fund would be a little over Rs. 17 crores. The withdrawals have been very heavy and these have depleted the Fund. I do not say that the withdrawals were unnecessary; they were necessary because of the development plans but all the same, they have depleted the Fund. The same is the position in regard to the Revenue Reserve Fund. Nothing has been contributed to this Fund so far as the revenue is concerned; whatever little income has accrued to this Fund has accrued from interest and, therefore, this position is also not satisfactory. The Fund stands at

[Shri Jaswant Singh.] standstill. Lastly comes the Railway Development Fund. This Fund was intended to be financed from current revenues and was meant to be used in part, for developmental outlay. It was found to be inadequate to perform its functions. I submit, Sir, that contributions from the surplus have been utterly insufficient and in the last three years it had to borrow from general revenues. In the Budget year, the Railways have provided for Rs. 7.63 crores to be borrowed from General Revenues. In 1958-59, a sum of Rs. 10,97,00,000 or nearly Rs. 11 crores was borrowed. The revised estimates for 1959-60 show that we have had to take recourse to borrowing from the general revenues to the tune of Rs. 14,84,00,000. This Budget year's provision of Rs. 18.42 crores for appropriation to the Fund from surplus will depend upon our calculations in regard to expenditure. If the expenditure does not come up to the expectations, then we will not have any surplus to contribute to this Fund. But even then a sum of Rs. 7,63,00,000 will have to be borrowed. The closing balance of this Fund will be nil at the end of the financial year. It is a matter of pride that the capital of the Railways stands at something like Rs. 1,500 crores. During the last three years, expansion of capital has been of the order of Rs. 500 crores and it is not a happy situation to have a nil balance in the Fund to back up a capital of this magnitude. I would, therefore, submit that greater efforts must be made in regard to these various Funds if they are to be put in a happy position. This is what I have to say in regard to the speech of the Minister.

As far as the Budget is concerned, the position, on the whole, is satisfactory and the Minister deserves full compliments and congratulations from the House and the people.

Now I would like to refer to a few other points of a general nature. Now, the hon. Minister has been pleased to refer in his speech to the zonal meetings with Members of Parliament so that ordinary matters of complaints,

etc. may not be raised in the two Houses and the time of the Houses as well as of the Members may not be wasted. Such matters could be thrashed out in those zonal meetings and remedies could also be evolved because the officers also would be there besides the Ministers and Members. They can discuss across the table many things and they can be settled on the spot and, therefore, I would not now take up the time of the House by going into such matters. I would only like to raise some general matters.

Now, Sir, much has been said in regard to accidents but I will not touch upon this question because these things are common. In an undertaking of this size these things happen. It is a matter of thankfulness that no major accident has taken place during the year involving the lives of a large number of people. In this connection, Sir, I would like to submit that the level crossings deserve to be paid more attention. I do not mean to say that they are not being given attention now but they are responsible for a good many accidents and serious accidents at that. Apart from the accidents, the inconvenience that it causes to the people of the locality concerned is rather more serious than the accidents. I would refer in this connection to a local matter, to my place which is Bikaner. Some of the Members of Parliament some time ago approached the hon. Deputy Minister, Mr. Rania-swamy, with regard to this matter and he gave a sympathetic hearing. **Sir**, I am ordinarily not given to making complaints or seeing the Ministers and I think in my career of four years in this House and before also I have not approached any Minister because it is my habit not to make complaints or to make a grouse of anything as far as possible. In a deputation, I had gone there. I would like to submit that Bikaner is quite a big city in Rajasthan. Now, the city is on the one side and all the hospitals, railway station and other things are on the other side and there is a railway crossing in between. At the same time, the engine shed is on the other side; so much so

that in 24 hours, for as many as six hours, the railway crossing remains closed. And there have been cases where people who have been injured badly or who are very ill could not gain access to the hospitals in time and they died waiting near the level crossing and as the courts are also on the other side some important cases have also been lost because for a long time the people could not reach the courts in time. We have been representing to the Ministry for the last eight to ten years ever since integration. I do not say that they are sitting idle but only plans are being made. References are being made to the Rajasthan Government but they do not arrive at any decision. We convinced the hon. Deputy Minister when we saw him that there was urgent necessity for having either an overbridge or an underbridge there. There are three or four level crossings and at least at one of the level crossings something should be done so that emergency cases may not have to wait for the crossing to be opened. He has assured us that something will be done. I would now only impress upon him the urgency of the matter—because I am not accustomed to raise such matters—and I would submit that this is a serious matter and I hope they will give serious consideration to this matter.

Now, Sir, the next point that I would like to raise is this. We are grateful to the Railway Minister for having given us an assurance in his last year's speech that Ganganagar and Hindu-malkote would be connected by broad gauge. Ganganagar is one of the biggest grain *mandies* and due to lack of this connection, there is very great hardship not only to the people of the *mandi* but it also affects the foodgrain situation all over the country because large quantities of foodgrains are sent out from Ganganagar *mandi* to various parts of the country. Now, we hear about these Rajasthan canals. Then we have got these gypsum mines near Bikaner which supply gypsum to Sindhri and other places. With all the development likely to take place

in that area because of the Rajasthan canals more *mandies* will be established there. It is also a strategic area because it is along the Pakistan border. Then there is the Sambhar Lake which supplies salt to various parts of the country and the nearest connection from Sambhar is Sawai Madhopur. Considering all these facts—I am particularly referring to Bikaner Division; I know it is not easy to find capital to that extent to have broad gauge in the whole area—if in the Third Five Year Plan consideration could be given, in the larger interests of the country and in the interest of the area in particular which has so far remained neglected, to this scheme the money that will be spent for this will be more than justified and the country on the whole will be the gainer.

Now I would like to refer to one point and that is this. My friend, Dr. Barlingay, in his speech referred to this and said that it was a good fortune for the country that the hon. Railway Minister comes from the Depressed Classes and as such his whole attention was devoted to the comforts of, and to the provision of amenities for the third class passengers. I would submit that this is a wrong outlook, and I know fully well that the hon. Railway Minister would not be so narrow-minded that because he comes from a particular section of the community he would wholeheartedly devote his attention only to the interests of that community or of such people.

SHRI BHUPESH GUPTA: Is it the hon. Member's contention that Brahmins do not travel in third class?

SHRI JASWANT SINGH: I do not say this. My hon. friend has not followed. I was quoting what Dr. Barlingay said. I am not saying so. I am only saying that this should not be. The point is, whether it is the third class passenger or whether it is the higher class passenger, the hon. Minister occupying a high position of

[Shri Jaswant Singh.] responsibility should do justice wherever justice is due.

SHRI BHUPESH GUPTA: He is a saloon class passenger.

SHRI JASWANT SINGH: Therefore what I would submit is this. In the past, third class passengers have been neglected and proper attention that was due to them was not being paid to them. But now everything is being done for them. It is but right and it should be done; nobody can have any grouse about it. But I would submit that some attention should be paid to the amenities of the passengers travelling in higher classes also.

3. P.M.

SHRI BHUPESH GUPTA: He is embarrassed to mention First Class. He says 'higher class.'

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Don't enter into an argument please. Let him speak.

SHRI BHUPESH GUPTA: One should not speak in almost metaphysical terms.

SHRI JASWANT SINGH: My point is this. Those who pay more may be given extra amenities, but the minimum of cleanliness and comfort should be assured to all. The higher classes— if it satisfies my friend, Shri Bhupesh Gupta, I might say the First and Second Classes—are being neglected. The bogies are not being renewed. They are not being repaired to the extent that they should be done. If the passengers pay more money, naturally they will have to be provided with more amenities. We possess very valuable assets. If we neglect them, in due course of time, these assets will completely be ruined. Therefore, my submission is that some attention has equally to be paid to the higher classes and to the passengers travelling in the higher classes. In this connection, I will submit one

point. Take the case of waiting halls. I do not want to appear to be un-chivalrous. Recently I had occasion to go to Madras about three or four times during the last four or five months, and to Bombay and other places also. Waiting halls were provided there for the higher classes or the First Class passengers when the population was much less, when the traffic was much less, and when the cost of travel was very high. So, very few people went and occupied these waiting halls. Now, naturally in every respect they are far more overcrowded. There are ladies' waiting halls and there are gents' waiting halls. Why I said that I do not want to be unchivalrous is this: You go and see the ladies' waiting hall. There is nobody there. It is practically empty. In the men's waiting hall, women also go along as being part of the families of men, and occupy it. You have to change your train. Within half an hour it is impossible to have a bath or wash, because it has already been occupied. Either there should be provision for more waiting halls or if the ladies can come to men's waiting halls, I do not see why men should be prevented from going to ladies' waiting halls.

SHRIMATI T. NALLAMUTHU RAMAMURTI: Let it not be a question of competition in accommodation as between ladies and gents. There are women who need Ladies' Waiting Rooms.

SHRI JASWANT SINGH: I will come to the hon. lady Member.

SHRI BHUPESH GUPTA: There will be overcrowding in men's waiting halls, not so much because of ladies. Take the case of M.Ps. who are pass-holders. How many are men and how many are ladies? The number will reflect in this.

SHRI JASWANT SINGH: I would submit that more waiting halls should be provided. While one waiting hall

is completely empty, the other waiting hall is overcrowded and the people cannot get the amenities.

SHRIMAM T. NALLAMUTHU
RAMAMURTI: That does not mean that Ladies' Waiting Rooms should be abolished.

SHRI BHUPESH GUPTA: Don't enter ladies' waiting halls.

SHRI JASWANT SINGH: I am asking for an alternative.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You please carry on, Mr. Jaswant Singh. He wants to divert your attention. Don't be led away.

SHRI BHUPESH GUPTA: It was a dangerous proposition which he was making.

SHRI JASWANT SINGH: I do not know why he is taking it that way. I was submitting one point _____

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I hope the last point.

SHRI JASWANT SINGH: Five minutes. I have got plenty of time. Then, Sir, one point that I would like to submit is this. The hon. Minister in his speech has referred to the withdrawal of dining car and Air-conditioned coaches in certain sections in order to provide more space for third class passengers and more coaches. It is a good object, laudable object. Nobody can have any objection. But the point which arises in this connection is that great inconvenience is caused in other directions. If you do one good, then the other good thing which already exists should not be spoiled. Here what happens is this. Take the case of the Grand Trunk Express from Delhi to Madras. Formerly the dining car or restaurant car used to run from Delhi. Now, it has been stopped to provide more coaches for third class passengers. I would like to know whether alternative arrangements

have been made for the supply of food to the passengers. Well, at certain stations some provision has been made. As we know—and I do not blame again the Railway Ministry because these things would happen and it is beyond their control—trains run very late. Now, between Vijayawada and Madras lunch is supposed to be served at Gudur. The restaurant managers or whoever they are take money in advance from you and you are supposed to reach there at one o'clock. I would like to know from the Railway Minister here on how many days in a year the train reaches Gudur at one o'clock. I had occasion to travel on duty three or four times during the last four or five months and I know that we never reached the station before 2.30 or 3 p.m. Naturally the food could be supplied only at Gudur. That is not the only place. There are other stations also. So, it is a difficult point. I do not know how far and how many passengers have been provided for by the withdrawal of the restaurant cars. I am not in a position to say more, but scope exists for improvement, not only in respect of this line but also in respect of several other lines where such things happen. I would submit that the hon. Minister and his Ministry should pay heed to this inconvenience.

I shall now finish my speech by again thanking and congratulating the hon. Minister for the great achievements which his Ministry has to its credit and the great role it has played in the reconstruction of the country. Thank you.

SHRI BHUPESH GUPTA: The hon. Minister is applauding. Congratulation has been given to you. Why should you applaud?

SHRI JAGJIVAN RAM: Russian way.

SHRI BHUPESH GUPTA: I know they are fond of it. It is like some hungry people getting some rice.

SHRIMATI YASHODA REDDY (Andhra Pradesh): I thank you, Mr. Vice-Chairman, for giving me an opportunity to speak. Just as my hon. friend, who spoke just now, ended his speech by congratulating the hon. Minister, I would like to begin my speech by congratulating the hon. Railway Minister on the great achievements he has made in the last one year. We know that it is one of our biggest organisations in India and also in the world. Our railway is one of the biggest in the world. We know the numerous difficulties which the hon. Minister is facing. In spite of it, he has achieved more than one can normally expect, in spite of lack of skill and lack of technicians and money. In spite of other developmental programmes and in spite of lack of funds, we have been able to complete the plans to a large extent. It goes to the credit, the skill and effort of the engineers and the railway staff who have co-operated in such a grand manner. When I go through the speech, I find very many points on which I would like to congratulate the hon. Minister. I would just mention them very briefly, because my time will be very short. One of the things *on* which I would like to congratulate him especially is about the rolling stock. We have not only become self-sufficient, but we are in a position, as the hon. Minister has said, to export, as far as engines are concerned. In this connection I would like to place before the hon. Minister a word or two. Before thinking of export, I would like them to standardize these engines. They are called special engines for the broad gauge and YP and YG engines for the metre gauge sections. I would request the hon. Minister to see that before they enter into the export business, these engines are standardized.

The second thing on which I would like to congratulate him is that they have been in some cases even ahead of schedule, especially in the case of the Ganga Bridge, about which there is a specific mention made in the speech. Another thing which I would like to congratulate the Minister upon

is this. Unlike last year, instead of saying that the Railway Ministry is not able to compete with the Transport Ministry, this time I am glad that he has been good enough to say—instead of decrying it—that he is trying to improve his own Railway Ministry by special methods. On page 15 he says:

"With a view to improving the quality of service, the Railway Administrations have initiated a number of steps, such as opening of a large number of out agencies and city booking agencies, introduction of street delivery and collection services at important cities, expansion of the Quick Transit and Express Goods services, wherever feasible."

He has also said:

"The Carriage and Wagon Section of the Mechanical Design Wing finalised designs of Broad Gauge refrigerated vans for transport of fish. Further study on the transport of fruit and vegetables in cooled vans is in progress."

This is a very good thing. Instead of having a sort of competitive spirit in the transport policy, this co-ordinated effort between rail and road transport is a very good feature.

As far as the social welfare side is concerned, I would like to congratulate the Minister for many of the amenities which are given to the staff. Particularly one thing I would like to congratulate him upon is his decision to have full remission of fees in the primary section of the classes for the children.

Last but not the least, I would like to congratulate the Railway Minister for the special steps he has taken to improve the extra curricular activities of the railway staff. In this connection I would request the hon. Minister to convey our congratulations also to Kurnari Arati Saha who swam across the Channel. It is not only a matter of pride for the Railways, but it is a matter of pride for all Indians and Asians also.

Apart from these things, I would like to say one or two things about the Railway Ministry. I would like the hon. Minister not to misunderstand my criticism. It is not because I feel that the Railways have not done anything. I do realise their difficulties. I do realise their sincerity. I do realise all the effort the Railway Minister and his Board are putting forward. But sometimes I do feel disappointed and 'discontented at the efficiency of the railways, at the way in which the railways are working. This is due not to any lack of effort but sometimes due to organisational matters. Twice on the floor of the House I have drawn the attention of the hon. Minister to the zonal systems. These zonal systems which are very unwieldy and 'ery big have been causing dissatisfaction both to the public as well as to the servicemen. The public feel that the trains are not running in time, that the services of the railway people are very inefficient. Being a very vast organisation, the public do not know whom to complain to or whom to approach. So also the railwaymen in their own department feel that when they have got any grievances to be redressed, when they have got to approach the higher authorities because of the huge organisation, they are not able to get their grievances set right immediately. So both the public as well as the railwaymen, because of this vast unwieldy size of the zonal system, are feeling the difficulties. Sir, I was told that one widow had to wait for more than three to four years to get the prov'dent fund dues of her late husband. I was also told that most of the railwaymen do not opt for pension, though the pension terms are *very* attractive, because of these administrative as well as organisational difficulties and delays. When I was reading the Report of the Railway Corruption Enquiry Committee, it said about the administration and reorganisation of these zones: "Like most large organisations the rearranged zones suffer from the disease of over-centralisation, indiscipline red-tapism and inertia." The Estimates Committee *also* suggested the appointment of

a high power technical committee to study the problems of reorganisation of the railway units. Sir, the load on the Railway Zone, especially in the South, is too great. I had drawn the attention of the hon. Railway Minister to this during my last Budget speech, but he was pleased not to refer to it in his reply. Whenever I spoke of the Southern Railway Zone, my Jion friend opposite said: "You people from Andhra are parochial." I am neither parochial nor am I using the National Flag for the needs of Andhra. Since integration has been carried out during the earlier years of independence, a natural corollary to the consolidation of the former Indian States has been an increase in traffic and a greater increase in the number of staff with the result that efficiency and supervision and execution and operation have suffered tremendously.

SHRI JAGJIVAN RAM: From where are you quoting?

SHRIMATI YASHODA REDDY: It is my own notes. I am not quoting anybody. I have written notes. The hon. Minister will be impressed by good words.

SHRI JAGJIVAN RAM: I thought you were quoting from the report of the Estimates Committee.

SHRIMATI YASHODA REDDY: No.

SHRI BHUPESH GUPTA: Just now you wanted to impress the hon. Minister by good words.

SHRIMATI YASHODA REDDY: Just as you are impressed by angry words, we are impressed by good words.

SHRI BHUPESH GUPTA: I did not understand that there was so much understanding or sweetness.

THE VICE-CHAIRMAN (SHRI AKRAH ALI KHAN): You carry on with your speech.

SHRIMATI YASHODA REDDY: Sir, these things must not be added up to my time. This state of affairs, as I

[Shrimati Yashoda Reddy.] have told you, is not due to any lack of effort on the part of the railwaymen or the staff but it is because the units have become so big or because they have become rather unmanageable for one organisation. In my opinion the hon. Railway Minister should consider that about one lakh of employees should be the maximum number of any zonal system. Now you will see that there are more than 1^{1/2} lakhs of employees and nearly 600 to 700 officers in one zone. The officers and the employees do not know one another. There is neither direct contact nor personal touch, and hence these abuses, corruption and delay and inefficiency and so on, are caused. There is no direct touch between the man who is employed and the man who orders. The General Manager who has to look after such a vast number of people, I am sure, is in a very sad position. As somebody suggested, it will not be possible even for a General, let alone a General Manager, to do that. The higher-ups at Delhi do not realise the tremendous strain that the Southern Zone is bearing. If the hon. Minister just pauses to think for a moment, just ponders over the fact that stretching from Cape Como-rin to Poona and from Calcutta to Hyderabad the Southern Railway Zone has to bear all these things, then he will appreciate that. It is not that I want the headquarters to be at Secun-derabad or Trichinopoly. You can have a smaller zone. You can have it at Nagpur or any other place, but please cut up the zone and make it smaller. You have cut the North Eastern Zone, and the result has been very commendable.

Another thing I would like to place before the hon. Minister is about the new lines. My hon. friend, Dr. Gour, suggested many new lines. But I would like to say about one, and I said it in the last Budget session as well as the one before that. It is not going to cost much money to the Government. It will be a very cheap one. It is only the conversion of the line from Reni-gunta to Tirupathy into broad gauge,

which is only six miles. This conversion will not only bring lakhs of rupees to the railways but I can assure the Railway Minister that the blessings of Lord Venkateswara will be showered upon him and his Ministry. There are so many other things which I would like to say . . .

DR. W. S. BARLINGAY (Bombay): Our State is secular.

SHRIMATI YASHODA REDDY: Does it matter if a Hindu God showers blessings on some other person? It does not matter.

SHRI BHUPESH GUPTA: On Shah Nawaz Khan.

SHRIMATI YASHODA REDDY: He can shower blessings on Shri Shah Nawaz Khan also.

DR. W. S. BARLINGAY: Provided you allow him to enter the temple.

SHRIMATI YASHODA REDDY: We allow everybody. That is neither here nor there. Then, about ticketless travelling, overcrowding, sanitation, etc., so much has been said by SO' many hon. Members here. I do not want to waste my time and the time of the House on these things, but just one thing I would like to say. In this case it is not entirely the responsibility of the railways. More than 50 per cent, of the responsibility lies on tfee public. However much the railways may try, however efficient they may be, unless the public co-operates, unless the standards of sanitation and civic sense improve and unless the standards of education and national outlook go up, the railways alone cannot do it. That does not mean that the Railway Ministry can just think that it is not their responsibility and keep quiet. But I am just suggesting that though the railways have been doing their best—and they will try to do their best—to overcome such things, the public also should co-operate more and more with the Railway Ministry.

Before I finish my speech, I would like to say something about the recommendations of the Pay Commission. One hon. Member here said that the Railway Minister was pleased not to comment upon the Pay Commission's recommendations. I think rightly he did not say anything because they had not come to any conclusion in that matter. I would request the hon. Minister to consider one thing. We know that the Pay Commission's recommendations put a great burden on our Indian nation; a burden of more than Rs. 36 crores falls upon the Indian Government. But they have not made ■ very encouraging recommendations as far as the pay of the railwaymen is concerned. I want to say that, even if you are unable to give a better pay to the railway staff, my request to the hon. Minister is not to remove the little, few privileges that they are having. There is a recommendation by the Pay Commission to cut the number of passes and P.T.Os. for the railways. These are the privileges given not only to Indian railwaymen, but they are given to all the railway-men throughout the world. It is such an age-long privilege that they have been enjoying and this will not involve any tangible extra expenditure for the railways. The railwaymen, as the House is aware, are posted in all sorts of places, far from civilization, far from amenities and far away from their homes and these privileges are not only for them, but for their families also. And once in six months or in a year they want to go to their family homes, and you should not take away these small mercies which you are giving them. After all, they are railwaymen and unless they are efficient, unless they are satisfied and unless they are happy, they are not going to serve us properly. These small mercies you have been giving the railwaymen ever since the railways started and these should not be removed. I would only request the hon. Minister that he must give due consideration to these small facilities.

Sir, I want to bring one of my personal experiences to the notice of the

hon. Minister. I was just saying that the hon. Minister was courteous, was kind, and all the Members of the Railway Board, whomsoever I meet in Delhi, are very good. But I wish he could inculcate this kindness, this courtesy and this efficiency into the people down below. They have got to see that these prevail everywhere. But I do not know what kind of courtesy the railway people are showing. Just now, my hon. friend, Mr. Sapru, spoke about catering. I had the same experience at Vijaya-wada. Vijayawada, as you know, is one of the biggest stations. And coming from Madras, if you do not get food at Vijayawada, you do not get it afterwards till you reach Hyderabad. At Nellore, myself and another friend of mine from the other House had sent a telegram, only to be told at Vijayawada that no food' was available and the whole night we had to go without any food. I had complained of this, but it is still pending. Another thing that I want to-bring to the notice of the hon. Minister is about the behaviour of the Station Superintendent in Bangalore where I went along with another friend of mine. Mr. Bhargava was also there that day. I arrived at about 7.00 o'clock. There were two-rooms vacant. But I was told they were reserved for the Public Accounts Committee Members of the Rajya Sabha. They were reserved from the 11th to the 16th. I arrived there on the 14th. Now, they had been vacant for three days. They were waiting. Neither would they give me the room nor give me a letter or a chit saying that the rooms were reserved and were not vacant. I was treated badly, almost indifferently and insolently. About the other people.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You can write a letter to the Minister. You need not mention it here.

SHRIMATI YASHODA REDDY: I just want to say that this sort of behaviour of a railway official towards

[Shrimati Yashoda Reddy.] the ordinary people sometimes leads to discontent and dissatisfaction and one should not . . .

SHRI BHUPESH GUPTA: I am glad that she has come to angry words.

SHRIMATI YASHODA REDDY: Sir, even one instance like this goes a long way in creating a prejudice against the Railway Ministry and one should not be surprised if there is criticism. I am not in bad spirits, I am in good spirits, and I only say that such things should be eliminated and those people should learn to be courteous at least from the Railway Minister.

श्रीमती कृष्णा कुमारी (मध्य प्रदेश):
उपसभाध्यक्ष महोदय, आपने जो मुझे थोड़ा सा समय दिया है उसके लिए मैं आपको धन्यवाद देती हूँ। मध्य प्रदेश एक ऐसा प्रदेश है जिसकी एक अपनी विशेषता है। भारतवर्ष के नक्शे में हमारा प्रदेश उस ऊँट के समान प्रतीत होता है जिसकी एक रीढ़ ऊपर की ओर उठी हुई है और जो एक पैर पर स्थित है। आज जब कि भारतवर्ष में खनिज पदार्थों की बहुत जरूरत है, मध्य प्रदेश का एक हिस्सा जो पूर्व विन्ध्य प्रदेश है, वहाँ पर खनिज पदार्थों का भंडार भरा हुआ है, पर दुख का विषय यह है कि वहाँ की जनता शक्तिहीन और मृतक के समान हो रही है क्योंकि अभी तक वहाँ पर कोई यातायात का साधन नहीं है। सन् १९५६ में यह विचार किया गया था कि वहाँ पर सतना से रीवां होती हुई सिंगरौली तक एक रेलवे लाइन निकाली जाय और इस सम्बंध में ४२ मील का सर्वे भी हो चुका है। विन्ध्य प्रदेश के लोगों को यह आश्वासन भी मिला था कि यह रेलवे लाइन द्वितीय पंचवर्षीय योजना में ले की जायगी। अब द्वितीय पंचवर्षीय योजना का तकरीबन चौथा साल चल रहा है, पर आज तक इस ओर निगाह नहीं दी गई और कोई भी काम इस ओर किया

नहीं गया। यह आपको विदित होगा कि वहाँ पर सीधी जिले में अभी बहुत हाल ही में अनेकों प्रकार के खनिज पदार्थों का सर्वेक्षण हुआ है और एक बहुत बड़ी कोयले की खदान का पता चला है जिससे पूरे भारतवर्ष में कोयले की सप्लाई अच्छी तरह से हो सकती है, पर खयाल यह है कि वहाँ से कोयला निकाला नहीं जा सकता। विन्ध्य प्रदेश की जनता की यह मांग थी कि अगर सतना से रीवां-गोविन्दगढ़ होती हुई सिंगरौली तक एक रेलवे लाइन बन जाय तो उससे वहाँ की जनता को ही नहीं बल्कि भारत सरकार को और रेलवे विभाग को भी काफी फायदा पहुंच सकता है। किन्तु दुख का विषय यह है कि जब हमारे देश को हर प्रकार के सामान की इतनी जरूरत है, रुपये की इतनी जरूरत है, ऐसे समय में हमारे सीधी जिले के भूगर्भ में इतनी सम्पत्ति पड़ी हुई है और वह हमारे देश के नवनिर्माण में सहायक नहीं हो पा रही है। इसलिए यह सब से जरूरी है कि वहाँ पर रेलवे लाइन बना दी जाय और जो वहाँ पर खनिज पदार्थ और विशेषकर जो कोयला बहुतायत में पाया गया है, उसे निकालने की कोशिश की जाय। इससे वहाँ की जनता को भी राहत मिलेगी और भारत सरकार को भी बहुत कुछ फायदा पहुंचेगा।

विन्ध्य प्रदेश पहले एक पार्ट सी स्टेट था और वह हमारी भारत सरकार के लिए एक भारस्वरूप था। अब यह मध्य प्रदेश की सरकार का सिर का बोझा बन गया है। समझ में नहीं आता है कि हमारे इतने पिछड़े हुए इलाके को सुधारने के लिए न तो भारत सरकार कोई सुविधा दे रही है और न हमारी मध्य प्रदेश की सरकार ही उसकी ओर कोई निगाह रख रही है। वहाँ पर आज तक, जब से हम मध्य प्रदेश में मिले, कोई भी डेवलपमेंट नहीं हुआ और उसका कारण है वहाँ यातायात का न होना। हमारी राजधानी भोपाल है

जो कि हमारे यहां से ४०० मील दूर है। जब हम लोग अपने यहां से भोपाल के लिए चलते हैं तो हम लोगों को कटनी में बड़ी कठिनाई होती है। कहने के लिए तो रेलवे मिनिस्टर महोदय एक बोगी इलाहाबाद से काशी एक्सप्रेस में लगा देते हैं, लेकिन वह कभी भी समय पर कटनी नहीं पहुंचती। उसके फलस्वरूप नौ घंटे हम लोगों को कटनी में पड़ा रहना पड़ता है। इस तरह जब हम लोग भोपाल के लिए रवाना होते हैं तो नौ घंटे का समय कटनी में देने के लिए तैयार होकर चलते हैं और फिर जब भोपाल से चलते हैं तब भी नौ घंटे का समय कटनी में देना पड़ता है।

[MR. DEPUTY CHAIRMAN in the Chair.]

जो भिलाई जाने वाले मजदूर हैं जिनके रहने के लिये वहां कोई सुविधा नहीं है वे भी वहां पर फुटपाथ पर पड़े रहते हैं। वहां एक बहुत छोटा मुसाफिरखाना है और यातायात की असुविधा के कारण ऐसा होता है कि वे बचारे भी पानी में भीगते हुए, जाड़े से ठिठुरते हुए, वहां पर पड़े रहते हैं। तो अगर जनता एक्सप्रेस निकाल दी जाय और वह सीधी भिलाई तक, समय पर, जाय तो हम लोग भी अच्छी तरह से पहुंच सकते हैं और उन गिरीह मजदूरों के लिये भी साधन हो सकता है। मैंने तीन चार दफा काशी एक्सप्रेस की बात कही है। खूबी यह है कि अगर गाड़ियां देर से पहुंचती हैं तो जो गाड़ी को चलाने वाले ड्राइवर हैं उनको एकट्ठा समय काम करने के कारण पैसा दिया जाता है। आज कल भारत में पैसे का लालच लोगों में कितना बढ़ रहा है तो जब पैसा मिलने का साधन उपस्थित है तो वह समय पर गाड़ी क्यों ले जायेगा। घंटा, आधा घंटा लेट होने पर उनको और पैसा मिलेगा . . .

श्री किशोरी राम (बिहार) : तो इसके कारण से गाड़ियां लेट पहुंचती हैं।

श्रीमती कृष्णा कुमारी : हर एक गाड़ी लेट चल रही है और गाड़ियों के लेट होने से समय का बहुत दुरुपयोग होता है और हमेशा आदमी वक्त पर नहीं पहुंच पाता है। समय पर पहुंचने के लिये उसे चाहिये कि वह एक दिन पहले चले, ऐसा करने पर ही वह समय पर पहुंच पाता है नहीं तो कभी समय पर नहीं पहुंच पाता।

तो मेरा यह सुझाव था कि अगर एक लाइन रींवा से ले जा कर सोबे भोपाल तक मिला देते तो बहुत उत्तम होता क्योंकि अगर वहां की जनता को कोई राहत देनी है, तो सब से जरूरी यह है कि यातायात के साधन बढ़ायें। वहां की जनता को तब तक राहत नहीं मिल सकती जब तक कि वहां डेवलपमेंट का काम नहीं किया जाय और डेवलपमेंट होने से भी फायदा नहीं पहुंच सकता है, जब तक कि वहां पर रेलवे लाइन न निकाली जाय। इसी कारण से हम लोगों की इतनी दयनीय दशा वहां पर हो रही है और हम लोग ज्यादा नागे बढ़ नहीं पाते हैं। अभी हाल ही में भूगर्भ सम्पत्तियों का जो सर्वेक्षण हुआ है उसमें नाना प्रकार के खनिज पदार्थों का पता चला है। तो मेरा यह सुझाव है कि उनके लिये कम से कम इतना तो होना ही चाहिये, हमारी मध्य प्रदेश सरकार ने भी यह मांग रखी है कि सतना से रींवा होतो हुई सिंगरौली तक एक रेलवे लाइन निकाली जाय। मैं भी रेलवे मिनिस्टर साहब का ध्यान इस ओर आकर्षित करना चाहता हूं कि वह इस तरफ ध्यान दें। जब तक वहां पर यातायात का साधन नहीं होगा, रेलवे लाइन नहीं बनेगी, तब तक

[श्रीमती कृष्णा कुमारी]

वह पिछड़ा इलाका कभी भी आगे नहीं बढ़ सकता है, क्योंकि उसको बढ़ाने का और कोई दूसरा साधन है ही नहीं। खनिज पदार्थों के अलावा वहां पर वन-सम्पदा भी बहुत है। मकान बनाने की लकड़ी वहां बहुतायत से मौजूद है, फर्निचर बनाने की लकड़ी वहां बहुतायत से मौजूद है, परन्तु वहां के लोग भूखों इसलिये मर रहे हैं कि वे किसी ढंग से इसको बाहर नहीं निकाल सकते हैं। किस तरह से उनका उत्थान हो, यह सोचते हुए मैं सदा इसी प्रार्थना में रहती हूं कि कब यहां रेलवे लाइन आवे। इस रेलवे लाइन का सर्वेक्षण हो चुका है और उसके स्टेशनों तक के नाम ले लिये गये हैं लेकिन फिर भी आज तक उस ओर निगाह नहीं की गई। जब कि हमारे यहां अकाल की समस्या आई, जब वर्षा न होने से वहां महाअकाल पड़ा तो मैंने रेलवे मिनिस्टर का ध्यान आकर्षित किया था। अगर यहां ४२ मील रेलवे लाइन बनाना शुरू कर देते तो उससे भी वहां के लोगों को बहुत राहत मिल सकती थी। अब मेरी प्रार्थना यह है, बिनय यह है कि अभी तक यह नहीं हो सका है, तो कम से कम आगे के लिये इस चीज पर ध्यान रखा जाय। अगर इस पर ध्यान रखा जाता तो हमारे यहां जो भू-सम्पदा पड़ी हुई है, उसको निकाल कर डेवलपमेंट के काम में ले आते और उससे हम लोगों को बहुत कुछ राहत मिलती। यही कारण था कि जब मध्य प्रदेश में विध्य प्रदेश मिलाया जा रहा था, तब हम लोगों ने यह मांग रखी थी कि चूंकि मध्य प्रदेश में बहुत खनिज पदार्थ पड़े हुए हैं इसलिये हम लोगों का डेवलपमेंट नहीं होगा और हम लोगों को उत्तर प्रदेश में मिला दिया जाय, ताकि हम लोगों का डेवलपमेंट हो सके और वहां से हम लोगों को राहत होगी; क्योंकि विध्य प्रदेश का जो हिस्सा है वह उत्तर प्रदेश से एक दम मिला हुआ है और उधर रिहंड बांध भी है . . .

श्री किशोरी राम : मध्य प्रदेश से मिला हुआ है या उत्तर प्रदेश से ?

श्रीमती कृष्णा कुमारी : उत्तर प्रदेश और विध्य प्रदेश की एक बाउंडरी है। उधर रिहंड बांध बन रहा है और उससे विध्य प्रदेश की जमीन ही बूझ में आ रही है और उसका मुआवजा भी हम लोगों को नहीं मिल रहा है। उसके पानी से सिंचाई भी हम नहीं कर रहे हैं और शायद जो बिजली पैदा होगी वह भी हम लोगों को नहीं मिलेगी। यदि हम उत्तर प्रदेश के साथ रहते तो इसलिये कि उनके पास कोई ऐसा खनिज पदार्थ का भंडार नहीं था, इस हिस्से का डेवलपमेंट जल्दी से कर लेते। हम लोगों की तीन जिलों को उत्तर प्रदेश में शामिल करने की मांग थी, क्योंकि वहां की शिक्षा-दीक्षा और रहन-सहन एक दम उत्तर प्रदेश के समान ही है और हम पड़ोसी की भांति ही मिले हुए हैं। हम लोगों की जमीन भी उत्तर प्रदेश में ही जाती थी। उस समय हमें यह आश्वासन भारत सरकार की तरफ से मिला था कि जब तक यह इलाका अपने पैरों के बल खड़ा नहीं हो जायगा, तब तक डेवलपमेंट के लिये उसे कुछ एक्स्ट्रा रुपया दिया जायगा ताकि वह भी अपने पैरों के बल खड़ा होने के लायक हो जाय, परन्तु दुःख का विषय है कि इतने बड़े और लम्बे चौड़े मध्य प्रदेश में विध्य प्रदेश ऐसी छोटी जगह को कौन देखता है। हमारे यहां तक पहुंच नहीं हो पाती है और हमारे लिये इतना कर नहीं पाते हैं जितना कि करना चाहिये। उनका सारा प्रदेश खनिज पदार्थों से भरा हुआ है और यह समस्या उनके सामने रहती है कि वह कहां कहां पहुंचें। इसके अलावा पूरे मध्य प्रदेश में हर एक जगह यातायात की और रेलवे लाइन की असुविधा है। इस असुविधा के कारण वहां का कोई कार्य सुचारु रूप से नहीं चल पा रहा है और जब तक वहां पर रेलवे लाइन नहीं होती तब तक कुछ नहीं हो सकता है।

एक जगह ऐसी होती है जहां कि रेलवे लाइन निकालने से उतनी आमदनी नहीं होती जितनी कि होनी चाहिये। यह भी एक प्रश्न रहता है लेकिन यहां यह प्रश्न नहीं है। सतना से रीवा होती हुई सिंगरौली तक एक रेलवे लाइन निकालने से अनेकों प्रकार की सुविधायें हो सकती हैं और फायदा पहुंच सकता है। रेलवे लाइन निकालने से चूना वहां से आ सकता है, वहां सीमेंट की फैक्ट्री बन सकती है, कागज की फैक्ट्री बन सकती है। वहां कोयले का भी अपार भंडार है। इसके अतिरिक्त वहां पर अबरक भी है। वहां पर कुछ ऐसी धातुएं भी हैं जो कि बम्ब बनाने के काम में आ सकती हैं और जो कि बहुत कीमती हैं।

Time bell rings

हमारे उपसभापति महोदय समय की घंटी बजा रहे हैं इसलिये मेरा यही कहना है कि वहां के लिये रेलवे लाइन सब से जरूरी है और आवश्यक है। इस ओर मैं रेलवे मिनिस्टर साहब का ध्यान आकर्षित करती हूं और साथ ही भारत सरकार का ध्यान आकर्षित करती हूं, क्योंकि हम लोग बहुत पिछड़े हुए हैं और हम लोगों का पिछड़ापन तब तक किसी हालत में भी दूर नहीं हो सकता है जब तक कि वहां का डेवलपमेंट नहीं किया जाता और वहां रेलवे लाइन नहीं बनाई जाती।

SHRI DIBAKAR PATNAIK (Orissa): Mr. Deputy Chairman, Sir, I rise to give my suggestions concerning the Railway Budget as it has been placed before us for our consideration.

It is a matter for satisfaction that the Railway Minister has presented a surplus Railway Budget, the surplus anticipated being Rs. 18,42,52,000. The net profit visualised by the Ministry this year is Rs. 450 • 50 crores which

is certainly a rise over the last year's income by a few crores.

Sir, the Railway line runs throughout the length and breadth of this country, but out of a total mileage of 35,081 Orissa has only 838 miles. In the matter of Railways we are where we were during the British times. The First Five Year Plan is over, the Second Five Year Plan is going to be closed and the Third Five Year Plan is approaching, but in the matter of Railways there is no improvement so far as Orissa is concerned.

Sir, I would like to draw the attention of the Railway Ministry to the need of connecting Paradip port with the Sukinda mines in Cuttack District in Orissa. Export of iron ore through Paradip will earn a sizable amount of foreign exchange to the Government. The Sukinda mines are very rich in mineral deposits. It will earn enough money for the Railways as well as for the India Government. If mineral resources had not been taken over as a Central subject, I might not have approached you here for the construction of this Railway line. Since mining and Railways both are Central subjects, I approach the Central Government on behalf of the Orissa people with a request to construct a railway line connecting the Sukinda mines with Paradip port. If it were a State subject, the Orissa Government might have long ago permitted the Japanese Government and the French Government to construct a railway line connecting the two places and the port. The Paradip project is still under the consideration of the Central Government. If the schemes of the foreign concerns were agreed to, during the last ten years of their exploitation the two foreign concerns might have exhausted only 2 per cent, of the minerals in those mines. There is still vast scope and I would earnestly and forcefully urge that to improve the country's finances the construction of a railway line in this area is absolutely essential.

Then, Sir, a railway line should connect the great steel plant, the

[Shri Dibakar Patnaik.] Hindustan Steel Limited at Rourkela, which is one of the biggest concerns coming up with the help of German Engineers, with the nearest station, Talcher to enable us to have a direct line inside Orissa to Rourkela.

There is also a proposal to connect the Dandakaranya Project through a railway line. Survey work has already been started from the Raipur side as well as the southern side. But I think the construction of Railway lines from both the sides will be very costly since they will have to cross mountains between the Bastar and the Kanhar State. I, therefore, propose that the Railway Engineers put their brain together to link Umarkote in the Dandakaranya zone with the nearest Railway station on the Raipur side to avoid running through steep mountains. Dandakaranya is an important project where it is contemplated to spend crores of rupees.

I would in this connection suggest the construction of a railway line from the nearest point on Raipur Railway Line to link Umarkote with Boriguma *via* Nowrangpur. From Boriguma the line may come to Jagdalpur in Bastar. There should be another line from Boriguma to Malke-nagiri *via* Jeypore. There should be yet another line from Boriguma *via* Ranigodo and Koraput to Gunpur Railway Station. This will be a less expensive but more expansive line which I propose should be examined.

Sir, there has been a long-standing demand from Orissa and many of the MPs. have also represented to the Railway authorities to have a new railway line from Gopalpur port, which was there previously, but which has since been discontinued as Burma was closed to India and also to Orissa. When Burma was a part of India, thousands of Indian labourers and cultivators used to go from Gopalpur to Burma. The Scindia Navigation Co. were carrying these passengers up and down. Now there is a proposal to open that port again and I

would propose that this should be connected forthwith. We have already demanded that the railway line from Gopalpur should be connected with Jagannathpur, Berhampur, Bhanj-nagar, Belegunta, Ballipada, Buguda, Nayagarh and Khurda. This would be a very paying proposition so far as goods and passenger traffic goes. The forest products of Ganjam like timber will feed amply the goods traffic and there will be a heavy income through the passengers also through passenger trains. In this connection, I would say that some attention should be paid by the Railway authorities regarding these important lines which are necessary as they form the life-line for the improvement of the country.

I am sorry to say that some small works like the construction of over-bridges or under-bridges have not been taken in hand even in Cuttack and Berhampur, which are the two important towns of Orissa. Agitation has been going on and representations after representations are reaching the railway authorities but I am sorry to say that they have not taken the works in hand so far. Cuttack is a big commercial town. There is a University there as well as the High Court and 18 miles from there is the new capital of the Government, namely, Bhubaneswar. There also, there is no over-bridge or under-bridge to enable people and buses to move safely without any accident at the crossing points near the Railway Station at Cuttack. The same thing applies to Berhampur, the second city of the State.

Then we have a Railway Service Commission at Calcutta which has 3 members. I am sorry to say that a member has retired and none has yet been nominated from Orissa and the Commission is running with two members. Orissa has been deprived of this privilege of having a member which it had been enjoying for so long.

The Railway Minister has given us a booklet called "Towards better conditions of travel". We have gone

through it and I am sorry to say that the dining-car, which was there previously in the Toofan Express running from Delhi to Howrah through the circuitous way via Patna, has been discontinued. This is an important train and this has caused great difficulty to the passengers travelling by that train. Same is the case in respect of the dining-car which was there in the Madras Mail. It has been taken off and they have arranged for some catering at Balasore. I am sorry to point out that the caterers are taking money without giving any receipt and the train stops there only for a few minutes there. If such things continue, it will only lead to corruption in this regard.

I would also draw the attention of the Railway Minister to the demand for having a Divisional Headquarters at Khurda Road, which has been a long-standing demand.

Lastly, regarding the recommendations of the Pay Commission, I may say that the Commission has recommended: "Work more and take more". The Railway Minister says: "Pay more and take more". Hence there is a 5 per cent, increase in the Railway freights on the plea of metric system introduction. There is an increase of 5 naye paise on goods charges, to pay to the Railway employees the enhanced pays. Under the circumstances, 5 per cent, is taken from us to pay to the Railway employees as per the Pay Commission's recommendations,

SHRI MAHESWAR NAIK (Orissa): Mr. Deputy Chairman, Sir, so many congratulatory remarks have been made in favour of the Railway Minister and his administration that I hope I will not add to his burden if I add a word or two by way of commendation. The Budget has been a very dispassionate appraisal of the achievements in the past few years of our Second Five Year Plan and at the same time a portrayal of a very bright future. I would not like to elaborate on all the achievements

enumerated by several of the speakers who have preceded me but at the same time I hope I will not be misunderstood if I feel that in the scheme of things of the Railway administration there is certain room for making comments because after all, the Railways are the biggest nationalised industry of our country and it is but natural that people from all corners of India will be expecting not only something which will be of national interest but also of zonal interest. It is in that view that I want to offer certain comments. Sir, it is a happy augury that in spite of the heavy and enormous pressure which the Central Government is called upon to bear in respect of the defence preparedness and also in respect of raising the level of developmental spending, the Railway Minister has restrained his hands from exploring more avenues for raising the resources needed for the Plan. Only a small amount of resource he has sought to raise and that he does by the levy of a 5 per cent, surcharge on the freight structure. That is there because of the obligation put upon him by the recommendations of the Pay Commission which has made it incumbent on the Railways to find at least Rs. 13 crores from one source or the other. And in raising Rs. 14 crores by means of this surcharge of 5 per cent. I do not think the Railway Minister has gone out of his way. Rather I would congratulate him on the fact that he has satisfied himself with raising a small amount to the extent of only Rs. 14 crores though he actually needed about Rs. 20-22 crores to meet the commitments which the Pay Commission had made it incumbent on him to meet.

Sir, I am very glad that the Railway Minister, while seeking to impose this charge on the freight structure, has calculated it to the lowest unit so far as the incidence is concerned. But on a certain point I beg to differ from him and it is this. Whatever be the incidence of this impost.

[Shri Maheswar Naik.] it is certainly not going to be borne either by the industry or by the trade. It will have to be passed on to the ultimate consumer and in this context the Railway Minister has calculated that the ultimate consumer will have to pay just about one-eighth of a naya paisa per seer more. I will submit that these days even a full naya paisa has remained legal tender only in theory, for it has ceased to have any purchasing power. You cannot go to the market and purchase either a morsel of food or some bit of vegetable worth one naya paisa. Independently it cannot. It has no purchasing power unless it is added to two more naye paise. In that context, to say that the incidence on the ultimate consumer will be one-eighth of a naya paisa per seer, seems to be rather to minimise the effect of that incidence. I mean, the ultimate consumer while purchasing a seer of rice or even a seer of sugar will have to pay not exactly a rupee plus one-eighth of a naya paisa, in case the price of the rice or sugar happens to be a rupee a seer, but at least 3 naye paise more if you calculate in the decimal coinage, or two old pice more. That is how I calculate, and what is realised by this, though it should go to the Railway coffers, will certainly not go to the Railway coffers but to the middlemen or the traders. The traders will appropriate the extra and that will come to about two and seven-eighths naye paise, which the ultimate consumer will certainly have to pay when there is this imposition. He will have to pay at least 3 naye paise more. So to that extent I feel that the new impost will go to affect the price structure in the country.

Sir, the Railway Minister himself has agreed that the Depreciation Reserve Fund which opened with a balance of Rs. 98 crores at the beginning of the Second Plan has dwindled and it is expected to come down to Rs. 18 crores at the end of the current Budget. I am glad the

Minister is conscious of this and he wants the matter to be referred to the New Convention Committee. Here I would have been very pleased if certain indications had been given to this House as to how the Depreciation Reserve Fund was going to be improved. I am certainly conscious of the fact that in the administration of our Railway mechanism, naturally we will have to spend greater and greater amounts of money from these funds and I am certainly glad that good use has been made of these funds, that they have been utilised properly. At the same time, it pains me to see that the House has not been taken into confidence as to how this dwindling position is going to be improved.

Coming to the Development Fund, the Railway Minister has said that for reimbursement of this Fund we will have to look for a loan from the General Revenues, that this has become a chronic thing. He says:

"The loan of Rs. 10-88 crores asked for in the budget of 1959-60 will not now be sufficient, as the revised estimate of Rs. 14.75 crores falls short of the budgeted surplus of Rs. 21-19 crores and in consequence, the loan will have to be stepped up to Rs. 14-85 crores. In the ensuing year, a loan will again be necessary, but of a smaller amount."

I personally do not mind whether we spend money out of a particular fund or out of some loan, provided we actually spend the money for real developmental purposes. But we certainly should have at our disposal some particular fund from which we can draw and we certainly are not going to look for loans for all time to come. After all, the General Revenues also have their own avenues for spending. So I would like to draw the attention of the hon. Minister to the necessity for devising some means for the creation of a good fund which may be drawn upon in the

case of developmental needs when there is great urgency.

Having said that, I would like to congratulate the Minister on another factor. The development activities of the Railways have gone in step with our requirements and this is particularly true in respect of the steel areas. Certainly these areas demand priority of attention at the cost of those other demands which can be postponed for some time but, at the same time, our strength lies in the weakest links. There are still areas with potentialities, both in mineral resources and in industrial resources, which in my opinion have been poorly served. As the hon. Member who preceded me pointed out—and this fact is known to the hon. Minister himself—Orissa State is full of potential mineral resources as well as forest resources. Unless and until these areas are connected with a good transport system, they will never be able to develop properly. Either in the course of the Third Five Year Plan or in the future years, some programme must be drawn up so that all these regions can be legitimately served.

Sir, these are the few points on which I wanted to make a few general observations. I now come to the question of punctuality of trains. Many Members before me have said so many things about punctuality and I want to tell the Minister that so far as punctuality is concerned, the trains in the South Eastern Railway have a notoriety of their own. So far as my knowledge goes, on 75 per cent, of the days in a month, almost all the mail trains in the main line do not reach the destinations in time. This is the case not only in respect of the destination stations but even in the way side stations; they do not arrive and depart at the appointed time.

THE DEPUTY MINISTER OF RAILWAYS
(SHRI SHAHNAWAZ KHAN) : Seventy-five per cent?

170 RSD.—6.

SHRI MAHESWAR NAIK : So far as I have travelled.

SHRI SHAHNAWAZ KHAN: Then your information must be incomplete.

SHRI MAHESWAR NAIK: I know, Sir, that there is a lot of difference between statistics and actualities. Even in the Zonal Railway Consultative Committee punctuality performance is mentioned to be 80 per cent., but I personally know it to be otherwise. You go to Howrah station and you will find both the Bombay-Calcutta Mail and the Madras-Calcutta Mail running about 45 to 90 minutes late. This is an every day occurrence and this is a thing which does not speak very well of the Railway Administration. I would like something to be done so that the notorious unpunctuality particularly on the South Eastern Railway, can be obviated.

I have a few more points to make but I do not wish to take the time of the House any longer. However, I cannot conclude my speech without saying a word or two about the disparity between the guards, drivers and the Travelling Ticket Examiners. It is said that those directly responsible for the movement of the trains should be treated as running staff and the TTEs, even though I think them to be equally responsible for the running of the trains, are not treated as such. Even though they perform duty for the same hours and perform the same kind of duty, still they are not entitled to the benefits and facilities which the drivers, guards and brakemen are entitled to. As far as I know, the minimum amount that a guard or a driver or a brakeman earns after a duty of eight hours is approximately Rs. 7, Rs. 5 and Rs. 3 respectively whereas the TTE after performing duty for the same hours is entitled to only Rs. 1-25. This is a great disparity. Even though both categories of persons perform the same duty, yet this disparity is there. I hope that this disparity will vanish.

[Shri Maheshwar Naik.]
soon. I would like the Railway Administration to pay some attention to this problem.

श्री त्रिविक्रम दामोदर पुस्तके (मध्य प्रदेश):
उपसभापति महोदय, दो तीन साल से रेलवे की नान-आफिशियल मेम्बरस कंसल्टेटिव कमेटी के दौरे का इंतजाम रेलवे एडमिनिस्ट्रेशन की तरफ से किया जा रहा है और उस सिलसिले में नार्दन रेलवे, ईस्टर्न रेलवे, साउथ ई टर्न रेलवे, वेस्टर्न रेलवे की बहुत सी जगहों पर मुझको भी जाने का मौका मिला है, कहीं मैं गया हूँ और कहीं नहीं जा सका हूँ। इस दौरे में हम लोगों ने देखा है कि बहुत बड़े बड़े काम हाथ में लिये गये हैं और बहुत बड़े बड़े काम बड़े पैमाने पर किये जा रहे हैं। मोकामा ब्रिज, गंगा ब्रिज करोड़ों रुपया खर्च कर के वक्त के अन्दर बना दिया गया है, बड़े बड़े कारखाने भी चल रहे हैं जैसे कि चित्तूरंजन का कारखाना, भिलाई के पास बड़ी बड़ी सड़कें बनाई जा रही हैं और रेलवे की लाइंस डाली जा रही हैं ताकि कच्चा माल लाया जा सके, हावड़ा स्टेशन जैसे बड़े मार्शालिंग यार्ड और मुगलसराय जैसे मार्शालिंग यार्ड भी बनाये जा रहे हैं। यह भी खुशी की बात है कि हम अपने काम के लिये आत्मनिर्भर भी हो रहे हैं। यह तो एक संतोष की बात है और रेलवे एडमिनिस्ट्रेशन को इसके बारे में सब से ज्यादा बधाई देना है। मैं यह भी जानता हूँ कि इंसान के काम इंसान के तौर पर हो होंगे और कुछ खामियां उसमें रह हो जाती हैं और खास तौर से छोटी बातों की तरफ हमारा ध्यान नहीं रहता है, इसके लिये लाल फीतासाही भी और मुकामी अफसर भी जिम्मेदार हो सकते हैं, लेकिन हमें उन छोटी बातों की ओर भी खास तौर से ध्यान देना है जिससे कि रोजमर्रा की दिक्कतें कुछ कम होती जायें। यह तो कोई नहीं कह सकता कि सारा इंतजाम एकदम हो जायगा या सब बातें एकदम ठीक ठीक बिला किसी

खामी के ही हो जायेंगी; लेकिन जब ऐसी बातें लगातार बताने के बाद भी चलती रहती हैं तो ऐसा लगता है कि शायद हमारे काम में कहीं खामी है, शायद हमारे इंतजाम में कहीं खामी है और शायद हमारी देखभाल में कहीं खामी है। इसकी मैं एक ही मिसाल आपको देना चाहता हूँ। मेरे उज्जैन के पास एक लोकोड़ा कर के स्टेशन है, यह २५, ३० वर्ष से एक फ्रैंग स्टेशन है और वहां आसपास के २०, २५ देहातों से लोग हर गाड़ी पर आते हैं और हर एक गाड़ी वहां ठहरती है, तो पंचायत बोर्ड ने यहां के लिये लिखा कि वहां कुछ शेड बना दिये जायें। ब्लाक आफिसर ने उस के लिये लिखा। मैं ने भी एक दो चिट्ठियां उनको लिखी थीं, लेकिन उसका जवाब जिस तरह से मुझे मिला वह यह है कि वेज एंड मीन्स खत्म होने के कारण हम इसको थर्ड फाइव ईयर प्लान तक नहीं ले सकते। मेरा तो खयाल है कि मेरा पत्र भी पूरी तरह से नहीं पढ़ा गया। मैं ने उस में स्टेशन बनाने के लिये नहीं लिखा था। मैं ने तो उस में इतना ही लिखा था कि एक टेम्परेरी शेड ही बना दिया जाय। उसी के पास चार, पांच मील पर अभी दो साल हुए, सिंहस्त मेले के मौके पर टेम्परेरी शेड बना दिये गये थे। तो मुझे यह जवाब मिला कि जब वह स्टेशन बना ने का मौका आयेगा तब वे टेम्परेरी शेड बनाये जा सकते हैं। लेकिन मुझे यह देख कर दुख होता है कि मुसाफिर लोग वहां आते हैं, उन के पास टाइम देखने का साधन नहीं होता, घड़ी नहीं होती और वे इंतजार में, खुले में रेल की पटरी के सामने बैठ जाते हैं। वहां कोई छाया नहीं है दरख्त नहीं है। धूप में, वर्षा में घंटों तक उनको बैठना पड़ता है।

अभी ट्रैवल के ऊपर आपने एक छोटी सी किताब हम लोगों के देखने के लिये दी है। उस में लिखा है कि शेड ट्रीज भी लगाने का

आपका प्रोग्राम है। मैं तो कहता हूँ कि जहाँ शेड बना हुआ है, जहाँ बड़े बड़े प्लेटफार्म बने हुए हैं वहाँ आप अच्छे दरख्त लगा रहे हैं; लेकिन जहाँ पर बैठने को जगह नहीं, जहाँ ऊपर आसमान और नीचे धरती है ऐसी जगह लोग बैठते हैं, घंटे आध घंटे गाड़ी की इंतजार में उनको बैठना पड़ता है, वहाँ टेम्परेरी शेड जिस में हजार, पांच सौ ६० भी नहीं लगेगा, उसका दो साल कोशिश करने के बाद भी इंतजाम नहीं हो रहा है और १३-११-१९५६ को रेलवे बोर्ड से जवाब मिला कि थर्ड प्लान में इस काम को लिया जायगा। इधर रेलवे बोर्ड यह जवाब देता है उधर वेस्टर्न रेलवे की तरफ से मुझे यह जवाब मिला है कि यह रेलवे एमनिटीज की तरफ से भेजा गया है, वहाँ से इंतजाम हो जायगा। यह एक मुकामी बात है कि इस दृष्टि से मैं आपका ध्यान नहीं दिला रहा हूँ, लेकिन इन छोटी बातों पर ध्यान देने से, स्माल मर्सीज जिसको कहते हैं, उस से लोगों को जल्दी राहत मिलती है और सर्वमान्य जनता को ऐसा लगता है कि जैसे हमारा काम ठीक तरह से चल रहा है।

इसी तरह से एक और मिसाल मेरे पास है। एक महीने पहले अक्टूबर में, श्राद्ध पक्ष के महीने में, मैं मुगलसराय जा रहा था। कटनी में ठहरने का मुझे मौका मिला। वहाँ मैं ने देखा कि श्राद्ध पक्ष का मौका था तो ५००, ६०० लोग उस अवसर पर आये थे, क्योंकि श्राद्ध पक्ष में गंगा नहाने का वे महात्म मानते हैं, तो उनके लिये जो पैसंजर गाड़ी आई उस में कोई जगह नहीं थी। मैं ने स्टेशन मास्टर से भी कहा कि एक आध बोरी उस में लगा दो। आखिर वे लोग बेचारे वैसे ही बैठे रहे। हम टूरिस्ट ट्रैफिक की बहुत फिक्र कर रहे हैं। ठीक है, उनको हमने अच्छी तरह से रखना है, उनकी मेहमानदारी करनी है, लेकिन इसका मतलब यह नहीं है कि जो लोग पैसा देकर आये हैं हम उनके बैठने का इंतजाम न करें और खास कर ऐसे

वक्त में, जब वे किसी धार्मिक काम में जा रहे हैं, उनके बैठने का भी इंतजाम न कर सकें। मैंने ब्रांच लाइन पर और भी बातें देखी हैं। एक दफा मैं बिलासपुर एक्सप्रेस से उज्जैन गया और बीच में एक दिन भोपाल उतर गया। फिर दूसरे दिन जब मैं गाड़ी पर बैठा तो बैठने के बाद मुझे मालूम हुआ कि लेवेटरी में पानी नहीं है, लेवेटरी के अंदर की नली टूटी हुई है। मैंने जब आगे के स्टेशन पर गार्ड से पूछा तो वह कहने लगा साहब, यह गाड़ी बिलासपुर से ऐसी ही आ रही है। इतने बड़े बड़े जंक्शन इटारसी, जबलपुर, वर्गैरा बीच में पड़े लेकिन गाड़ी के अन्दर आकर किसी ने चेक तक नहीं किया। तो ये छोटी छोटी बातें हैं। बड़ी बातों के बारे में मैं कहता हूँ कि हमारा प्लान बहुत अच्छा चल रहा है, हमने काफी तरक्की की है, कोई भी देखता हुआ, चलता हुआ, दौड़ता हुआ आदमी यह कह सकता है कि हमारे रेलवे एडमिनिस्ट्रेशन ने काफी तरक्की का काम किया है इन दस वर्षों में, बहुत बड़े बड़े काम हमने किये हैं। लेकिन आज छोटी बातों पर भी अभी हमें तबज्जुह देनी है। मुझे इस मौके पर इस बात की ओर रेलवे बोर्ड की खास तौर से तबज्जुह दिलानी है।

मैंने रेलवे रिपोर्ट के पहले पार्ट में पढ़ा है, पैराग्राफ १७५ पर, कि मिल्क बास और प्योर मिल्क बेचने का इंतजाम हम स्टेशनों पर करने जा रहे हैं, कुछ स्टेशनों पर जहाँ अच्छा दूध मिलता है वहाँ हम ऐसा करेंगे, यह उसमें लिखा हुआ है। मेरा तजुर्बा है कि भोपाल में, नई दिल्ली में, ललितपुर में, मुझे स्टेशन मास्टर को लेकर जाना पड़ा कि मुझे एक कप दूध दिला दो, क्योंकि स्टाल वाले ने जो चाय बेचता था मुझको दूध नहीं दिया और जवाब में कहा कि इस टी स्टाल में टी बिकता है, दूध हमारे पास नहीं है, जब कि वह सैंकड़ों लोगों को चाय दे रहा था। लेकिन उन के पास एक कप भर दूध देने को नहीं था। आखिर मुझे स्टेशन मास्टर को

[श्री शिवक दामोदर पुस्तके]

साथ लेकर जा कर कहलवाना पड़ा कि वह दूध दे दे। मेरा यह सुझाव है कि रेलवे मिनिस्ट्री को कि टी स्टाल वालों को लाइसेंस देते वक्त यह लिखा लें कि अगर कोई पैतेंजर दूध मांगने आये तो उसको दूध देना ही चाहिये। और जब तक यह न लिखा लिया जाय उसे लाइसेंस ही न दिया जाय। हर जगह मुसाफिर स्टेशन मास्टर को साथ लेकर उसके जरिये एक कप दूध लेने का प्रयत्न नहीं कर सकता। जब मैंने कंप्लेंट बुक मांगी तो वह कहने लगा कि मालिक के पास है। यह रेलवे एडमिनिस्ट्रेशन की जेनरल पालिसी का कसूर नहीं है, इंप्लीमेंटेशन का कसूर है। मुकामी आफिसर इन छोटी बातों पर ध्यान नहीं देते। कोई भी कारण हो—लालफीताशाही हो या उदासीनता हो—लेकिन मैं रेलवे मिनिस्टर साहब से इस बारे में अर्ज करूंगा कि वे इस मामले में, खास तौर से ऐसी छोटी बातें हैं जो रोज किसी न किसी को तकलीफ पैदा करती हैं, अपना ध्यान दें और उसको रफा करने के लिये मुकामी तौर से कुछ इंतजाम कर दें या इस बारे में खास आदेश जारी कर दें।

मैं अभी पांच, सात रोज हुए खालियर गया था। खालियर में प्लेटफार्म दूसरा बना दिया है। डाउन ट्रेन्स के लिये वहां सिर्फ प्लेटफार्म बना हुआ है लेकिन कोई शेड नहीं है। दूसरी तरफ एक बुकिंग आफिस बना है। प्लेटफार्म टिकट लाने के लिये लोगों को दूसरी तरफ रेलवे लाइन क्रॉस करके जाना पड़ता है। चूंकि दो दो, तीन तीन मालगाड़ियां खड़ी रहती हैं, ऐसी हालत में एक आदमी बीच पटरियों से होकर जाय तो एक आध एक्सिडेंट हो जाय, इसलिये चक्कर खाकर जाना पड़ता है और उधर से जाय तो एक मील का चक्कर खा कर दूसरे प्लेटफार्म पर आना पड़ता है। मैंने ऐसा सुना है कि २६ जनवरी को वह प्लेटफार्म खोल

दिया गया। पहले यह इंतजाम किया जाता और बाद में प्लेटफार्म खोल देते तो लोगों को मुश्किल नहीं होती। मैंने सुना, २६ जनवरी से अब तक एक महीना होने को आया है रोजमर्रा वहां लोगों को तकलीफ हो रही है। आधा काम कर के छोड़ दिया जाता है या उसको देर में किया जाता है तो उस से लोगों को बहुत ज्यादा तकलीफ होती है।

मैं एक बात मिल्क के बारे में यह भी कहना चाहता हूं कि जैसा मैंने कहा, टी स्टाल वालों को हिदायत होनी चाहिये। वैसे ही रेस्तरां वालों को भी यह हिदायत देनी चाहिये कि कोई दूध मांगने आय तो उसको दूध देना चाहिये। दूध ऐसी चीज है जो खास कर छोटे बच्चों को अवसर चाहिये। दूध जैसी चीज छोटी सी बात समझ कर लोगों को नहीं मिल सकेगी तो लोगों को बड़ी परेशानी होगी।

अब मैं अपने प्रान्त मध्य प्रदेश के बारे में थोड़ा सा अर्ज करूंगा। मध्य प्रदेश में, जैसा कि मैंने अभी डिपुटी मिनिस्टर साहब का एक बयान पढ़ा था कि उनको इसका खुद खयाल है कि मध्य प्रदेश में बहुत उपजाऊ जमीन है, मिनरेल्स की भी वहां काफी इफरात है, लेकिन बहुत सा हिस्सा अभी ऐसा पड़ा है जो पिछड़ा हुआ है, जहां रेलवे लाइन नहीं है तो ऐसी जगहों पर रेलवे लाइन डालने की बात सोचनी चाहिये। उसके बारे में कुछ भी दुश्वारियां या तकलीफें हों फिर भी किसी न किसी तरह इस चीज को ले लिया जाय। इसके बारे में भी लोगों से पहले सलाह ले लेनी चाहिये, नहीं तो एक बफा फ़ैसला हो जाता है फिर उसको बदला जाता है तो लोगों को बिला वजह परेशानी होती है और जब कहीं रेलवे लाइन की बात होती है, तो लोगों में पहले से खैचाखैची भी होती है। लेकिन रेलवे लाइन डालने के पहले लोगों से भी उस बारे में सलाह ले ली जाय तो ज्यादा अच्छा होगा। यह इसलिये कह रहा हूं कि हाल में आपने

एक जगह बयान दिया है कि आदिवासी क्षेत्र में अलीराजपुर और झाबुआ के बीच कोई रेलवे लाइन डालने की बात आप सोच रहे हैं। शायद बाबू जगजीवन राम का ही यह बयान हो।

श्री जगजीवन राम : ऐसा कोई स्टेटमेंट नहीं है।

श्री त्रिविक्रम दामोदर पुस्तके : किसी सिलसिले में आपने फर्माया होगा कि हम ऐसा थर्ड फाइन इयर प्लान में करेंगे। मेरे पढ़ने में आया है और मैं चाहता हूँ कि उसकी कॉपी आपके पास भेज दूँ। इस सिलसिले में मैं यह भी कहना चाहता हूँ कि अगर आप इस तरह की लाइन बनाना चाहें या वहाँ पर सर्वे करना चाहें तो वहाँ के लोगों से राय लें कि वे कहां पर इस लाइन को चाहते हैं।

श्री जगजीवन राम : स्टेट गवर्नमेंट से पूछ लेते हैं।

श्री त्रिविक्रम दामोदर पुस्तके : मुझे अब पेसेन्जर डिब्बों के बारे में कुछ कहना है। हम जब बड़े जंक्शन स्टेशनों में जाते हैं तो अक्सर दिखलाई देता है कि जितने भी अपर क्लास के डिब्बे हैं उनमें अच्छी सफाई होती रहती है और इसके लिये स्टेशनों में इंतजाम भी रहता है। अभी हमारे एक लायक दोस्त यह कह रहे थे कि अपर क्लास वालों के लिये कुछ नहीं किया जा रहा है और थर्ड क्लास वालों के लिये सब कुछ किया जा रहा है, यह बात सुनकर थोड़ा सा ताज्जुब हुआ। मेरा तो यह तर्जुबा है कि अपर क्लास वालों की तरफ ज्यादा तवज्जह दी जाती है—दी भी जानी चाहिये क्योंकि वे ज्यादा पैसा देते हैं—लेकिन इसके साथ ही साथ तीसरे दर्जे के डिब्बों की सफाई और उनमें चलने वाले मुसाफिरों की भी सुख सुविधा का ख्याल रखा जाना चाहिये। जंक्शन स्टेशनों में तीसरे दर्जे के डिब्बों की सफाई का ख्याल

नहीं रखा जाता है और अपर क्लास वालों का ही विशेष ध्यान रखा जाता है। हम यह देखते हैं कि ज्यादा भीड़ तीसरे दर्जों में ही होती है और यह धीरे धीरे ही कम होने वाली है। आज हम तीसरे क्लास के पेसेन्जरों की तकलीफ को दूर करना चाहते हैं तो रेलवे अधिकारियों का यह कर्तव्य हो जाता है कि तीसरे दर्जे के डिब्बों की सफाई की ओर विशेष ध्यान दें।

अब मुझे डी-लक्स ट्रेन के बारे में थोड़ा सा सुझाव देना है। आपकी रिपोर्ट में यह बात लिखी हुई है कि पिछले तीन सालों से बाई वीकली ट्रेनें हावड़ा से दिल्ली और दिल्ली से बम्बई चलती हैं और इनमें कई दफा मुसाफिर कम होते हैं। मैंने अपने पहले के भाषण में भी यह कहा था कि इन डी-लक्स ट्रेनों के बजाय एक्सप्रेस ट्रेनें चलाई जातीं तो ज्यादा अच्छा होता और इससे लोगों को भी फायदा होता। मैं उस बात को आज फिर दोहराना चाहता हूँ कि डी-लक्स ट्रेनें हमारे देश के लिये ज्यादा मुफीद नहीं हैं। ये ट्रेनें अवश्य तेज चलती हैं, फास्ट ट्रेनें हैं, कुछ लोग इससे फायदा उठाते हैं, लेकिन ये एक छोटे देश के लिये ही फायदेमन्द साबित हो सकती हैं। हमारा देश बहुत बड़ा है और दिल्ली से मद्रास जाने के लिये ४८ घंटे लग जाते हैं और अगर डी-लक्स ट्रेन में बैठकर जायें तो उसे बैठे हुए जाने पर काफी तकलीफ मालूम होती है। ये ट्रेनें हमारे देश के लिये ज्यादा फायदामन्द नहीं हैं, खर्चीली हैं और इससे रेलवे को नुकसान भी हो रहा है। इस रिपोर्ट को देखते हुए मैं आपको यह सुझाव देना चाहता हूँ कि आप इन ट्रेनों के बजाय एक्सप्रेस ट्रेनें या एक आध पेसेन्जर ट्रेन चलायें तो इससे ओवर क्राउडिंग भी कम होगा और लोगों को आराम भी पहुंचेगा।

SHRI HARIHAR PATEL (Orissa): Mr. Deputy Chairman, the most outstanding feature in the next years' budget is the proposal to levy a supplementary freight charge of 5 nP

[Shri Harihar Patel]

per rupee on goods and coal traffic. To justify this levy, the hon. Railway Minister in his speech has explained that on account of the Pay Commission's recommendations, the railways will have to pay a heavy amount to their employees. He has also indicated some other items, for example, Rs. 1 crore for the proposed assumption of 'carrier liability' in the course of 1960-61, etc. This proposed levy is to be viewed from certain points of view. Earlier, the hon. Railway Minister in his speech had stated that there had been a drop in the gross traffic receipts during 1958-59 and he had explained that economic factors, principally and road competition partially were the contributory factors. Now, if it is so, I do not understand the wisdom in levying this supplementary freight charge, because there are also serious efforts to develop road transport. The other day, in the newspaper I was reading that the transport study team, sponsored by the National Productivity Council, which returned after visiting some countries abroad had stated that the road transport capacity could be doubled up. A spokesman from amongst the team observed at some press conference that in India the railways charge more than the private operators and they—the railways—fix the charges arbitrarily. Now, in view of this road competition, how does the hon. Railway Minister hope that in spite of the additional levy, in spite of the supplementary freight charge, goods traffic will increase and result in increased income? This is one point.

The second point on which I would like to seek some explanation from him is that the levy of this supplementary freight charge will definitely contribute to inflation. If you look into this book which has been circulated, "Indian Railways", 'Table VII— Freight Earnings from Principal Commodities', you will find that most of the commodities which are transported by the railways are coal, rice and paddy, gram, gram flour and pulses,

salt, kerosene oil, cement, iron and steel wrought, sugar, cotton, etc. Because of this increase in freight, the prices of these commodities will certainly go up and as such it will hit hard the consumers. The hon. Minister has estimated that the increase in income on account of this supplementary levy will be about Rs. 14 crores. I request him to kindly explain, in view of the factors I have indicated, how he expects an increase in the freight earning. Firstly, competition will surely be faced from road transport and secondly, it will result in inflation which is not desirable from the consumers' point of view.

The third point I would like to refer to is regarding the operating efficiency. Some hon. Members, who have spoken earlier, have indicated that there has been an increase in the efficiency definitely. I also admit that there has been some improvement as regards punctuality, speed, etc. But in considering the operating efficiency, we have also to consider the economy point of view. What do we find when we look into the operational expenses? The expenditure on account of operating the railways has been growing in proportions in the last so many years and it certainly does not speak well of efficiency, because in judging efficiency we cannot ignore the factor of economy. Then, you will find that there has been a lot of waste and accidents are very frequent. If we look into the remarks in the Audit Report of the year 1959, which speaks about the railways during the year 1957-58, we will find that avoidable expenditure totals about Rs. 21,73,000. The Audit Report clearly says that this could have been saved with a little prudence on the part of the authorities.

Then, on account of accidents, losses due to theft, fire, etc., you will find that the loss amounted to about Rs. 48 lakhs during the year 1957-58, and in the previous year the loss was to the tune of about Rs. 78 lakhs. Now if you look into the causes of these

accidents, you will find, Sir, that most of these accidents were due to failure of the human element, that is, failure on the part of the railway staff. I think it wrong to classify these as accidents. These should be regarded as inefficiency on the part of the railway administration. If this is conceded, you will find, Sir, that it is difficult to say that there is efficiency on the part of the railways.

Sir, I have gone through the speech of the hon. Railway Minister carefully, and at places I find language which indicates great self-confidence on the part of the Railway Minister, and I congratulate him for that reason. It has been boldly indicated that there is self-sufficiency as regards rolling stock and that the developmental machinery of the railways is quite efficient to meet any demand on it, and I really congratulate the hon. Railway Minister for that. But at the same time, I would like to impress upon him that there is also an urgent need to increase efficiency and that it is most necessary to reduce the operational expenditure without delay. It is our biggest national enterprise, and it should serve as a model in some respects. I think this can be achieved by our pulling up the high salaried staff to some extent. I am of the opinion that they are not active to the extent they should be, and they are not trying to be responsive to the needs of our country at the moment. They should devote more attention to maintaining a cordial relationship with the subordinates, to enforcing discipline and to increasing efficiency as best as possible.

At one place the hon. Railway Minister has indicated that he hopes for some good result from the Committee that has been appointed to look into the matter of co-ordination between railway and road transport. I do not understand how he hopes for any good result because the road transport is certainly bound to develop and it will be a more serious competitor to the railway. The railway has no other way but to thrive on its

own efforts. It will be wrong on the part of the railways after so many years to seek any sort of governmental protection for any undesirable act on their part—by "undesirable act" I mean increase in freight levy etc.—because I think if there is also a proposal in the General Budget for the levy of a tax on petrol, diesel oil, etc., certainly road transport is going to be more costly, and the railways will be saved from the embarrassment of a competition. But then I would like to point out that that will be a wrong policy and that that will be just hitting the consumer from all points, and therefore undesirable.

Then, Sir, I would like to say something regarding passenger amenities. In the books we have received some points have been made regarding measures to check overcrowding, but in spite of all these measures I think there is overcrowding in the third class and in the other compartments also. This could be minimised to a great extent if the railway staff could be a bit more active. For example, supposing a train starts from New Delhi to Madras, if the ticket collectors come and see that the passengers in the compartments meant for long distances are really passengers holding tickets for long distances, then I think there will be no overcrowding. But nobody pays any attention to that. There is only the board that some compartments are meant for passengers over 300 or 500 miles, but nobody bothers to see that passengers actually travelling that distance only are there.

Many hon. Members have already spoken about catering, and I think there is not much reason to be complacent in this direction. There has not been much improvement. Introduction of Janata Meals and such other things are of course good measures, but implementation of those things should be looked into if the railway authorities are anxious to see that the people really realize the benefits of the improvements effected. Food packets are sold in some stations, but from my own experience I know

[Shri Harihar Patel.] that sometimes stale things are sold. I have travelled on some occasions on the Bilaspur-Katni line where there is no facility to get meals. On one occasion I wanted to purchase two food packets from the hawker. Somehow or other the hawker was afraid of selling those packets to me and he said: "These are stale things. After half an hour I shall bring fresh things for you." On that occasion I did get some fresh things. But on another occasion I had the experience of purchasing stale things, and I am sure that stale things are being sold to the passengers. There is no effort to prevent this. This is most unhygienic, and I would request the hon. Minister to see that preventive steps are taken in this respect. I would suggest that just as the "chanachur-wallas" and "mungfaliwallas" travel in the compartments, licensees with food packets should be allowed to board the compartments at least in the passenger trains so that there is no stale food sold. Of course, by citing the example of the *chanawallas*, I do not mean that they should be allowed to travel. They should be prevented from travelling. They are a nuisance. They only make the compartment dirty and effective measures should be taken to prevent them from getting into the compartments.

The hon. Railway Minister has also mentioned about some non-official committees to show that there is all anxiety on the part of the railways to consult the people. But in the selection of the personnel to the committees, not much care is taken and sometimes, peoples' interests are not properly represented. I would request the hon. Minister to see to this aspect, and take proper care in selecting the proper personnel who will be helpful in giving suggestions to the railway management.

I would like to draw the attention of the hon. Railway Minister to some problems in my own State. On

previous occasions I had spoken about the Jharsuguda Railway Station also in the consultative committees. I felt that note was taken of my suggestions. But I do not find that any step has been taken regarding those suggestions. One of the suggestions was the removal of a telegraph post. That is most necessary because the side-strings of this telegraph post have been so fixed that they prevent the traffic on the road. It is right in the middle of the road. I myself have stumbled against it once. The ricksha-tuallas and sometimes the cycl-wallas also do stumble against it and it is really fortunate that no serious accident has taken place. But it is not ruled out. I would request the hon. Railway Minister in all seriousness to see that this is removed. It can be very easily removed a few yards inside the park and this difficulty will be obviated.

Sir, I have been speaking about the necessity of an overbridge at the level-crossing at Jharsuguda. This level-crossing is on a road which is the only road connecting the districts of Sambalpur and Sundargarh. Now, everybody knows that the movement of goods traffic on the South Eastern Railway is very frequent and very heavy, and this level-crossing is closed very frequently causing a lot of inconvenience to the people. I also spoke about this in the Consultative Committee, and the hon. Railway Minister told me that they were prepared to construct the overbridge at any time, but that the State Government was not ready with any proposal to construct the approach roads to the overbridge. I know definitely now that the State Government is quite ready with its plans, estimates **and** everything to construct the approach roads. But I do not find any mention about the inclusion of the construction of this overbridge at Jharsuguda in the Budget proposals. I would therefore request the hon. Minister to include construction of this overbridge during this year in his proposals.

Sir, we from Orissa have always been complaining of the fact that the mileage of railways in Orissa is not satisfactory. If you look at the map, you will find that the railway lines—the Howrah-Madras line and the Howrah-Nagpur line—touch the fringe of the border of Orissa and the entire inland is deprived of any railway communications. This is telling very heavily upon the economic condition of the people of Orissa. Whenever we make this complaint, it is generally pointed out that we are having the Bondonundo-Dumaro and some other lines. But my submission is that the construction of these new lines is from another point of view. There is the Hindustan Steel plant at Rourkela and you have to construct that line at any rate. It does not serve the interests of Orissa; it serves the interests of the Hindustan Steel Plant at Rourkela. Because of the lack of railway communications, the people of Orissa do not get economic benefits. They cannot go to Rourkela or to Hirakud conveniently and find employment, whereas people from other States can come and go conveniently and find opportunities to earn their livelihood at those places. So, I would earnestly request the Railway Minister to consider the case of Orissa and sanction some more new lines. For example, I would say that for the Rourkela-Talcher section, a survey has been made and it was felt at one time that this line would be of great importance to Orissa and that it should be constructed. But I do not understand why the proposal for constructing this line has been abandoned. Even in this year's Budget proposal, I find no mention about the Rourkela-Talcher line. So, I press my demand for the construction of this line.

I would say something about the Rourkela Railway Station. A new station building at Rourkela has been constructed but there are still some improvements to be effected. The platform has not been pitched; there is no good provision for lavatory and for other sanitary arrangements for

the passengers. I also came across a complaint from the railway staff that the State Bank where they have to deposit everyday's earnings is at a distance and there is no provision for any conveyance; that no conveyance has been supplied by the railway to take the money safely. At present, they are engaging a taxi on hire to take the money to the State Bank and they are mortally afraid that some day something might happen and that even their lives are at great risk. There is no dearth of *goonda* elements in Rourkela and there is a great possibility of such incidents happening. I would request the hon. Minister to see that something is done to prevent this thing, because sometimes they have to go to the State Bank with that money at quite late hours.

I would like to give a few suggestions. The railways have been producing their own locomotives and wagons and it is but natural that they should move in the right direction of integration to achieve economy and efficiency. I would therefore suggest integration in some other respects. I say that the railways should have their own collieries to achieve economy in fuel consumption. The Estimates Committee have also observed on more than one occasion about this and said that a Committee had recommended about this, and suggested some steps for achieving economy in fuel consumption. But the railways have not paid proper heed to this proposal. Much fuel could be saved in this respect. They should have their own collieries so that this difficulty is obviated, as the complaint is that the coal that is being supplied to the railways is of a bad or inferior quality on account of which they are not able to achieve any economy in fuel. Then, Sir, I would like to give another suggestion. On going through the booklets I find

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that the railway leases out the vacant lands that are on both sides of the railway track, to the State Governments, and they have

[Shri Harihar Patel.] to realise some amount as revenue on account of having given those lands to the States and I understand these amounts are outstanding as arrears. I would suggest that those lands could be directly leased out by the railways, say, to the family members of their grade III and grade IV employees, who could carry on farming and sell the produce to the railway authorities, which could very conveniently be utilised in their catering department. I think it is not an impossible task. If the top authorities give a little attention to this aspect, they can easily do this.

Mr. DEPUTY CHAIRMAN: It is time; you have to finish now.

Shri HARIHAR PATEL: So, Sir, with these few suggestions I conclude my speech.

Mr. DEPUTY CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at five of the clock till eleven of the clock on Wednesday, the 24th, February, 1960.