

Mr. Speaker: I have not yet received a reply. As soon as I get it, I will inform the Member.

Shri Daji: Even the hon. Speaker does not get a prompt reply from the Government.

Mr. Speaker: It must take some time. When a thing is sent to the Government, they must take some time to consider it.

Shri Hari Vishnu Kamath: I am sure, you will agree that if the Government cannot plan the business of the session, they cannot plan the defence of the nation.

Mr. Speaker: Order, order. Now, we take up the Motion by Shrimati Renu Chakravartty.

12.34 hrs.

CHRISTIAN MARRIAGE AND MATRIMONIAL CAUSES BILL

APPOINTMENT OF MEMBERS TO JOINT COMMITTEE

Shrimati Renu Chakravartty: I beg to move:

"That Shri M. L. Dwivedi be appointed to the Joint Committee of the Houses on the Bill to amend and codify the law relating to marriage and matrimonial causes among Christians vice late Shri Mulchand Dube."

Shri Harish Chandra Mathur: I have a point to submit. May I know whether this matter is being proceeded with? This Joint Committee was appointed a long time back and I do not think it has met even once. We have had no intimation whatever.

Shrimati Renu Chakravartty: A meeting was held. After that, we have not met again. There is no reason why we will not proceed with it.

Mr. Speaker: The question is:

"That Shri M. L. Dwivedi be appointed to the Joint Committee of the Houses on the Bill to amend and

codify the law relating to marriage and matrimonial causes among Christians vice late Shri Mulchand Dube."

The motion was adopted.

DEMANDS FOR GRANTS—(RAILWAYS)—Contd.

Mr. Speaker: We take up further discussion and voting on the remaining Demand for Grants in respect of the Budget (Railways). Mr. Subbaraman was in possession of the House.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I would like to give one information to the House. After Supplementary Demands which will take two hours on the 12th, we shall take up the General Discussion on the 12th.

Mr. Speaker: That is all right now.

Shri S. M. Banerjee (Kanpur): The hon. Minister wants us not to speak on the Supplementary Demands. The Supplementary demands are so many. Two hours will not be sufficient.

Mr. Speaker: We will see whether they will take three hours or four hours. As soon as they are finished, the Budget will be taken up.

Shri Hem Barua (Gauhati): He says that he has allotted two hours only.

Mr. Speaker: That is a different thing altogether what he allots, what the House decides and how long the House will sit.

Shri Satya Narayan Sinha: That time has been allotted.

Mr. Speaker: That is all right. That is not the question now.

Shri Subbaraman (Madurai): Mr. Speaker, travelling has so much increased, as we all know. We do not get accommodation even if we apply

10 to 20 days earlier. This is the case not only with the ordinary travellers, but also with M.P.s who want to attend Parliament session. Such being the case, I do not know whether the travel agencies should be continued. I request the Government to take up this question and find out whether it is necessary to continue the travel agencies.

Sleeping accommodation is provided in many third class carriages in the trains. This should be available in all trains for the third class passengers. If such facilities are provided, I think the abolition of the Second class may be considered.

The incentive scheme is a very good one. According to the scheme, payment is by result. It is now applied only to 8000 people. It is said that it may be extended to 80,000 workers this year out of 120,000. I think the Government should bring in all the workers into this scheme as early as possible. At the same time, there should be better supervision. Otherwise, this may not benefit.

Research is carried on in many matters. Coal ash has been used in constructing a building in Lucknow. If such a building is constructed here in Delhi, we can have the advantage of seeing how it is used. If coal ash can be used in the place of cement or chunnam, lime, even to a small extent, it will be very helpful in the present state of things, especially when cement is so costly and not at all available easily.

Year by year, we give subsidy to branch lines and the subsidy amount is increased every year. If they do not earn up to 3½ per cent on their capital, the Government make up the deficiency. When other sections of the Railways are earning more and more year by year, it is not known how these branch lines are losing year by year. It is not only that but we give advances to them to the tune of several lakhs of rupees without in-

terest. I therefore, request the hon. Minister to kindly examine the whole branch-line sections.

The freight rate has been increased this time only for goods and parcels. The passenger fares have not been increased, and that is welcome. But when the freight rates are increased, there is always the feeling that it will affect the cost of foodstuffs, especially when the foodstuffs have to come from long distances. If the people get the advantages of a quicker delivery, then that may be compensated.

We read in the report that there are several cases of chain pulling still and there were nearly 50,000 cases out of which 83 per cent was unwarranted.

Ticketless travel has also increased as compared with previous years. This shows that the railways have to be more careful and vigilant. If one looks into the cases of ticketless travel, he will find that. . . .

Mr. Speaker: The hon. Member may resume his seat for a minute. May I know how long the hon. Minister is likely to take for his reply?

The Minister of Railways (Shri Swaran Singh): I would not take more than 20 minutes.

Mr. Speaker: I think that the Deputy Minister also wanted to intervene.

Shri Swaran Singh: He will take about 10 minutes. If he takes 15 minutes, I shall take only 15 minutes.

Mr. Speaker: Then, I shall call the hon. Minister at about 3.35 P.M.

Shri Narendra Singh Mahida (Anand): But there is private Members' business at 3.30 p.m.

Mr. Speaker: Then, I shall call the hon. Minister at 3 P.M. or 3.5 P.M.

Shri Subbaraman: When one looks into the cases of ticketless travel and

[Shri Subbaraman]

how they are going on, he is persuaded to think that in most of the cases, this has been happening with the connivance or co-operation of some of the railway employees themselves. One has to infer the same thing in regard to pilferage and the thieving of goods also. When the goods are packed in cases, and thoroughly nailed, and when iron straps or belts are fixed round the cases, still we find that pilferage is going on. Thieving or stealing of parts in the carriages has already been mentioned by me in the course of my previous speech. The intelligence section of the railways has to be more active and vigilant.

With these words, I support the Demands.

Shri Koya (Kozhikode): As the time at my disposal is very short, I shall confine myself to a few points only.

At the outset, I support the cut motion given notice of by Shri M. Muhammad Ismail about the delay in taking up and compelling the survey of the new Tinnevelley—Nagercoil—Trivandrum and Nagercoil—Cape Comorin lines. I would like to add that the Nilambur-Shoranur Railway should be connected from Melattur with Feroke in the Madras—Mansalore railway line.

From the budget papers, we find that the Kerala State is completely neglected in the matter of new lines. In regard to the Malabar portion of the State, we have not got a single new line after Independence. The Melattur-Feroke railway line is not a new line; but it is only a continuation of the Nilambur-Shoranur railway which I am told is running at a loss now. To make it profitable, Government will have to extend that railway from Melattur to Feroke thus connecting Kalli which is the world's second biggest timber centre with Nilambur which is one of the biggest

tea-producing areas of the State. Then, the Nilambur-Shoranur railway line also will become profitable. But if we go on with the line as it is, at some stage Government may come forward and say that the Nilambur-Shoranur railway line is not profitable, and, therefore, they are going to dismantle it. These 30 miles of railway line are not too much which the Kerala people are asking for. There is also no major bridge over this section, and so, this can be very easily done, and Government can escape the criticism that the backward State of Kerala has been ignored as far as new railway lines are concerned. So, I hope Government will seriously consider the taking up of the Melattur-Feroke railway line, which is only a continuation of the Nilambur-Shoranur railway, and which is only a distance of 30 miles and which does not involve any major bridge.

I am glad that the construction of the remodelling of the Calicut railway station has been taken up, but it is being delayed. I hope that the work will be expedited.

There is another important matter that I want to bring to the notice of the Railway Ministry, and that is about the loco-shed in Calicut. I am told that there is a proposal to shift the loco-shed from Calicut, and there will be only a small loco-shed there instead of the present one. There is no loco-shed between Shoranur and Mangalore and it will cause a great handicap, and, therefore, the loco-shed at Calicut should not be removed from there as is proposed by Government. A smaller nucleus loco-shed which is proposed to be had at Calicut will not be enough to meet the demands from Mangalore to Shoranpur. There is sufficient justification for having another loco-shed at Calicut.

Another point that I want to bring to the notice of the hon. Minister is the abnormal delay in carrying out the electrification work between Tam-

baram and Villupuram and the construction of a new line from Manamadurai to Virudhunagar.

Then, the covering of the railway stations at Numgambakkam and Chromepet stations on the Madras-Tambaram line is very urgent. The people are put to a lot of difficulties. During the monsoon as well as during the hot season, the passengers find it very difficult. The same is the case with many other small stations also. For instance, in the Malabar side, especially there is the case of the Kadalundi station between Calicut and Tirur.

Then, with regard to Demand No. 16 I want to point out the urgent necessity of an overbridge at the Tirur railway crossing. The Tirur railway level crossing is very near the railway station, and I believe the Deputy Minister of Railways might have experienced the difficulty himself. As the railway crossing is very near the station, when any train comes to the station, the gate is closed, and the passengers find it very difficult to go to the eastern side. The statistics will reveal that the gate remains closed for a long time during the day-time. It is not a very difficult or expensive thing for Government to construct an overbridge there, because there is a small hillock some twenty or thirty yards away, south of the railway crossing. I hope that the Government of Kerala will meet their portion of the cost of the overbridge, if the railways are willing to meet their share.

Another important thing which I want to raise, which may be apparently a small thing to raise here, but which is important, is that all my efforts to move the railway department to make the mail trains and express trains stop at Parapanangadi have failed. That is a very important station and that is the only outlet to the Ernad area. The railway department says that the number of passengers does not justify this stop of the

train there. But I would submit that the statistics are very old. The trains used to stop there formerly.

I do not know how incorrect statistics are sent to the railway authorities here. I find there is sufficient justification for stopping the train there. So many people from that area are doing business with various parts including Madras. They are put to great difficulty because of the train not stopping there. I have got a number of letters and petitions from passengers. But somehow the railway people have got their own notion. They say it is impossible to stop the train there.

The question of sending fresh fish by the Mail is also very important. They say the Mail train is not intended to transport fish. But in these days of emergency when transportation of food is a very important matter, this matter has to be reconsidered. Parapanangadi and Tanur are areas where fish is caught on a big scale. All that is rather wasted. Sometimes it is used as manure. Of course, there are other trains which can carry this fish. But Mail train is faster and this is important in the case of fish which is a perishable commodity. If the train can stop there at least for five minutes to take in this commodity, it will solve the problem and people in Madras can get fresh fish from Malabar. But for some sentimental reason, they do not allow the fish to be sent by the railway as I have suggested. The railway officers concerned are always giving misleading and incurrent information to the Railways Ministry, that it is very difficult to do it, it will delay the train unnecessarily and so on. After all, it does not matter if the train is halted for five minutes at Parapanangadi station and 5 minutes at Tanur. The Madras Mail reaches Madras very early, at 7 o'clock. I do not know what inconvenience would be caused to the railway people if this train is stopped for ten minutes at these stations to take in a large quantity of fish from Malabar to Madras.

[Shri Koya]

As I said, Parapanangadi is a big fish catching area. Also there will be sufficient number of passengers available. So at least as an experimental measure, I would request the authorities to have a stop there for three months. They have not responded to my request so far. I hope this time they would pay heed to what I have said.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Replying to some of the points made by the speaker who preceded me, I would like to submit that we have a programme to improve the Calicut station at a cost of Rs. 9 lakhs. He mentioned about the removal of the Loco Shed. The real difficulty is that the remodelling of the Calicut station cannot be done unless the Loco Shed is removed. There is no space there. This has got to be removed not merely because there is no space, but because of certain other considerations also.

We have got a Loco Shed at Shoranur. We have a programme to put in WP engines right up to Calicut. These cannot be dealt with at Calicut. We are going to increase the number of engines. So it is best that the Shed is removed from Calicut to Shoranur. My hon. friend and others have been raising this point. I have gone into it. The real difficulty is that there is resistance from the staff who do not want to move from Calicut to Shoranur. We have made every arrangement to see that they are housed properly and there is the least inconvenience caused to those who are working at Calicut by the shift to Shoranur. I hope my hon. friend and others who are in that region will use their good offices and persuade the employees also to move quietly so that we may effectively complete the remodelling of the Calicut station as quickly as possible. It is a very old station and it badly needs remodelling.

With regard to the level crossing at Tirur, I have gone into that also. I quite admit it is a very bad level crossing. But unless the State Government comes in, it cannot be done. We are prepared to shift it provided the cost is met; if the road on either side of the railway track is extended so that this level crossing is removed from near the platform to about a furlong away, we shall certainly be willing to do it. My hon. friend has been Speaker there and he could use his good offices with the State Government to see that that Government comes to the aid of road users, to see that the necessary finances are provided to shift this level crossing.

The question of transport of fish has also been examined. Once we concede a request for halting of this Express train at Tirur, there will be similar requests in respect of many other stations to do the same thing. In order that the fish trade shall not suffer, what we have done is this. There is an earlier passenger train which meets the Express train at Shoranur. Now the fish can be loaded, and it is being loaded. As I see, there is no inconvenience to the loading of fish in the passenger train which again is transferred to the Express at Shoranur, which has got a refrigerator van. The request seems to be to detain this Express train not for the purpose of loading fish but other convenience of passengers. If there is any difficulty in loading fish, my hon. friend is open to write to me and we shall see that there is no difficulty at all.

Among the admitted cut motions, there is the very important question raised with regard to wagon shortage in certain regions. We have moved as against an estimated 15 million tons over 16 million tons last year and we are expecting to complete 16½ million tons by the end of March 31. As against the increase of 4.2 million tons in 1961-62, we have done this much. Also there is better utilisation

tion of wagons and engines. For instance in 1950-51, to move one million nett ton kilometres per day, we required 34 locos; now the same work is done by 23 locos. We required about 1,408 wagons in terms of four-wheelers in 1950-51, but we now require only 1,023. So there is better performance.

Also the outstanding registrations have come down considerably. For instance, outstanding registrations on 28th February 1963 on broad gauge were only 63,553 as compared to 1,03,650 on 28th February 1962. The position of outstanding registration on the metre gauge as on 28th February 1963 was 40,082 as compared to 45,967 on 28th February 1962.

With all these improvements, how is it that there is wagon shortage? Apparently, there is a paradox and this can be explained in the light of certain difficulties which we have to face. The first basic thing is that there are certain routes, certain directions, which have got difficulties. They are called quota routes. The first is the route to the south via Dronachalam, Waltair, Bezwada and Raichur. These have got limited capacities. Then again, for Assam through the link, there are some difficulties and limited capacities. This also applies to certain transhipment points. This is one set of difficulties.

Then on the south particularly loading of rice in the Bezwada Division is unidirectional. All that goes towards Kerala via Bezwada. These are difficult points through which quotas have been imposed because they are not yet in a position to handle more than they actually do now.

We have got extensive programmes for increasing line capacity, marshalling yard and so on and so forth which will take some more time to fructify to give the necessary relief. Ultimately we hope to remove all quotas and see that there is room for free movement. We have got to wait for that for some more time, till these engineering works are completed.

The second thing is that traffic on the railways in India is something seasonal. Half the year it is busy, half the year it is slack. From November to April, it is the busy season; from April in the end of October it is the slack season. This is the general pattern of the Indian railways. If you take the busy season, naturally there will be outstanding a little more than in the slack season, but you must take the over-all picture of the whole year. If you take into consideration also the outstanding registrations, you will then see that the difficulty is not felt.

13 hrs.

I would like to point out that the outstanding registrations, though they are about 60,000 on the broad gauge and about 40,000 on the metre gauge, are really not high, because the average daily loading on the Indian Railways in broad gauge is about 22,000 wagons, and on the metre gauge 10,000 wagons; 32,000 wagons are daily loaded in the Indian railways, and this 60,000 is nothing much. After all, it is only three days loading on the broad gauge and four days loading on the metre gauge. Supposing we stop all traffic, we can certainly clear them off in four days, but we cannot stop all the traffic. This is a continuous process. We cannot have an abrupt stoppage in order to clear outstanding.

Then again, certain types of traffic are seasonal. For instance, the oranges of Nagpur, gur at Anakapalli, mangoes at Vijayawada and so on and so forth. During the season, we have got to deal with certain goods which are perishable, and then there is a general rush for wagons. We have had a general pattern laid out by which we can deal with the seasonal traffic as expeditiously as possible.

Then there is a fourth point. If you analyse these outstanding, you will know that the really material things are not held back.

I have got before me the outstanding position in the operational report

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for December, for about 60,000 wagons. This is the position: Stones 5,405; timber and firewood 9,108; foodgrains including grams and pulses 13,609; others 32,938. This is so far as broad gauge is concerned.

Similarly, on the metre gauge a good proportion of the items outstanding are stones, timber and firewood and other minor things.

Why can we not move them? The real explanation for this is this. There is such a thing as priority movement of commodities. You cannot have equal treatment for all goods. For instance, military movement, military goods, should have the topmost priority. Next comes food.

As a matter of fact, every six months we issue the priority tariff schedule. These are not arbitrary. These are arranged by virtue of the powers conferred on us under section 27(a) of the Indian Railways Act. These priorities are arranged with a view to maximise the utilisation of the railways for the good of the community.

As I said, defence is the first. Then comes food movement. Under this item (b) iron and steel materials for wagon building, coach building etc., also come. Under item (c) comes movement of sugar in accordance with programme, railway coal and other items: coal from the collieries, stores for Post and Telegraphs Department etc. Thus, there are 18 items arranged in the priorities as determined by us in consultation with the Commerce and Industry Ministry.

Then again, there is priority item (d): movement of raw materials and mill stores etc., movement of cotton on trade account and so on.

Even in food there is a distinction. If it is food moved under the authority of the Central Government, it comes under (b), but if it is on private account, it takes only priority

(d). Also, all goods cannot have equal treatment, because there are certain things which have got to be exported, in order that we may earn foreign exchange. Therefore, even though a commodity has to be moved, it has got to be seen whether it is for export or for internal consumption. If it is for export, we allow it a higher priority, and the wagon is loaded so that there is no delay in the movement of the essential commodities for export for earning foreign exchange.

13.05 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Thus, you will be pleased to see that the whole thing is rationalised. There is nothing irrational about it. After all, all planning is the arrangement of priorities, priorities as to what you want, what items should be made, the quantity of each item, how much of the total resources available can be allotted to each of these items. That is planning, and if we have got the arranged priorities, certain commodities will have a lower priority than the others.

As I said, charcoal and timber and stones have got the lowest priority. They can wait. But then my hon. friends will say that in the Adivasi area, charcoal is the only thing they can produce, it is needed in Bombay, for instance, where the housewife is in need of it, why do you hold it back? Similarly, Tendu leaves are required for the purpose of making bidis, which is a cottage industry, and if that is held back, so many people will suffer. We know these are good arguments, but then, taking an over-all picture of the total requirements of society, we have got to see what place each item occupies. If you analyse it properly, you will find that the priorities which have been arranged according preferential tariffs are reasonable. It is rationalised.

Even so, the outstandings are not much. For instance, some of the friends from Andhra Pradesh are very

keen about the movement of rice. During the period January, 1962 to 20th February, 1963, 15,002 broad gauge and 7,157 metre gauge wagons were loaded with rice from Vijayawada division. As on 20-2-1963, demands for only 80 wagons were pending on the metre gauge. On the broad gauge, the outstanding registrations on this date were for 1,345 wagons. It cannot, however, be said that this figure represents stocks awaiting despatch by rail. During the first 20 days of February, 1963, against a total supply of 1,943 wagons on the broad gauge, 871 broad gauge wagons only were loaded, demands for 1,072 wagons were cancelled. The House will kindly remember that there is so much of inflated registration, what we call ghost registration, in order to make profit out of the registration. These are not the real tests. These cancellations will show that there is a large number of registrations which are not genuine, which do not require the wagons immediately. It is the railways' constant endeavour to clear the outstanding of rice and paddy from Vijayawada division as expeditiously as possible.

Then again, take the question of jaggery from Anakapalle. Shri M. S. Murthy mentioned about it. During the period 1st December, 1962, to 15th February, 1963, against a supply of 1,390 wagons for the loading of jaggery, only 369 wagons were loaded, and as many as 1021 registrations were withdrawn or cancelled. All this goes to show that the real test is not the number of registrations, but the effective registrations which require wagons, and they are certainly much less than the figures would show.

Then I come to coal for the tobacco industry in Andhra Pradesh. This is very vital. Against an allotment of 4,587 wagons made by the Coal Controller, for the four months November, 1962 to February, 1963, the railways moved up to 20th February, 1963, 4,631 wagons, which is more than the allotment.

It is not merely in the South. Let me come to the North, where the

question of coal for brick kilns is there. The movement of coal is arranged according to the bulk programme given by the Coal Controller. This programme is based on targets fixed from time to time in consultation with the Ministry of Mines and Fuel and the Planning Commission, having regard to the needs of the users and the inter-priorities for the various consumers, including brick-kilns. During the eight months, July, 1962 to February, 1963, up to the 23rd, after meeting the requirements of the steel plants and washeries satisfactorily, the railways were able to transport coal for other consumers in excess of the target; the actual daily average movement being 3,817 wagons, against the target of 3,766 up to December, 1962 and 3,816 from January, 1963. This improved position enabled the railways to allot 244 wagons for brick-burning coal for the down country during January, 1963, an increase of 112 over similar allotments during January, 1962.

Therefore, the general complaint that there is wagon shortage does not arise out of any demand for the movement of essential commodities, but only for low-priority commodities. It will go as and when the position becomes easy.

About the electrification programme, I may say that there has been no delay in the scheme of electrification of Tambaram-Villupuram line. Contract for the supply of substations and switching stations has been placed; contracts for transformers have been placed with HEL, Bhopal and for remote control equipment with ITI Bangalore. We import them a little earlier by placing orders on foreign countries but we are short of foreign exchange and we have got to locate indigenous capacity. We have done it and if in this process we have taken a little more time, I am sure the House will not mind. Overhead equipment worth Rs. 1.04 crores has been ordered. Out of the 20 AC electric locos required for this section, we have placed order for 18 on Japan at a cost of 1.45 crores and the re-

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maining two are being manufactured as prototypes by the Chittaranjan Works. Power supply has been assured by the Madras State Electricity Board. The P & T Department have promised to complete their associated work. Because if these overhead telephone and telegraph wires are there, when you introduce 25 KVs, there will be disturbance for these wires by induction and the telegraph and telephone wires cannot function well. So, they have to lay underground wires. The loco manufacturers have demanded 24 months for delivery and by December 1964 we hope we shall be able to get these locos. I do hope that this line will be put through by the end of 1964, or the beginning of 1965, right up to Villupuram.

About the conversion from DC to AC in the Madras Tambaram line, it is difficult. The equipment is entirely different and the change is to be done under traffic conditions. There is intense density of traffic. When there is some time, say at mid-night or during one or two hours that one gets, they are putting the necessary things. The process will necessarily be slow. During these few hours they get they have to change the things and put new things for the 25 KV AC traction. We must also get the necessary EMU coaches. After all works are completed by certain date—we call it a D-date, there will be an almost over-night change over from DC to AC. In a city like Madras this has got to be done smoothly and without causing inconvenience to the public. Then 25 KV motorcoach equipment has to be procured. The ICF Madras are building these coaches. But the motors could not be produced here. The HEL are unable to manufacture these as they do not want to diversify their activities and so it seems that global tenders will have to be invited. Sir, I am sorry that I have exceeded my time limit.

Dr. L. M. Singhvi (Jodhpur): The hon. Deputy Minister has taken longer

than the Minister, himself, has promised to take.

Shri Swaran Singh: I will take less time.

Shri S. V. Ramaswamy: As I explained this is a difficult process and we hope to complete the conversion work by March 1965.

Shri Bade (Khargaon): The point is that your policy in regard to loading is: "load or leave". That policy should not be strictly followed. I know it. I have observed it. You should give more time. . . (Interruptions).

Shri S. V. Ramaswamy: Whenever there is any difficulty you may write to us.

Dr. L. M. Singhvi: This is chronic now.

Shri S. V. Ramaswamy: We will find out a chronic remedy.

Shri C. K. Bhattacharyya (Raigarh): It may be worse than the disease itself.

Shri Swaran Singh: We will find an effective remedy.

Shri S. V. Ramaswamy: I stand corrected, Sir.

I shall not now take long time, Sir. A memorandum was submitted to the Public Accounts Committee on the question of economy on the Railways. About the statistical volume not being published, I say that it is a question of economy. We have given all the necessary information in the compendious. The full amount Report—200 copies of it—has been sent to Lok Sabha Secretariat and copies of the annual Report and 15 copies of the Statistical Supplement are available in the Library.

I shall refer to the Bangalore under-bridge. We are not here to apportion the blame. With the co-operation of

the Corporation we are taking steps to see that traffic is not obstructed nor does it become dangerous to those who use that. I hope that this would be straightened out with the co-operation of the Corporation.

Dr. Singhvi suggested that spikes may be put up on the roofs to prevent people travelling on the roofs. Firstly it would obstruct the railway staff who service the trains, apart from the cost involved in it. Incidentally, we have also passed orders that the train should be stopped if all people had not got down. We cannot take to providing spikes on all the 30,000 coaches simply because an accident took place in one or two places. Even so people who want to defy can still go to the roof and find some other way like the hata-yogis and sit on the spikes, if they want to. It is not a thing by which we can really maintain law and order. We should educate people to obey the law and behave in a disciplined manner so that they need not submit themselves to these risks.

Mr. Deputy-Speaker: Shri Mahida.

Shri Bade: Are we to give our names or to wait?

Mr. Deputy-Speaker: I have called Shri Mahida.

Shri Narendra Singh Mahida: Mr. Deputy-Speaker, I rise to speak on my cut motions Nos. 42, 44, 47 and 49. There is ample scope for economy in the Railways. Economy measures should be examined and introduced without detriment to efficient operation. When we are preparing a nation for a bigger cause, I wish that the Government should economise. More especially the railways are one of the largest Government departments and there is ample opportunity for economy. I am glad that the railways are attaining self-sufficiency in many respects. Instead of trying to import things needed for our railways, we should try to make them here and thus save foreign exchange.

I have been rather disappointed at the amount of depreciation which has been provided; it is about Rs. 10 crores, which is a very modest amount, considering the depreciation that should be considered in respect of our old tracks. I wish the Railway Minister provides more depreciation amounts so as to replace our old tracks in times to come.

I also congratulate particularly the Western Railway, compared to other railways in our country. I find that there are less accidents in the Western Railway, and the affairs are well-managed. I wish the Railway Minister conveys my greetings to the Western Railway.

I am also glad about the working of the Railway Staff College at Earoda which is a very worthy institution. It is a matter of pride for us in our country that this is one of the largest institutions in Asia.

I have a suggestion for improvement in the ladies' compartments. I know that various ladies' compartments in mail and express trains practically go empty for fear probably that ladies are not properly protected. If these compartments are not occupied by ladies, I think the other passengers should be allowed to travel in those compartments if the ladies have no objection. When we are having overcrowding in various express and mail trains these compartments should not be allowed to go empty practically. In the ladies' compartments, an experiment has been made in regard to safety chains, by putting up press buttons. It is a welcome thing, because I find the ladies have not got that much strength to reach high up to pull the safety chain, and therefore, the press button system should be introduced.

I find that in the New Delhi railway station, when we go by the air-conditioned express from Delhi to Bombay, the luggage counter has not got enough luggage clerks. There is only one clerk and there is a long queue.

[Shri Narendra Singh Mahida]

Even for the 4 O'clock train, to get my turn I have to wait for 20 to 25 minutes in the queue at the luggage counter, and I have been able to get into the train just two or three minutes before the train's departure, because of long waiting at the luggage counter. I request the hon. Minister to see that in the air-condition express luggage counter at the New Delhi station more luggage clerks are provided. This is a complaint by all and we have to rush since we cannot get the luggage booked in time. This necessity should be examined and adequate facilities provided.

Then, the three-tier sleeping coaches are most inconvenient. I do not know why this three-tier system is not being scrapped. The Ministry should examine this; two-tier coaches are more welcome; these three-tier coaches which were necessary for army purposes probably, should be done away with.

Shri Bade: Three tiers will bring tears in our eyes.

Shri Mahida: We must then examine special facilities for tourists. Foreign tourists have very high standards, and ample opportunity should be given for their comfort. Normally, if the foreign tourists travel in our third class compartments, I am sure they will not visit our country again. Anyway, tourist traffic is increasing in India, and we must make special attempts to see that tourists are made comfortable and well-provided for.

To avoid overcrowding, I propose that extra shuttle trains in between local stations should be run so as to avoid rush in the mail and express trains. I do not know why the railways have not thought about it. I remember in the former BB&CI Railway, when there was not enough accommodation in the narrow gauge coaches, they used to provide benches in the goods wagons. So, in times of dire necessity, something like that ought to be done. I do not mind

travelling in the goods train provided I get a seat and I get sitting accommodation. As I said last time, perhaps, compared to the cinema management, the running of the railways is not as good. The cinema-house management is better than the running of the railways. In this respect of accommodation, when you go to a cinema, if you purchase a ticket, you are assured of a seat. But in the railways we are not assured of a seat. Even in a goods wagon, if a seat is reserved, we have no objection to travel. The point is, if we have not got enough coaches, this necessity must be examined so as to avoid accidents and other troubles.

Shri Bade: Like naughty students we are asked to stand to purchase tickets!

Shri Narendra Singh Mahida: I request the Minister to hear all the criticisms about the railway compartments in the railways. It is a common site to see passengers grumbling on account of the lack of sitting accommodation. Probably, even if we do not get a seat, we will have to stand, say, between Delhi and Mathura, and we will also grumble. It is human nature. In order to avoid these things and discomfort, we must proceed very earnestly to solve this overcrowding.

I also find that co-operative societies at various stations are not patronised by the railway officials. This is an old complaint. There are various instances about which I have already informed the Railway Minister, and the railways should see that the railway co-operative societies get the first preference.

Yesterday, in regard to Demand No. 1, I had spoken about porters. I fail still to understand that when the Government has been trying to assist and encourage various unions, why there is not a single union for porters and why nothing has been done for them, or to organise a union for them. No medical facilities are being offered

to them; no facilities for provident fund have been provided for them. I request that the Government must consider them as semi-railway servants at least and organise them into unions. I find that once the railways become the owners, they behave like bureaucrats. They do not take notice of workers like porters. I emphatically request the Railway Minister to think about the question of comforts, and betterment for all the porters. I humbly pray that the Railway Minister before long should think about these problems in respect of the porters.

When normalcy is restored, I request the Railway Minister to resume the concessions which have been offered to students and various other organisations. I also feel that there is ample scope for research work in improving our railway tracks, signals and improvement to railway coaches also. I pay my humble tribute to the Railway Minister that in spite of the pressure on the railways they have on the whole done a good job in this time of emergency, and I am sure the railways will rise to this challenge placed before us by the Chinese aggression.

I also wish to pay my tribute to the North Eastern Railway workers who have done very well during the hostilities on the Assam border. I wish every Member of the House joins with me in conveying our tribute to the railway workers on the Assam border,

श्री बड़े : माननीय उपाध्यक्ष महोदय, मैं ने डिमांड नम्बर ६ पर कट-मोशन नम्बर २० मूव किया है। रेलवे में इस कारण बहुत असंतोष है कि रेलवे बोर्ड के निर्णय कर्मचारियों के एक वर्ग के बारे में एक प्रकार के होते हैं और दूसरे वर्ग के बारे में दूसरी प्रकार के होते हैं। नार्दन रेलवे में दिल्ली और उस के आस पास जूनियर आउटडोर क्लार्क्स हैं, जिन को कि टिकट-कलेक्टर की जगहों पर लिया गया है। लेकिन उन को जो एम्प्लॉयमेंट

ग्रेड दिया जाता है, वह एम्प्लॉयमेंट की डेट से दिया जाता है। उन लोगों ने रेलवे मंत्रालय और माननीय मंत्री जी के पास बहुत दफ़ा रिप्रेजेंट किया है। यह एक, दो या चार व्यक्तियों का केस नहीं है, बल्कि यह तो एक पूरे वर्ग का केस है। जब उन लोगों को एम्प्लॉय किया जाता है, तब से उन को ग्रेड दिया जाता है और जब उन की एम्प्लॉयमेंट हुई थी, तब से ग्रेड नहीं दिया जाता है। इस प्रकार जो लोग उन के ऊपर रहते हैं, वे सीनियर हो जाते हैं। एम्प्लॉयमेंट के दिन से ग्रेड देने का अर्थ तो यह हो जाता है कि मानों वे उस दिन एम्प्लॉय किये गये थे। इसलिए पूरे जितने टिकट कलेक्टर हैं, उनमें असंतोष फैला हुआ है। उन्होंने बहुत बार रेलवे बोर्ड के दरवाजे खटखटाये हैं, लेकिन अभी तक कुछ भी नहीं हुआ है। रेलवे बोर्ड ने जहांगीर बादशाह या मुगल बादशाहों जैसा ही फैसला कर दिया है। उनकी तरफ तुरन्त . .

डा० मा० श्री० अण्णे (नागपुर) : क्या जहांगीर बादशाह ऐसा आर्डर पास किया करता था ?

श्री बड़े : मैं रेलवे बोर्ड की बात कर रहा हूँ। माननीय मंत्री जी मुगल बादशाह या जहांगीर बादशाह नहीं हैं, वह तो पापुलर मिनिस्टर हैं।

जहाँ तक सिक्योरिटी आन दी रेलवेज का ताल्लुक है उसके बारे में जो एक घटना मेरे नोट्स में आयी थी, उसको मैंने माननीय मंत्री जी को लिख कर भेज दिया था, लेकिन अभी तक उसका कुछ भी निर्णय नहीं हुआ है। घटना इस प्रकार थी कि गंगापुर स्टेशन से एक सी० आई० डी० का अफसर बैठ गया। वह रेलवे पुलिस का एक ऊंचा आफिसर था। उसके पास टिकट नहीं था। रामेश गुप्ता नाम के कंडक्टर ने जब उससे टिकट मांगा तो उसने अपना आईडेंटिटी कार्ड दिखा दिया। उसने पूरे तरीके से पी हुई थी। उसकी

[श्री बड़े]

रामेश गुप्ता के साथ कहा सुनी हुई। वे दोनों मेरे पास आए। तब उसने कहा मैं कम्पलीटली सरेंडर करता हूँ। मैंने पंचनामा कराना चाहा। उसने पंचनामा फाड़ दिया। वहाँ एक महिला बँटी हुई थी। उसके साथ भी उसने अनुचित व्यवहार करने की कोशिश की...

श्री कछवाय (देवास) : उनका नाम क्या है ?

श्री बड़े : मैं नाम लेना नहीं चाहता था लेकिन अब चूँकि आपने पूछ लिया है, इस बास्ते में बता देता हूँ। उसका नाम स्वर्ण सिंह था। इसके बारे में मैंने मन्त्री जी को पत्र भी भेजा है। इसकी चर्चा अखबारों में भी हुई है। उसके बाद मैंने रतलाम का जो यह रामेश गुप्ता नामक कन्डक्टर था, उससे पूछा कि क्या उसने रिपोर्ट की है और अगर नहीं की है तो मैं करूँगा। मैंने की भी। मैं चाहता हूँ कि इस तरह की बातें जो होती हैं, ये नहीं होनी चाहिये और इस तरह माननीय मन्त्री जी का तुरन्त ध्यान जाना चाहिये। जब आफिसर ही इस प्रकार का व्यवहार करेंगे, तो पैसंजर्ज की सिक्योरिटी कैसे होगी।

ये जो नए रेलवे कम्पाटमेंट्स हैं, इन में कारीडोर बाहर रहता है। ये कम्पाटमेंट गर्मियों में इस प्रकार तपते हैं, जैसे ईंट का भट्टा तपता है। गर्मी की वजह से जो बड़े बड़े पैसे वाले होते हैं या बड़े बड़े अफसर होते हैं, वे बर्फ के ढेले मंगा कर रख लेते हैं जिसका नतीजा यह होता है कि इधर से उधर चारों तरफ पानी ही पानी हो जाता है। मैं चाहता हूँ कि ये जो डिब्बे हैं, कोई आप ऐसा प्रबन्ध करें, जिससे ये गर्मियों में तपे नहीं।

मैं ग्वालियर गया था। रास्ते में एक स्टेशन पर जब मैंने पानी मांगा तो मुझे बताया गया कि गिलास नहीं है। जब मैंने इसका कारण पूछा तो मुझे बताया गया कि गिलास चोरी हो गए हैं। जब मैंने पूछा कि

दूसरे क्यों नहीं रखते तो मुझे उस आदमी न बताया कि पैसे तो मेरी तनख्वाह में से काट लिये गए हैं, लेकिन दूसरे गिलास अभी तक मंगाने नहीं गए हैं। दोनों गिलासों के पैसे काट लिये गये थे। तीन चार स्टेशन छोड़ कर जब फिर मैंने पूछा कि गिलास कहाँ हैं तो बताया गया कि स्टेशन मास्टर के यहाँ चले गए हैं, प्राइवेट यूज में आते हैं। उसने मुझे यह भी कहा कि उसका नाम न लिया जाए क्योंकि उसकी नौकरी चली जाएगी। ये जो छोटी छोटी बातें हैं, ये बहुत तकलीफदेह साबित होती हैं। इनकी तरफ खास तौर से आपका ध्यान जाना चाहिये।

अब मैं भीड़ भाड़ के बारे में कुछ कहना चाहता हूँ। एक जगह पर मैंने टिकट कलेक्टर और कंडक्टर से कहा कि यदि तीसरे दर्जे के डिब्बे में इतनी भीड़ हो गई है कि अन्दर खड़े भी नहीं हुआ जा सकता है तो फस्ट क्लास का डिब्बा खाली पड़ा है, इनको उन डिब्बे में बिठा दो और जब नेकस्ट स्टेशन आए और भीड़ कम हो जाए तो वहाँ से निकाल कर इन को तीसरे दर्जे के डिब्बे में भेज देना। उसने मुझे कहा कि मैं ऐसा नहीं कर सकता हूँ। मैं कानून से बंधा हुआ हूँ। मैं चाहता हूँ कि इस तरह की जो चीजें हैं, इनकी तरफ भी आपका ध्यान जाना चाहिये।

Dr. L. M. Singhvi: This would start patronage by the ticket collectors for certain chosen passengers.

श्री बड़े : यह बात ठीक है। लेकिन पैसं-जर्ज की तकलीफ को भी देखा जाना चाहिये। वहाँ बहुत भारी मुश्किल होती है। हम को तो फस्ट क्लास का पास मिला हुआ है। लेकिन मैंने थर्ड क्लास में सफर किया है और मुझे मालूम है कि कौसी मुश्किल होती है। पेशाब और टट्टी तक जाना मुश्किल हो जाता है। औरतों का चढ़ना मुश्किल हो जाता है। और जब लगेज साथ होता है तब तो जो मुसीबत

हो सकती है, उसका आप बड़ी आसानी से भन्दाबा लगा सकते हैं।

अब मैं सबबन ट्रेज के बारे में कुछ कहना चाहता हूँ। बम्बई में मैंने देखा है कि वहां इतनी भीड़ होती है कि कुछ ठिकाना ही नहीं। बंगूर में मैंने देखा है कि जा रवड़ रहना है जिताको पकड़ कर खड़े लोग होते हैं, वह एक प्रकार से पनिसमेंट आक होंगि होती है। दो तीन चार ती डीजर्स उतार कर पकड़ कर खड़े रहते हैं और लेडीज इत्यादि को दोनों हाथ ऊपर करके तब तक खड़े रहना पड़ता है जब तक दूसरा स्टेशन नहीं आ जाता है और भीड़ कम नहीं हो जाती है। इनका एक इनाज हो सकता है जिसे अगर आजमाया जाए तो भीड़ कम हो सकती है। बम्बई और उसके आस पास जो अफिस हैं, उनके आफिस आवर्ज अगर चला कर दिये जाँ तो सुबह दस से बारह बजे तक और शाम को पांच छः बजे तक जो बड़ा भारी भीड़ रहती है, वह कम हो सकती है। उन पर चढ़ने और उतरने में ही आदमी का भुगतान बन जाता है। जिन के पांच कम-जोर होते हैं, उनको जब रवड़ को पकड़ कर खड़ा होना पड़ता है, तो थक उनके लिए फार्मों को सजा हंतो है। मुझे जैना व्यक्ति जो जवान नहीं है, उनको तो और भी ज्यादा तकरीफ होती है। अगर मेरी सजेशन मान ली जाए तो उससे बम्बई की भीड़ भाड़ की समस्या बहुत हद तक हल हो जाएगी।

कल मैंने कहा था कि हमारे मध्य प्रदेश में रेंवे नहीं है। माननीय मंत्री जो ने अपना जवाब देते हुए कहा है कि इसका वहां रेलवे लाइन नहीं हो सकती है। मैं मानता हूँ कि इसका संकट काल है और नई रेलवे लाइने नहीं खुल सकती हैं। लेकिन डिफेंस प्वाइंट आफ व्यू से भी ईस्ट से ईस्ट खांदेश तक जाने के लिए

रेलवे लाइन की सख्त जरूरत है। इसका तो कम से कम आप कर ही सकते हैं। वहां पर माननीय लाल बहादुर शास्त्री जी आए थे, उन्होंने रेंवे कराने का हुक्म भी दे दिया था। लेकिन अभी तक सर्वे हुआ है या नहीं, मैं नहीं जानता हूँ। मैं चाहता हूँ कि आप पुरानी रट न लगाते जायें और इस लाइन के बारे में गम्भीरता से विचार करें। अगर इसका आप तीसरे प्लान में नहीं कर सकते हैं तो कम से कम चौथे प्लान में तो इसको रख लीजिये।

अन्त में मैं इतना ही कहना चाहता हूँ कि सीनियोरिटी का जो झाड़ा है, टिकिट कैंकटर्ज की, उसकी तरफ विशेष रूप से ध्यान दिया जाए। रेलवे बोर्ड ने १९६१ में एक आर्डर पास किया और १९६२ में दूसरा पास कर दिया। उनको आप रिवाइज करे और यह जो असन्तोष उनमें फैला हुआ है, इसका दूर करे।

Shrimati Lakshmikanthamma (Khammam): Mr. Deputy Speaker, Sir, I support the rest of the demands on the Railways. The Railway Ministry and the railway workers really deserve our praise and the congratulations because of the tremendous task undertaken by them and the heavy burden borne by them during the emergency.

One outstanding feature this year has been that in spite of the emergency the railway fares have not been increased. Of course, freight charges have been increased which are justified under the present circumstances. Even here, an exemption has been made in respect of vegetables, milk and newspapers. An additional revenue of Rs. 19 crores is expected on this account. There will be an additional goods traffic to the extent of 17 million tons this year. There has been a significant improvement in the rail transport position in respect of the coal movement. During the present emergency, even at a short

[Shrimati Lakshmikanthamma]

notice, they have been able to bear a very heavy burden and on the North East Frontier Railway an additional transport performance to the order of 65 per cent over the normal transport was realised. It is really very gratifying to note that such a tremendous burden has been borne by them in moving men and material.

The other day, Shri Basumatari and other friends from Assam said that priority should be given to Assam. We all agree with that. Nobody disagrees with that. Even people from other States feel that priority should be given to Assam in the development of railways and this need has been proved. The Pakistan Joint Steamer Workers' strike and the Chinese invasion have proved how important it is to have the link between Assam and other parts of the country. We know how important it is. A considerable progress has also been achieved in this respect. The need for increased rail capacity for Assam has been receiving greater attention by the Railways. The rail-cum-road bridge over the Bhahamputra river—the only major river in the country—which had not been bridged previously was completed ahead of schedule.

Sir, I also feel that the workers in industries and in railways have been with patriotic spirit working day and night to increase the production in the country. Because of some foreign exchange difficulties and others the railways have had to increase the manufacture of the rolling-stock from the Chittaranjan Works, Telco and Perambur Integral Coach Factory. The progress has been very satisfactory even in the manufacture of electrical and signalling equipment. Along with these burdens that are increasing day by day, I request that the question of safety has also to be looked into. I hope that God will be kind enough to us so that in future such accidents on the railways will be averted. In the Kunzru Committee's report it is said that 75 per cent of these acci-

dents are due to human failure. I feel the educative aspect will also help us to a great extent in averting such accidents. It is said that generally it is during the early hours of the morning that most of the accidents take place. I wonder whether it will not be worthwhile if all the trains running between midnight and 5.0 A.M. are made to halt at the outer signal of a station for a minute. It will make the drivers to be alert before going ahead. Provision of speed recorders as recommended by the Kunzru Committee will also further ensure safety on the railways.

Sir, there is a saying in Telugu which means that even a mother will not give what the child wants unless the child asks for it.

Sardar Swaran Singh: There are similar sayings in almost all our languages.

Shrimati Lakshmikanthamma: What I say is, priority should be given to the demands of Assam and after that our demands may also be considered. I do not think it will be wrong on our part to repeat those demands here. On the other hand, it is part of our duty that we should go on repeating our demands or requests to the Ministry until they are granted; otherwise, there is no purpose of our coming here.

The hon. Members coming from Andhra have, for several years, been asking, in the previous Parliament as well as the present one, for a separate zone. I think they are justified in their demand. Because of the heavy traffic and the rapid industrialisation of Andhra, I think their demand deserves sympathetic consideration of the Minister. I hope the hon. Minister will also consider that demand favourably, in view of the statement that he made that the Railway Ministry has not hesitated in forming new zones for reasons of operational or organisational efficiency and also for

providing improved services to the users. I would suggest that this new zone can be formed with Hyderabad as the headquarters. When this new zone is formed I would request that the marshalling yard at Tondiarpet be put under this new zone.

Regarding new lines several proposals have already been put forward. Sir, Kothagudem is in my constituency. It is part of my constituency. It is a coal bearing area. In the Third Five Year Plan Rs. 25 crores have been allotted for this purpose and year by year the local production is increasing. It is very essential that this industrial place should be linked with the other parts. Therefore, provision of a broad gauge line from Kothagudem to Vishakhapatnam should be considered by the Government. So also they should also consider the line from Ongole to Hyderabad via, Nagarjunasagar.

Mr. Deputy-Speaker: All these points have been urged. You are only repeating those things.

Shrimati Lakshmikanthamma: The people whom I represent must know that I have also put forward their demands.

Mr. Deputy-Speaker: No repetitions here.

Shrimati Lakshmikanthamma: There is one more line about which the Government has to consider and that is a line from Nandyal to Katpadi.

I would also request that a railway workshops should be started at Guntakal. Except the train to Bombay, there is no other through train starting from Hyderabad; only bogies are attached. There is no straight train to Calcutta. When passengers from Hyderabad try to enter the through trains they find that they are already full and there is no accommodation. Therefore, more trains should be run to link this capital with other important cities.

I want to say a word about ceiling fans in trains. I know instances where children and even adults have got their fingers cut because the fans are very close and not fully covered. It

is very dangerous to leave them like that and I suggest that these fans should be closely covered.

Regarding over-crowding, I want to suggest that if purposeless travel which is indulged in by many is avoided much of the over-crowding will disappear.

Mr. Deputy-Speaker: The railway Ministry cannot do anything for that.

Shrimati Lakshmikanthamma: Sir, that is all that I have to say and, as I said, I support the rest of the Demands.

Dr. L. M. Singhvi: Mr. Deputy-Speaker, Sir, I rise to associate myself with the expression of appreciation for the work the Ministry of Railways has done under the able leadership of Sardar Swaran Singh during the last year. I think the Minister, any Minister for that matter, should consider himself fortunate when he receives praises from a Member of the Opposition, and more so a Railway Minister before whom the task is truly gigantic. I should like, in this respect, to pay a tribute to the built-in goodwill which he exudes and the balance and consideration which he has shown both in his speeches and actions in dealing with various complaints from various public quarters. I should also like to say that in spite of him the Railway Administration has a great deal of ground to cover, great improvements to effect, greater co-ordination to achieve and greater economy and austerity to enforce. That is why I have had to resort to the seemingly extreme expedient of moving certain cut motions.

Before I go on to discuss the various cut motions that I have moved, I should like to suggest to the Railway Minister that he should consider afresh the feasibility of recasting the Railway Administration into a statutory public sector corporation rather than running it as a departmental undertaking. We are not fully aware of all the pros and cons of this particular matter, but I should very much like a fuller examination and a fresh examination of the matter to be un-

[Dr. L. M. Singhvi]

dertaken by the Ministry and I would like him to tell us whether it might not be better if the railways are run as a public sector undertaking and not as a departmental undertaking.

Shri S. V. Ramaswamy: As a corporation?

Dr. L. M. Singhvi: Yes, as a corporation; that is what I mean. This could, I think, bring about greater efficiency and this would not necessarily entail any loss of control by the Parliament.

Sir, I should like to preface my observations by saying that a bird's eye view of transport in this country leads us to the irresistible conclusion that the railways must continue to carry on the responsibility of the bulk of our transport. That indeed throws an amount of very great responsibility on the Railway Minister, particularly in the time of emergency, because I think that locomotives and our transport efficiency is almost as important as our weapons are. Transport efficiency means greater mobility and therefore greater military strength and striking power. I, therefore, suggest that a really close review of the needs of transport both in times of peace and as a consequence of the emergency situation that has overtaken us should be undertaken. I hope it is being done, but we would like to be told by the Railway Minister the specific steps he has taken to estimate our total transport requirements in the situation of our being drawn further and further in war and in a situation when we would have to move our defence personnel and ammunition with a much greater speed than has been possible hitherto.

I should think that the need for co-ordination should really be placed very high in the scheme of Railway Administration. Co-ordination there is; but not enough—I think this is undeniable. But I think that unless greater co-ordination is achieved the operational efficiency of the railways

can never reach that optimum which is the desire of us all.

I should like to say in this respect that bureaucratic tendencies continue to get the pride of place, that bureaucratic tendencies continue to reign supreme in the functioning of the railway administration, as indeed with the entire administration in this country. There must be an effort made, particularly because this is a public utility concern particularly because the Railway Minister has stated that a lot of common man's money, taxpayer's money, has gone into the Railways, to curb this bureaucratic tendency and to bring about greater and greater efficiency. If I were to go into particulars, it would be unnecessarily taking the time of the House, but I feel that this general question must be gone into with all the particularity that it deserves and merits. Also, greater speed and safety are objects which should be sought to be achieved by the railways in greater measure. This is also a matter of general statement fully borne out by facts. But I think the Railway Minister would be able to tell us about the specific steps that are being taken to make improvement in these matters and that this is engaging his constant attention.

It is my view that an unsatisfactory wagon—user position continues to obtain. I think this is a view which is shared by a large number of those who know. I should like in this respect to advert to an observation made by the Kunzru Committee, which I have quoted in one of my articles on the subject.

“Wagon shortage is a symptom of a disease. It is not disease in itself. When a trader asks for five wagons to load the traffic and the railway provides only one, it does not mean that the other four wagons are non-existent. It indicates that there is a hold-up somewhere or that wagons are not moving smoothly and swiftly to their loading points.”

I think there is a great deal of seasonal fluctuation and of sporadic placement of empties which is responsible for a considerable amount of avoidable waste in the matter of optimum use of wagons.

I should now like to refer to some of the matters that I have raised in the cut motions. The first relates to the need for economy measures. This has been emphasized again and again and, indeed, it can never be over-emphasized, but I find no sizable response to this reiteration of the need for economy measures in the administration as a whole. In this respect, I could not in fairness single out the railway administration, but I find its response in this respect is lackadaisical and light-hearted. I should very much like the Railway Ministry to blaze a new trail in responding to the need for economy and austerity in a greater measure and show greater sense of urgency for this particular problem.

Mr. Deputy-Speaker: The hon. Member should now conclude.

Dr. L. M. Singhvi: Sir, I am the only spokesman on behalf of my Group. So, I should be given a little more time.

Mr. Deputy-Speaker: Every hon. Member will get ten minutes irrespective of the group to which he belongs.

Dr. L. M. Singhvi: I should like, in this respect, to say that the recruitment policy has tended in certain cases to deny certain regions their accustomed share. I do not stand for any regionalism, but I do feel that if regionalism is practised by some people, it only gives rise to regionalism in other quarters. I have a number of complaints with me, with which I shall not weary the House, which disclose that in the matter of recruitment all is not well. I should very much like the Railway Minister to see that in this respect the machinery is streamlined and rigorous measures are

taken to ensure that equal opportunities of employment are afforded to all.

I should like to refer to the inferior quality of coal which is also responsible largely for the unpunctuality of trains. Then I should like to refer to the inadequacy of labour welfare measures which have been introduced, at the same time, applauding the fact that a greater sense of appreciation of labour difficulties seem to be drawn upon the railway administration.

I should like to mention that there has been neglect in the matter of wagon allotment to certain regions. In this respect, I should like to particularise my allegation very briefly. The Jodhpur Railways, the region from which I come, used to occupy a very important place. It was one of the really efficient railway systems at one time. After integration, the Wagon holdings for Jodhpur has decreased from 4,000 to a mere 1,700 and, out of this also, a lot of wagons are allotted for gypsum and for other railway and miscellaneous Government requirements, I would very much like the Minister to look into this matter and see that the wagon holding for this particular region is improved, so that the backwardness that has become a chronic obstruction in this region may be removed or reduced.

I should, in the end, like to express my disappointment over the statement that the Railway Minister has made regarding the non-availability of resources for construction of new lines. It has dampened our hopes and it denies some of our expectations. I would nevertheless express the hope that when the time is opportune the administration will look into the matter and may respond to the very reasonable and legitimate demands of some backward regions, particularly the Jodhpur region from which I hail.

श्री रा० स० तिवारी (खजुराहो):
उपाध्यक्ष जी, रेलवे के अनुदानों पर चर्चा
तीन चार दिनों से चल रही है और

[श्री रा० स० तिवारी]

बाद ही पास हो गया है। यह तो नहीं कहा जा सकता कि रेलवे ने कुछ नहीं किया। रेलवे डिपार्टमेंट ने कोई तरक्की नहीं की। रेलवे ने जो तीसरी योजना में तरक्की की है वह बहुत अच्छी है। मशान में सवारी के डब्बे अच्छे बनने लग हैं और उाकी तरक्की १६ डिब्बों से १५६ तक पहुंच गयी है। इसी तरह से डीजन गाड़ियों की तरक्की हुई है जिनमें बड़ा ईंधन बचा है। उता ही डीजन आइल खर्च करके ट्रॉन्स से जितना माल षोया जाता उसकी अपेक्षा ीजल गाड़ियों ने बहुत ज्यादा माल षोया है। जब दस लाख टन माल षोया गया है। तां यह काफी तरक्की है।

लेकिन कोयले की कमी को रेलवे पूरा नहीं कर सकी। कोयला दिन प्रति दिन महंगा होता जा रहा है। उसका कारण यह नहीं है कि खदानों में से काना नहीं निकलता बल्कि उसका कारण यह है कि रेलवे षारा कोयले की लाई में कमी है। जितने षाग कोयले के लिए चाहिए उतने नहीं मिल पाते, इसलिए काने की कमी की वजह से बहुत से कारखाने बन्द हो रहे हैं। मेरा निवेदन है कि रेलवे द्वारा अधिक कोयला षोने का प्रयत्न किया जाए ताकि राष्ट्र की अर्थ र्क स्वात कारखानों का उत्पादन कम न होने पाए।

तिवारी का काला लाइन जो ३६ मीन तिवारी से बनायी गयी है, वह लाइन मेरे खाल में कुछ उचित षाग से नहीं बनी। तिवारी में ६०० वर्गमील में अतिम काना निकलने वाला है और और उतना स हो गया है और निकला भी है। उस काना का ढाने के लिए और रेलवे लाइन तिवारी से रीवा, सतन पन्ना, छारपुर और ललितपुर स्टेशन पर मिलायी जाती तो मैं समझता

हूं कि सी मील रेलवे के फामले की बचत हो जाती लम्बाई में और माल भी जदी पहुंचता। लेकिन यह जो वाया कटनी लाइन बनाने का षोपोजल है वह ठीक नहीं है। इससे एक तो गति तेज नहीं हागी, दूसरे पैना भी इसमें ज्यादा लगेगा। अगर नई लाइन बनाने का विचार है तो उस एरिया को भी कवर करना चाहिए जहां रेलवे नहीं है। यह बुंदेलखंड व बंडेलखंड छोटे-छोटे राज्यों का एरिया है वहां पहले इन राज्यों की वजह से रेलवे नहीं बन पायी और आज भी वहां रेलवे बनाने का षोपोजल घोमा मानूम होता है। जो सबे हुआ है वह इस तरफ का हुआ है और उधर का भी हुआ है। मैं चाहता हूं कि इस और से लाइन डालने का षोपोजल मंजूर किया जाए तो ज्यादा अच्छा होगा।

श्रीमन, मानिकपुर-झांसी के बीच में एक एंसा लाइन है जिसका कि बंगाल लाइन कहते हैं। इस पर कमी काने तवज्जह नहीं दी जाती है। लेकिन अब इस लाइन की तरफ तवज्जह देना इसलिए जरूरी हो गया है कि एक तो उधर भूपाल राज षानी हांगयी है और इधर दिल्ली के लिए काफी आवागमन में वृद्धि हो गयी है। वहां पर वही पुराने ढांकी रेलवे लाइन बनी हुई है। पुलों का आयु भी पूरी हो चुका है जिसमें बड़े इंजन चल नहीं सकते, कर्नेडियन इंजन उसमें जा नहीं सकते हैं जिससे मेल-एक्सप्रेस गाड़ियां चलाई नहीं जा सकती।

14 hrs.

बावा और घांती नदी के ऊपर जो ब्रिज बने हुए हैं वे बहुत पुराने हो चुके हैं। उन्हें बने ही साल से ज्यादा हो गये हैं। उन पुलों की मरम्मत करने की मत्री हुए आज चार साल हो गये

है लेकिन वह अभी तक बन नहीं पा रहे हैं। इसलिए मेरा निवेदन है कि उन पर मरम्मत आदि का काम पूरा किया जाय। इसके अतिरिक्त इस पर एक स्पेशल गाड़ी इलाहाबाद टु झांसी तथा भोपाल कर दी जाय ताकि इस ३००—४०० मील के ऐरिया के यात्री लोग जल्दी से और आसानी से अपने गंतव्य स्थानों तक पहुंच जाया करे।

यह मुझाब मैंने गत वर्ष भी दिया था और मैं पुनः उसे दुहराता हूँ कि रेलवे लाइनों के बनाये जाने या बढ़ाये जाने पर जब भी विचार किया जाय, तो उन स्थानों में रेलों का ज्यादा प्रसार किया जाय यहां पर कि आजकल रेलवे लाइन्स बनी नहीं ई है और राष्ट्र की आर सम्पत्ति भूगर्भ में छिपी पड़ी है।

उदाहरण के लिए मैं आपको बतलाऊं कि खजाराहो एक ऐसा टंगुल है जोकि इंडिया में ही नहीं वरन संसार में प्रसिद्ध है। वहां हवाई जहाज से यातायात की व्यवस्था आप करते हैं, वहां पर स्थानीय बहुत से उपाय करते हैं। वहां से आपको फोरेन एकमर्चेंट की आमदनी भी काफी होने लगी है लेकिन उस मंदिर तक पहुंचने के लिए कोई रेलवे लाइन नहीं बन रही है। यह वह ऐरिया है जहां अबरक तथा अन्य बहुत सारे खनिज पदार्थ मौजूद है। पन्ना में हीरा पंदा होता है। वहां लांहा, पत्थर और लकड़ी के जंगल भी बहुत हैं। खनिज पादार्थों का वहां भंडार भरा पड़ा है। वहां उत्पादन अधिक होने के अतिरिक्त हिन्दु-स्थान की वह एक मशहूर जगह भी है। इसलिए मेरा निवेदन है कि वहां एक छोटी सी ही सही लेकिन एक रेलवे लाइन बनानी चाहिए। मानिकपुर, झांसी लाइन के बीच महोवा और हरपालपुर के स्टेशन पड़ते हैं। इन स्टेशनों से खजाराहो तक रेलवे लाइन बनाने में ज्यादा से ज्यादा

३५-३६ तथा ६० मील लाइन डालनी पड़ेगी। इससे अधिक फासला वहां से नहीं है। वह एक ऐतिहासिक और महत्वपूर्ण स्थान है और वहां पर यदि आप लाइन बिछा सकें और रेल चला सकें तो मैं समझता हूँ कि यह बहुत उचित बात होगी।

दूसरी चीज मैं वह निवेदन करना चाहता हूँ कि अभी १० महीने हुए मैं रेलगाड़ी से जबलपुर से कटनी आ रहा था। रास्ते में रेल में काफी गड़बड़ियां होने लगी हैं। कुछ लोग चूचं आदि चीज डिब्बे में आकर यात्रियों को बेचते और नीलाम करते हैं और वे सीधे सादे ग्रामीण लोगों को ठगते हैं और जबरदस्ती उन्हें डरा धमका कर उनसे रुपया ऐंठ लेते हैं। इस सम्बन्ध में मैं आपको एक घटना बतलाना चाहता हूँ कि एक जगह में मैंने चूकि रिजरवेशन नहीं किया था इसलिए मैं भी थर्ड क्लास के डिब्बे में बैठा हुआ था। उस अबसर पर डिब्बे में चार, पांच आदमी आये, कुछ गांधी पीपी लगाये थे और कुछ पुलिस की वरदी पहने थे। आते ही वे सीधे सादे यात्रियों को धमक कर पूछने लगे कि वे बतलायें कि किस किस के पास कितना कितना रुपया मौजूद है और जो जो बतलाता गया उसके रुपये लेकर वह अपनी जेबों में डालते गये। इस तरह से उन्होंने १५, २० आदमियों से कोई २००—२५० रुपये वसूल किये। इस पर जब मैंने हल्ला किया और चिल्ला कर कहा कि आप लोग यह क्या डकैती कर रहे हैं और मैंने जंजीर खींची, वैसे ही गाड़ी खड़ी भी न होने पायी थी कि वे सब डिब्बे में से निकल कर भाग गये। गाड़ी खड़ी होते ही कंडक्टर भी वहां आ गया। पुलिसमैन कोई वहां रहता नहीं है। मैंने कंडक्टर से सब किस्सा बतलाया तो वह कहने लगा कि साहब हम क्या करें, मुश्किल है, अगर हम

[श्री रा० स० तिवारी]

कुछ कहते हैं तो अपनी जान खतरे ~
पड़ती है। . . .

श्री यशपाल सिंह (कैराना): गांधी
पीपे वालों का काम होगा।

श्री रा० स० तिवारी: इसलिए मेरा
निवेदन है कि जब रेल चले तो उसमें
४—५ बंदूक धारी पुलिस के सिपाही
अवश्य रहने चाहिए ताकि स तरह की
गी और शरारत करने वाले बदमाशों
को मोके पर ही पकड़ा जा सके और यह
जो सामान बेचने के बहाने ठगी और लोगों
को डरा धमका कर पैसा ले लिया जाता है,
यह बदमाशी खत्म हो जाय।

एक और प्रार्थना मेरी यह है कि
ऐसे स्थानों जिनको कि लेकर नवीन प्रदेश
बनाये गये हैं, जैसे कि पहले जो विन्ध्य प्रदेश
था अब वह प्रदेश मध्य प्रदेश में शामिल
होगया है लेकिन उस पुराने विन्ध्य प्रदेश
का जो उत्थान होना चाहिए वह अभी तक
बहीं हो सका है। वहां रेलवे लाइन नहीं बन
सकी है। सतना—रीवा की रेलवे लाइन
बनायी जाने की मंजूरी भी पहले हो गई
थी लेकिन उसको भी कंसिल कर दिया गया
है। इसलिए मेरा निवेदन है कि उस प्रदेश
की और रेलवे मंत्रालय सहानुभूतिपूर्वक
विचार करे ताकि वहां की उन्नति हो सके।
धन्यवाद।

Shri Birendra Bahadur Singh
(Rajnandgaon): Mr. Deputy-Speaker,
Sir, I am very grateful to you for
giving me an opportunity to speak.
At the outset I would like to congratulate
the Railway Board and the hon.
Minister in charge of a Railways for a
distinct and marked improvement and
all-round progress that has been
shown during this year. I hope, this
will continue in the future also.

There are only a few suggestions
that I want to make. I have already

addressed a letter to the hon. Minister
of Railways on the 18th February and
I hope that whatever proposals are
made therein will be duly considered.
One of the main points that I have
stated therein is that there is a feel-
ing in Doongargarh on the South
Eastern Railway that the locos shed at
Doongargarh is to be removed in
view of the extension of the railway
towards Bhilai and other things. Time
after time somehow or the other this
rumour starts. Doongargarh loco
shed has been there for well over 60
or 70 years and practically the whole
of the town, the municipality and the
people round about it in the villages
live because of the importance of this
loco shed. Last time, I remember—if
I remember aright—the hon. Railway
Minister had made a statement that
the loco shed would not be removed.
Similarly, a statement was made by
the General Manager of the South
Eastern Railway, Shri Khandelwal.
But subsequently rumours again
started growing. Therefore my
request is that there must be a cate-
gorical statement issued in the papers
that the loco shed at Doongargarh
would not be removed so that once
for all this talk which is going on
would be finished. I hope the hon.
Minister will kindly consider my
request and say in a similar way, as
he had said last year, that the loco
shed would continue.

The other point is that most of the
revenue that we derive is from the
third class passengers. Apart from
the big junctions and stations, like,
Bhopal, Calcutta, Bombay, Madras and
whatever other big stations are, ame-
nities for third class passengers should
also be provided at middle class and
smaller stations. Again, I have to say
that on the South Eastern Railway
and, in particular, at the Doongargarh
and a few other stations, amenities
provided for third class passengers
have not been adequate. Time after
time it has been happening that they
say that they would be making the
third class waiting hall or waiting

room, but up till now nothing has been done although the matter has been hanging for nearly five or six years. Therefore my suggestion is that more attention should be paid to these roadside, medium and smaller stations from the point of third class passengers, where there are more third class passengers than at the bigger stations. At the bigger stations there are so many advantages for the third class passengers. That is not so in the case of middleclass and third class stations.

Then, a word about the Railway Protection Force. The hon. Member from Khajuraho has mentioned one incident. So far as pilferage and other things that are there in the Railways are concerned, it might be said that during the time of the Watch and Ward the working was efficient. My feeling somehow or the other is—I may be wrong—but there is a lack of co-ordination between the RPF and the local police force. Once or twice I also came to know that the Railway Superintendent of Police in the Raipur area had complained that there was no co-ordination. There are several places where this looting and stopping of train, whether they may be dacoits or non-dacoits, whoever they may be, has become a common occurrence. There should be necessary coordination between the railway protection force and the local police force. I regret to say that there is not sufficient coordination now and this should be improved upon. The whole object of the Railway Protection Force will be frustrated if there is not adequate co-ordination. We are already paying to the tune of Rs. 2½ lakhs and there is great need to have necessary coordination with the State police force.

The next point to which I wish to refer is this. We come across very cheap types of advertisements in the railway platforms in the stations. There are advertisements depicting what kind of cloth a woman must

wear, what kind of underwear should be worn and all this kind of thing which are found in the railway platforms. I have seen such advertisements in the New Delhi railway platform. This kind of advertisement should be stopped forthwith.

Speaking about Madhya Pradesh as I have said before, there is no through train for the south to Bhopal. If you cannot have a through train because of difficulties, my only suggestion is this. If you adjust the timing of the trains, for example, the timing of the Jarsuguda-Nagpur passenger, it would solve this problem. If the Jarsuguda-Nagpur passenger could leave Jarsuguda earlier and reach Nagpur at about 6.30 in the morning, the passengers there can avail of the 15 No. Grand Trunk Express. Passengers coming from Raipur and other areas could take advantage of this. So, I would make this request to the authorities. If this Jarsuguda-Nagpur passenger could leave Jarsuguda earlier and arrive at Nagpur at 6-30 A.M., I feel that that would solve the problem of all these passengers.

Some speakers had already referred to the importance of military strategy. You have this broad gauge section practically in the heart of India and metre gauge section is on the frontier. What I say is this. Today we have not got direct connection between Delhi to Bangalore and towards the south. We should have a metre-gauge line to Satyamangalam and Chamarajnagar. This will solve not only the problem of traffic but also of goods and everything. There can be a through train from Delhi, via Ajmer, Kandwa etc. straight upto Satyamangalam and Chamarajnagar. There should be this metre-gauge connection from Delhi to all these places and there should be connection towards the west as well as towards the east. Therefore, construction of a line like this will connect the whole of India. Therefore, I request that a through train should be run from Delhi straight to Bangalore, Satyamangalam, etc. right up to Madura and other places.

Mr. Deputy-Speaker: The hon. member's time is up.

Shri Birendra Bahadur Singh: One more point and I will finish. Double lines are being given between Drug and Gondia. Some lands have been taken up from the villagers and, although three or four years have passed, the people have not received any compensation. I do not know where the papers are lying; but I hope the hon. Railway Minister will kindly see to this that the persons concerned get the compensation without delay and in time.

Dr. Sarojini Mahishi (Dharwar North): Mr. Deputy-Speaker, Sir, it is with great pleasure that I rise to associate myself in extending a vote of thanks for the work done by the Ministry of Railways during the current year. A review of the performance during the current year will clearly indicate that in spite of heavy difficulties and odds, the Railway Ministry has been able to carry out satisfactory work. I do remember that our Railway Minister used to get up always with a heavy heart to make his statement in regard to the unfortunate accidents in the country.

Sir, the railway budget that has been placed before the House envisages some increase in the freight charges. It envisages some increase in the present surcharge to the extent of 5 per cent. In cases where a 5 per cent surcharge already operates, this will mean an effective increase of 4.75 per cent in freight rates. In other cases which are exempted from the present surcharge, the increase will be 5 per cent. As regards the parcel charges, there will be a levy. There is also an increase in regard to parcel charges. There will be a levy of 10 naya paise per rupee except in the case of milk, vegetables and newspapers. The total income of all these put together, the goods as also the parcels, will be to the tune of something like Rs. 19 crores, that is, Rs. 17 crores from the freight charges and Rs. 2 crores from

the parcels. The increase in the freight charges will clearly reflect upon the price of the other articles, in spite of the fact that we wish to see that the price level is held in check. Therefore, I urge the Railway Ministry to reconsider this point. When our exports increase, our foreign exchange is on the increase. The Import and Export Policy Committee had recommended a 25 per cent remission upon the goods that will be on board the ship and in cases where it is necessary, greater remission should be given. So also, the Freight Structure Enquiry Committee has recommended to the effect that there should be encouragement for export.

Therefore, Sir, taking into consideration the effect of this levy on the general price level and also taking into consideration the fact that encouragement of export is essential for earning foreign exchange, under these circumstances, I hope the Railway Ministry will reconsider this aspect.

Shri S. V. Ramaswamy: There are new concessions for export.

Dr. Sarojini Mahishi: Thank you. The Ministry has been able to achieve the target in moving the goods to the extent of 13.2 million tons during the year, especially in the period of emergency, in the period of 10 months in 1962-63. Now, the figure of 15 million tons can easily be reached.

In the border areas, the Railway administration has been able to render very important services and the Railway administration has risen up to the occasion and at the same time seeing that passenger amenities and passenger services do not suffer. That is indeed, Sir, an appreciable thing.

I wish to say that the Railway administration should also pay a little more attention to the labour welfare schemes and also towards the construction of new railway lines for encouraging exports. About exports, I had already made a mention. Our ex-

ports bring us a lot of foreign exchange, especially the iron ore and the manganese ore in my State. A broad gauge line is to be constructed from Guntakkal to Hospet and a line from Hospet up to Hubli should also be taken up. I hope the same will be taken into consideration and I also hope the new line from Hubli to Karwar will also be considered. I hope the survey work will be started on this line. Survey work has already been started on Hassan-Mangalore line. This is also quite necessary in order to see that our iron ore gets easily moved. Exporting the iron ore through Karwar port would be more economical than to carry the iron ore to Madras or Bombay.

As regards passenger amenities to be given, I wish to bring some points to the notice of the hon. Railway Minister. The passenger amenities in the southern lines especially should be given more attention. The organised labour and the travelling public have time and again brought to the attention of the Railway Ministry about shortage of water supply, the shortage of adequate quality coal and other things due to which there is lot of delay in the movement of trains in the Hubli-Sholapur line. Shortage of water supply has resulted in delay in the movement of trains. Delays have occurred in their movement for hours together for want of water. A suggestion has been made by the expert authorities that the steam pumps that are working in wells at miles No. 111|13 and No. 111|23 should be replaced by high-power electric pumps so that water can be raised to higher level and proper and adequate water supply could be achieved until new wells are sunk in the area. Therefore, if provision for adequate water supply is made at Gadag, it will be of great help in running the trains in time and this will also give better amenities and better facilities to the working people there, in that area.

Another point that I would like to appreciate here is, the Railway Ad-

ministration has been kind enough to consider the demands of the E.L.R. employees in that area and they have been given weekly rest with payment. At the same time, those servants who were working prior to 22nd June, 1956 especially in the engineering section, have not been absorbed in the service in spite of the fact that it was proved that the fault did not lie with them. I hope the administration will take this into consideration. As far as the implementation of the recommendations of the Central Pay Commission is concerned, I hope the Administration and the Ministry will immediately implement them.

The Uniforms Committee, some years ago, made a recommendation that uniforms should be given to the employees working in the engineering section, especially class IV employees and also the brakemen and the running staff. The same has not been implemented. Class IV employees in the engineering section are working without uniform. It is quite essential. I wish to bring it to the notice of the Ministry that immediate action should be taken in this matter.

Another important matter is this—the Railway Ministry started and recognised the training of workers and education of workers. In pursuance of that, on 17th July, 1962, at Perambur in Madras, a training course was inaugurated by the Deputy Minister of Labour and it was also visited subsequently by the Deputy Minister for Railways. It was very much appreciated also. Subsequently, the same has not been recognised. Those workers who have had the opportunity of getting that education at that particular course, when they wanted to open new courses in their own parts and wanted to start new camps for training and education of workers, the same has not been recognised.

Shri S. V. Ramaswamy: They want it during working hours.

Dr. Sarojini Mahishi: With a view to giving better amenities to these

[Dr. Sarojini Mahishi]

people, I hope this thing will be immediately taken into consideration.

Another point that I would like to bring to the notice of the Ministry is this. In those States where the education of children, especially secondary education of children, is free for the low income groups, getting an income of less than Rs. 900 or Rs. 1200,—it may differ from State to State—the same facility is not extended to the children attending the Railway schools. Except primary education which is free, in the Railway Secondary schools, children are required to pay fees and also admission to the children is not given during all periods of the year, which is quite necessary for the children of the employees of the Railways.

I would like to mention in this connection that the railway servants who are getting less than Rs. 1000 are required to pay a particular house rent. I think it was appreciated much that there would not be any rise in the house rent of those railway servants who were getting less than Rs. 1000. Since a few years, I find that the rise in the house rent has been from 70 per cent to cent per cent. I hope the same difficulty will be removed and proper facilities would be given to the low income people who are serving in the Railways.

I hope that the few amenities that I have brought to the notice of the Railway Ministry will be given without resorting to any red-tapism. Immediate action on these lines is quite essential. With a word of appreciation, again, for the tremendous service done by the Ministry, I thank you for giving me this opportunity.

श्री कृष्णबाय : उपाध्यक्ष महोदय, रेल में मरुत करते समय मेरे अनुभव में जो तीन चार घटनायें आई हैं, उन को मैं माननीय मंत्री जी के नोटिस में लाना चाहता हूँ। इस

तरह की घटनायें आम तौर पर तीसरे दर्जे के मुसाफिरों के साथ होती हैं और उन्हीं को सब प्रकार की कठिनाइयों का सामना करना पड़ता है। मैं चाहता हूँ कि इन की पुनरावृत्ति न हो, इस ओर माननीय मंत्री जी ध्यान दें।

मैं पंजाब मेल में बैठ कर विदिशा गया था। रास्ते में एक व्यक्ति तीसरे क्लास के डिब्बे में घुसा और उस ने एक व्यक्ति का विस्तर उठा लिया और चलती गाड़ी में ले कर भागा। कुछ लोगों ने जंजीर खींची और विस्तर उस व्यक्ति से छीन लिया और उस के साथ मारपीट की। वहाँ कुछ पुलिस के अधिकारी आए और उन्हीं ने बजाय इस के कि उनको वे गिरफ्तार करते, छोड़ दिया। जब हमने पता लगाया तो मालूम हुआ कि इस व्यक्ति का तो धंधा ही यह है और इस प्रकार के दो चार कांड पहले भी हो चुके हैं। यह व्यक्ति तो पुलिस अधिकारियों से मिला हुआ है और जब पकड़ा जाता है तो छूट जाता है।

दूसरा किस्सा मैं आप को बताता हूँ। मैं धूलिया गया था। जब मैं वहाँ से लौटा तो जिस तीसरे क्लास के डिब्बे में बैठा हुआ था उस में एक बुजुर्ग आदमी भी आ कर बैठ गया। उस के साथ उस की पत्नी और उस की एक जवान लड़की थी। हरदा से दो व्यक्ति उस डिब्बे में सवार हुए। उन्हीं ने उस बुजुर्ग से कहा कि पांच सौ रुपये दे दो। चूँकि मैं पाम बैठा था, मैं उन की सारी बात सुन रहा था। मैं ने दखल देना उचित नहीं समझा क्योंकि मैं ने सोचा कि इन की कोई पुरानी आपसी बात होगी। मुझे इस से क्या लेना देना। इस के जवाब में उस बुजुर्ग आदमी ने कहा कि कैसे दे दूँ, मैं तो तुम्हें जानता भी नहीं कि तुम कौन लोग हो। जब उस ने इस प्रकार की बात कही तो मैं ने भी उस में थोड़ी रुचि

लेनी शुरू की। जब बुजुर्ग ने देने से इन्कार कर दिया तो उन गुण्डों ने कहा कि अगर रुपये नहीं दे सकते हो तो अपनी लड़की हमारे हवाले कर दो। ये शब्द सुन कर मुझे बड़ा दुख हुआ और मैं ने उन गुण्डों से पूछा कि क्या बात है। उन्होंने ने कहा कि कुछ नहीं, यह हमारा घरेलू मामला है। बुजुर्ग आदमी ने इस पर कहा कि उस का उन के साथ कोई सम्बन्ध नहीं है, वह उन को जानता भी नहीं है, पहचानता भी नहीं है और उस ो मालूम भी नहीं है कि वे कौन लोग हैं। वे मेरे साथ जोर जबरदस्ती कर रहे हैं। इस के बाद इटारसी के पास उब व्यक्तियों ने चाकू निकाल लिये। इस पर लोग इकट्ठे हुए और कुछ हायापाई कर के उन को बाहर कर दिया। मैं ने कंडक्टर को बुलाया और रिपोर्ट की और उस से पूछा कि वास्तव में यह क्या चीज है? बाद में मुझे पता चला कि ये दोनों पुलिस द्वारा छोड़े गए व्यक्ति हैं। इस प्रकार की घटनायें जो थर्ड क्लास के पैसंजर्स के साथ होती हैं, इन से वे बहुत परेशान हैं। इन को रोका जाना चाहिये। गरीब लोगों के साथ इस प्रकार का व्यवहार, इस प्रकार की हरकतें, इस प्रकार से उन को इज्जत पर हमला बोलना, मारपीट करना, कहां तक उचित है, इस को आप भी समझ सकते हैं। मैं चाहता हूँ कि सरकार का इस ओर तुरन्त ध्यान जाना चाहिए।

एक और घटना का मैं जिक्र करना चाहता हूँ। मैं भोगल से बैठा। उसी डिब्बे में उज्जैन से एक मिल मजदूर भी बैठा। जैसे ही वह बैठा वैसे ही उस की जेब से ३५० रुपये जोकि उस ने मिल से कर्ज लिए थे अपनी बच्ची की शादी करने के लिए, निकाल लिये गये, उस की जेब काट दी गई। इस की रिपोर्ट भी कराई गई लेकिन कुछ न हुआ। बेचारा हाथ मलता रह गया और अपने घर वापिस आ गया। इस तरह की घटनाओं से जो असन्तोष फैलता है, इस

प्रकार से गरीबों के साथ जो अत्याचार होते हैं जिन को हमारी सरकार ने थर्ड क्लास करार दिया है, जो मजदूर मजदूरी करते हैं, उन के साथ जब ऐसी हरकतें होती हैं, तो दुख होता है। सरकार का ध्यान तुरन्त इस ओर जाना चाहिए। अभी तक सरकार ने कोई विशेष ध्यान इस तरह की चीजों की ओर नहीं दिया है। माननीय मंत्री जी ने अपने भाषण में कहा कि वह फर्स्ट क्लास के जो पैसंजर्स हैं, उन को और सहूलियतें देंगे। फर्स्ट क्लास के पैसंजर्स को तो और सहूलियतें देने का आप का इरादा है लेकिन थर्ड क्लास के पैसंजर्स के साथ क्या बीतती है, इस की ओर भी क्या आप का ध्यान गया है।

मैं एक और घटना आप के सामने रखना चाहता हूँ। मैं ४-३-६३ को भोपाल गया। आगरा से एक सज्जन बैठे। उन को छोड़ने के लिए दो चार व्यक्ति आए। वहां पर एक व्यक्ति अपनी पत्नी को ले कर पहने से ही बैठा हुआ था। उस के साथ मारपीट कर के और उस को हटा कर अपने मेहमान को उस की जगह उन्होंने ने बिठा दिया। यह कहां तक उचित है, इस को आप देखें। इस प्रकार की घटनाओं की जब शिकायत की जाती है तो इन की कोई मुनवाई नहीं होती है। इस का क्या मतलब है? इन की मुनवाई होनी चाहिये। मैं चाहता हूँ कि एक व्यक्ति इस प्रकार का गाड़ियों के साथ जाना चाहिये कि जो, पैसंजर जब ज्यादा हो जायें, तो उनको व्यवस्थित रूप से बिठाये। ऐसा भी देखा गया है कि कई पैसंजर बहुत ज्यादा जगह घेर कर बैठ जाते हैं जिस का नतीजा यह होता है कि दूसरे जो पैसंजर होते हैं, उन को असुविधा होती है। यह व्यक्ति जो गाड़ी के साथ होगा, उन को व्यवस्थित ढंग से बिठा सकता है। इस से जो कई प्रकार के शगड़े जनता में होते हैं, वे बन्द हो सकते हैं।

[श्री कछवाय]

भोपाल से गाड़ी अहमदाबाद जाती है या भोपाल से नागदा जाती है। उज्जैन और भोपाल के बीच में जो नए स्टेशन बने हैं, उन में टिकट की व्यवस्था नहीं है। मैं ने कल भी बताया था कि लोग स्टेशन पर आते हैं लेकिन उन को टिकट नहीं मिलती है। गाड़ी बड़ी धीमी रफतार से चलती है, बड़ी मद्धम गति से चलती है और चलती गाड़ी में पैसेंजर बैठ जाते हैं जिस का नतीजा यह होता है कि अनेकों को चोटें लग जाती हैं। हमारी सरकार को रेलवे विभाग से जितनी इनकम होती है, मैं समझता हूँ कि शायद ही कोई ऐसा विभाग होगा जिस से इतनी इनकम होती होगी। जब उन की इतनी इनकम है तो रेलवे में खास कर तीसरे दर्जे के लोगों को जो कठिनाइयाँ हैं उन की ओर उस का ध्यान जाना चाहिए।

गाड़ियों में जब भीड़ होती है और उस में जब लोग अन्धाधुन्ध घुसते हैं, और जिस प्रकार उन में झगड़े होते हैं, चोटें लगती हैं, उस का परिणाम बहुत बुरा होता है। डब्बों के अन्दर ठीक से व्यवस्था न होने के कारण लोगों को नुकसान पहुँचता है, भेड़ के अन्दर गरीब लोगों की चोरियाँ होती हैं, वे जो कुछ भी पास ले कर चलते हैं, वह सब कुछ चोरी हो जाता है, उन को धीस दी जाती है। इस प्रकार की जो हरकतें हैं उन्हें बन्द किया जाना चाहिए। मेरा विश्वास है कि हमारे रेलवे मंत्री इस बात पर ध्यान देंगे।

आज रेलवे गोदामों के अन्दर अनेक प्रकार की चोरियाँ होती हैं, पासलों के अन्दर से माल की चोरी हो जाती है। जब पिछली बार मैं ने एक प्रश्न पूछा इस सम्बन्ध में कि क्या इस प्रकार की चोरियाँ अधिकांश वेस्टर्न रेलवे पर होती हैं तो रेलवे मंत्री जी ने कहा कि हाँ होती हैं। जब मैं ने पूछा कि इन चोरियों के अन्दर क्या रेलवे कर्मचारियों

का भी हाथ होता है तो उन्होंने ने कहा कि गोदामों में जो चोरियाँ होती हैं उन में उन लोगों का भी हाथ होता है और रेलवे विभाग उन के खिलाफ कड़ी कार्रवाई कर रहा है। मैं मंत्री जी से निवेदन करना चाहता हूँ कि जो लोग ऐसा करते हैं उन को इतना कड़ा दंड देना चाहिये जिस से कि उस दंड को देख कर भविष्य में किसी कर्मचारी का साहस न हो कि जो जनता का माल है, जो उस की रकम है, उस की चोरी न करें।

आज हमारे यहाँ वैंगनस की भी कमी है जिस के कारण व्यापारियों को बड़ी तबल्लूफ होती है जिन का माल बाहर से आता है। इस सम्बन्ध में मैं ने कल भी प्रकाश डाला था, और आज पुनः उस को दोहराना चाहता हूँ, कि जब तक व्यापारी लोग रिश्वत का सा नहीं देते तब तक उन को बहुत तंग किया जाता है। उन से कहा जाता है कि तुम शाम को पांच बजे के बाद वैंगन को खाली करना। यह ऐसे समय के लिए कहा जाता है जिस समय कि सारे मजदूरों की छुट्टी हो जाती है, वे अपने घर चले जाते हैं। व्यापारी जब आते हैं तो उन से कहा जाता है कि खाली करो। मैं ने उन व्यापारियों को अपनी आँखों से वैंगनों को खाली करते देखा है। उन को आर्डर दिया जाता है कि एक घंटे के अन्दर खाली करो। अगर उस समय कोई उन लोगों को रिश्वत दे दे तो उस को एक घंटे के बजाय दो घंटे का और कभी कभी पांच घंटे का भी समय दे दिया जाता है। यहाँ पर सवाल यह है कि इस के लिए कुछ किया जाना चाहिए। यह मैं किसी कानूनी किताब में पढ़ कर नहीं बतला रहा हूँ। मैं ने जो कुछ अपनी आँखों से देखा है उस अनुभव को बतला रहा हूँ। हमारे रेलवे मंत्री महोदय को इन हरकतों की ओर विशेष रूप से ध्यान देना चाहिए।

Shri C. K. Bhattacharyya: I shall take a few minutes to draw the

attention of the Ministry to a very important matter, and this matter relates to the introduction of circular railway around Calcutta. This has been in the stage of project for long. Recently it has come out in the papers that the Metropolitan Planning Organisation has taken it up but it will not be put into action unless the Ministry looks at it sympathetically. The city of Calcutta is breaking down under the weight of its population, particularly after the coming in of refugees from East Bengal. The existing transport services are quite insufficient to carry the people to the destinations, particularly during the peak hours when people go to offices and when people come home from their offices. The State Transport Corporation has applied for bringing in fifty more buses, but that is being held up at Delhi on the ground of lack of foreign exchange. So the only hope for the people of Calcutta is the introduction of the circular railway. This will not cost the Ministry anything. The railway lines are already there; only the junctions are required to be made and trains are required to be moved. The lines around Calcutta are already there and they are being used for moving goods traffic. What we want and what has been suggested by the experts is that the same lines may be used for moving passenger traffic, so that people living in the suburbs may come to the city at a very convenient time and without overcrowding the trams and buses. To that matter I draw the attention of the Ministry and request that along with the metropolitan planning organisation they will also try to have it expedited.

Another thing with which I have reason to deal is the policy adopted by the Railways regarding co-operative societies. Wagons are allotted to individual businessmen; wagons are allotted to a community of businessmen, their chamber or societies. But surprisingly enough, wagons are not

allotted to co-operative societies. Recently one co-operative society in my constituency found itself in difficulty. It had produced jute and had contracted with some firms in Calcutta to carry over the jute to the firms in a stipulated time. But they could not do so because they did not get the wagons. Merchants were getting combines of merchants were getting wagons, but not this co-operative society. Then they approached me and I approached three Ministries here, namely, the Railway Ministry, the Agriculture Ministry and the Ministry of Co-operation. Somehow, with the movement of these three Ministries, ultimately it was possible for that co-operative society to get the wagons it required. For that my thanks are due to all these Ministries. So, what I suggest now is that this policy of the Railways should be modified. Co-operative societies should be given at least the same facilities as are given to individual businessmen and combines of businessmen.

Shri S. V. Ramaswamy: First come, first served. That is the principle.

Shri C. K. Bhattacharyya: The Deputy Minister is saying that the policy is: first come, first served. That is a very salutary proposition. I at once pay my tribute for the same and accept it. But in regard to the co-operative society even this salutary proposition is not followed. The first-come first-served proposition is allowed to be followed in the case of individual businessmen. But co-operative societies are not given even when they come first. That is my grievance and I draw the attention of the Ministry to the same.

The hon. the Railway Minister has been saturated with praises and congratulations and, I believe, these are not mere conventional offering—not even offerings to his persuasive manner and mellifluous tongue, which may be useful in his other sphere of activity. These are sincerely made to him, and we expect the submissions

[Shri C. K. Bhattacharyya]

we make to him to be looked upon in that spirit of sympathy.

Shri P. Venkatasubbaiah (Adoni):
Mr. Deputy-Speaker, I am very happy to say that the Railway Minister had announced in this House that he is keeping an open mind so far as the bifurcation of railway zones is concerned. Coming as we do from the Central and Southern Zones of the Railways, we are very happy about the declaration that has been made by the Railway Minister. From every section of this House congratulations have been showered on the Railway Minister and his two able Deputies and the Railway Board for running the railway administration efficiently and profitably.

The railway administration is one of the biggest of the public utility concerns in our country bringing within its jurisdiction the entire country. Lakhs and lakhs of people, several workshops and several administrations have to be efficiently managed by them so that the minimum facilities that are required are provided to the passengers and for the transportation of the goods that are being sent.

We are very happy that the passenger fares have not been increased. We are glad to that extent, but on the parcel traffic and goods traffic the levies have been increased. In this connection I would only like to bring to the notice of the hon. Minister that in the years to come the goods traffic carried by the railways is likely to be challenged by the road transport system in this country. The hon. Minister may be knowing that several States have undertaken nationalisation of bus transport in their States, with the result that the bus operators are converting their buses into fleets of lorries and are coming forward to serve the public by taking their goods from place to place. In this connection, the Railway Administration should try to meet the challenge and

also endeavour to see that sufficient confidence and efficiency is created in the Administration and the people should feel that the goods that they send will reach in time and intact. As a matter of fact, there have been several complaints that the goods traffic was not handled properly and in a manner which would inspire confidence. I can say that now slowly the Railway Administration is coming up to the expectations of the people, and they must strive more to see that the efficiency and confidence are kept up.

I have been stressing several times regarding the construction of an overbridge in my constituency, namely Adoni. Adoni is one of the biggest commercial centres not only in that region but for the entire Andhra Pradesh State and other places. It is nearer to Mysore on one side and it forms a commercial centre. And there is heavy passenger traffic which is being inconvenienced by the non-construction of the railway bridge. Several representations have been made by me and by the people of that place, and the Railway Minister was kind enough to tell me that the surveys had been conducted, but he has qualified it with the condition that the State Government should come forward to bear the expenditure for laying the approach roads etc. While agreeing to the suggestion of the Railway Minister, I would put forward a suggestion to him that the discretion or the priority to take up the railway overbridges should be left with the Railway Minister and not with the State Government. The Railway Ministry should fix the priority and then intimate to the State Government asking them whether they would come forward with the necessary contribution. If that discretion or the fixing of priorities is left to the State Government which is not concerned with the Railway Administration or the difficulties of the Railway Administration, then I feel that it will not serve any purpose. I would like to stress this point in this connection.

Regarding the laying of new railway lines, our plea has been that the more under-developed and economically backward areas should be served by the laying of new railway lines. The laying of new railway lines not only brings certain amenities to the passengers or the goods but it also brings in its wake prosperity and also industrial development. Places where there are mineral resources yet untapped and where there is forest wealth should be kept in view for laying new railway lines.

In my area of Rayalaseema where there is abundant mineral and forest wealth, several times it has been urged upon the Government both by the people of that area and by the State Government to lay additional railway lines which had been surveyed a long time back. I would only request the hon. Minister to keep in view such areas and at the proper time see that these areas also are served. I do not say that at this time of emergency such things should be given priority over other important things like laying of new railway lines in Assam and other border areas, but I only want that he should bear in mind that these areas also should be served.

A welfare State should not look only to the economics or the remuneration that it could get from these areas, but it should also look at it from the welfare point of view, and areas which have been neglected should also be served. That should be the criterion for laying of new railway lines and not merely the revenues which they would fetch from those areas.

Another thing that I would like to bring to the notice of the hon. Minister is that private catering should be improved. In the Central Railway, from Hyderabad to Kurnool, there is a private caterer at Mahboobnagar. I have been seeing for years that the very same man is doing the catering there and he has almost monopolised the business there, and the catering that he does and the food that is serv-

ed are hopelessly bad. When we travel in the morning from Hyderabad to Kurnool, the lunch station comes at Mahboobnagar, and we get very bad food there. I feel that either that private catering should be replaced by departmental catering or some other individual who will serve more efficiently should be chosen.

The last point that I would bring to your notice is this. I do not plead on a regional or parochial basis, but care should be taken that the recruitment of railway personnel should as far as possible be made on a regional basis, of course, keeping in view the eligibility, the efficiency etc. If that is done, there will not be any heart-burning from other regions that the regions have been properly represented.

Shri M. L. Jadhav (Malegaon): I rise to make a few suggestions with regard to the Indian Railways. The first thing that I would like to submit is about the railway crossings. On the Bombay-Agra road, between Nasik and Bombay I feel that daily there are about 2500 cars that pass by the road, and there are about two to three railway crossings where these cars have to stop for about half an hour. There is huge traffic and that traffic has been assessed. A survey was made by the PWD as well as by the police and as a result of the survey it has been ascertained that more than 2000 cars pass by that road, and these cars are required to stop whenever a train is coming either from the up side or from the down side. Therefore, it is very necessary that these crossings should be covered with overbridges. The construction of the overbridges has been pressed a number of times. I feel the Railway Ministry should look to these matters and should take the help of the State Government and see that these railway crossings are covered by overbridges.

My second point is about the overcrowding in the local trains in the Bombay suburbs. I feel that Bombay

[Shri M. L. Jadhav]

is a city having a population of more than 42 lakhs, and it is a city where passengers, railway officials, government servants and other members of the public are required to attend offices and where they go for other work. I would like to suggest that if possible an underground railway may be constructed in Bombay. It is a bare necessity. In peak hours I find that there are a number of accidents because of overcrowding. If the overcrowding is to be met, I feel that for a city like Bombay, the construction of the underground railway is a necessity, and I request that it may be undertaken.

14.49 hrs.

[MR. DEPUTY SPEAKER in the Chair].

Further, I would like to submit one thing in regard to the coal ash that is sold; I would submit that it should be sold to the co-operative societies of brick-makers. In a number of cases I find that the persons who are engaged in the trade of brick-making, if they demand coal ash from the various depots, find difficult to obtain it in sufficient quantity for their business. Therefore, I request the Railway Ministry to consider the case of the co-operative societies of brick-makers more sympathetically and give the required quota of coal ash to them when that particular quota from a depot is sold.

Finally, I would like to make a small suggestion about one station, Ugaon, on the Central Railway. That locality is an irrigated tract. I find that onions, vegetables, foodgrains, jaggery etc. are required to be sent to Bombay and other places. This station has not got a platform either for passengers or for goods. I would request that Ugaon station should be covered with a goods shed and there should be at least a platform for loading and unloading of goods. That will serve the local need.

I congratulate the Railway Ministry on its performance and hope that my suggestions will be given due consideration.

Shri Swaran Singh: Mr. Speaker, Sir, we are now coming to the end of a very long debate on a subject which is of very great interest to hon. Members of this House. In fact, it is of very great interest to the vast number of people of our country, as this service is being utilised to a very large extent by a very large number of persons who have necessarily to use this facility. As a matter of fact, some of the figures concerning our railways are more or less astronomical. Roughly, 1/100th of our total population use railway trains as passengers—we carry anywhere from 45 to 50 lakh passengers a day. Again, the number of trains run is very large. We are, on the average, now running about 9,000 trains a day, of which about 5,000 are passenger trains and 4,000 are goods trains. We have as many as 6,600 railway stations scattered all over the country. The figure of the number of railway employees has been mentioned more than once; it is about 11½ lakhs. It is, therefore, natural that, in a subject like this, there should be widespread interest.

I feel grateful to hon. Members because they have been generous enough to say words of appreciation, even though the improvements that have been made are not such startling improvements. This only shows the strength of democracy in sustaining those who are engaged in the arduous task of serving the community. I would like to assure hon. Members that the generous words that they have used about me are taken by me in all humility as being addressed to the 11½ lakhs of railwaymen whose co-operative effort and whose willing co-operation, are responsible for adding to the transport effort.

There is one aspect which I would like to place before this hon. House.

It is true that the administration and the 11½ lakh railway employees carry the main burden of this transport effort, but the most important link in all this is the user himself. I have no doubt in my mind that our transport effort can be significantly improved if the co-operation from the user is available in an increasing measure. Whether it is the railway passenger or the user of goods services, the active co-operation of the railway user is a very important factor, and the Railway Administration do not underestimate the importance of this.

For instance, take goods traffic. Small things can help in a very big way. Quick loading and unloading can save considerable time, and if a wagon lying idle in a yard, or a siding, is quickly loaded and quickly unloaded, its turn-round can be significantly improved. Some hon. Members have made reference to the inconvenience caused to users in the matter of quick unloading. We introduced that practice in certain sections. There was initial adverse reaction, which was not unnatural; we get accustomed to a particular way of life, and any alteration, even though it may be for the good, it is not generally accepted. But we noticed that, soon thereafter, the traders and other users of that transport arrangement co-operated with the administration, and it has helped very much in the overall transport effort. I would like to assure the users that this was introduced, not with a view to earn demurrage, as was uncharitably mentioned by certain critics. I would like to say frankly that it is extremely loath some for the railways to earn demurrage. If the rule regarding levy of demurrage is there, it is more to enforce quick loading or rapid unloading rather than to earn any sums of money. It is there only to create a sense of urgency amongst the users and I for one would be extremely happy if I could report to the House that the earnings on the score of demurrage are zero.

Not only that, it has to be seen that railway trains, whether goods or passenger, run all the 24 hours. There is no such thing as a break in this service, or a holiday of any type. People work in rotation. Sometimes even individual hardships are caused, as was highlighted on the floor of the House when certain Station Masters and Assistant Station Masters have to put in long hours of duty. Still, the wheels continue moving all the 24 hours. Therefore, it is very necessary that our patrons, the users also realise that, while using the transport system of the railways in a country like India, which is developing, it is necessary to spare the strains which they can avoid.

15 hrs.

I would like to make special reference in this connection to Sunday loading. Sunday loading, both in coal and in general goods is a matter of high importance. I know that in the general set-up in which we are working, people are entitled to have rest, weekly or fortnightly rest or whatever the arrangement that might be made, but I am sure that suitable arrangements can be made by staggering these holidays, and it can be ensured that the work of loading and unloading is not stopped or showed down on Sundays or on holidays. This is of importance, because any shortfall of wagon loading or unloading on a Sunday or a holiday, when we have got such a large number of holidays in a year, mounts up to a significant percentage. Therefore, it is necessary that this fact should be fully appreciated by the railway users, and it will be in their interests and in the interests of the country if they organise themselves fully for arranging quick loading and unloading. They should not create the difficulty which the railway administration is facing, of keeping the wagons unused either at the loading point or at the terminal end when these are taken to their points of destination.

[Shri Swaran Singh]

Again, hon. Members of the House were quite rightly unhappy that the standard of maintenance of cleanliness is not high. I agree that we should take all possible steps to see that the users, with all their habits, call them failings if you like, act in a particular manner. The climate of our country is such that in certain parts of the country, dust nuisance is inevitable, and it is for this reason that railways have been insisting on the use of cleaners who are available at all important stations. It has been the experience of the railway administration that quite often even their services are not fully utilised. In fact, they are not encouraged to undertake cleaning at intervals. At the starting point, at the intermediate stations and at other places, cleanliness, in the form of wiping out the dust or removing whatever bits might have been thrown, is necessary, but ultimately the standard of cleanliness will depend to a very large extent upon the users. This is a thing which is growing, and there is growing consciousness among the railway users, as among the other sections of our community, this factor is of considerable importance.

It might amuse you to hear of an incident that happened to me when I was travelling on one of the foreign railways. I ate something, and I put the refuse in the very paper wrapper in which it had been served, and when I looked round, the surroundings were so clean that I did not have the heart to place it anywhere in that coach. I also looked out, and even outside, on the roads and countryside, the standard of cleanliness was so high that I did not have the heart to throw it out, as it would make the clean surroundings ugly. Therefore, there is such a thing as the individual desire to remain clean, and to a very large extent the general attitude will go a long way in improving matters.

Mr. Speaker: What did he do then? He did not tell us.

Shri Swaran Singh: I put it in my pocket, and at the railway station I put it in the letter box.

Mr. Speaker: This was the most interesting part!

Shri Swaran Singh: I know that I cannot expect my patrons to be that meticulous because the surroundings are such that, even if you display a board asking people not to commit nuisance, that becomes an invitation for people to commit nuisance, that is my experience. They feel it is a place which perhaps is normally used for that purpose, and they can do it with impunity.

These are the facts of life, and we have to take a practical view, and cannot talk from a high pedestal. We have to live with these problems, grapple with these problems, to pre-severe and find the necessary answers.

You would recollect, as I do, that 15 or 20 years ago none of us could imagine that people would stand in queues for purchasing tickets at railway stations. As a young man, I have functioned as a volunteer for other passengers who were old, both men and women, and I have been in the milling crowd trying to reach the window to get a ticket. At that time, none of us could imagine that people would automatically follow this normal discipline and stand in a queue at the booking stations or at the cinema houses and the like, but that is now there and is growing.

So, there are so many other changes that are taking place all over. All this does create a hope in our mind that, with the strengthening and tightening of the administration and with the willing co-operation of the users, and the growing sense of self-improvement which is bound to come as our country progresses the picture will become definitely more rosy.

While on this, I would like to give one other aspect of our railways which

perhaps is known to many, but is not always remembered. There are two important features of our railway system. This is today one of the few railways in the world—I am using this expression purposely—which are paying. Many railways in the world today cannot claim the same position of being paying railways. Our traffic rates, whether of goods or of passengers, are also fairly on the low side. It is not as if by increasing our revenues, we are placing a solvent picture before the world. The second important thing is that the Railways are an expanding organisation. Many railway organisations in the world today are in the process of decay because of the highly advanced stage reached by these countries. There are other means of transport like inland waterways, the road systems etc., and all those systems are also fully developed.

Shri Koya (Kozhikode): What about the amenities?

Shri Swaran Singh: I know that my record on that is not very good. I was placing these two aspects before the House to indicate that the railway system is full of confidence and full of future. That is, it is both paying and expanding. As Dr. Singhvi rightly pointed out, for years to come we will have to depend upon railways as the main means of transport in view of the long distances involved in our country and in view of the location of certain important materials which are concentrated in certain parts. Coal is the obvious thing that comes to one's mind. All our coal, or the major part of it, is located in that area of 200x200 miles, within the corners of the four States of Bengal, Bihar, Orissa and Madhya Pradesh. That is to be moved to long distances like Punjab, Gujarat and States in the South. We have got some coal and lignite in Andhra Pradesh and Madras. Even taking that into consideration, still large quantities of coal will always continue to move over long distances. Besides, the other raw materials for fertiliser

plants, cement factories, etc. will continue to depend upon the railway system. Therefore, it is necessary that a system like ours should have some inherent strength and it is from this angle that I would like to view the present picture of the Indian Railways. Considerable thought has been given and continues to be given to make it an organisation of strength. It has been the endeavour of the railways to make our country self-sufficient in the matter of railway equipment. To a certain extent, the railway organisation has to depend upon the general strength of the industrial economy of the country. Large quantities of rails are needed, but the railways cannot be expected to organise a steel plant. So, for the rails, steel plates and other essential steel needed for the railways, they depend upon the economy of the country as a whole. They depend upon the steel plants for servicing the steel requirements. There are three essential things on the manufacturing side: wagons, locomotives and coaches. We are not importing any wagons from abroad; we are sufficiently organised now to export wagons, if there is demand. A small proportion of certain components is still imported, but essentially the manufacture can generally be said to be within our own compass.

Our Perambur coach factory is one of the best in the world. I happened to go to the factory of the collaborators in Europe when I was not a Railway Minister—about seven or eight years ago. That is in Schleiren near Zurich. They told me that the Perambur factory, when ready, would be much better than even their own factory. I was not very much interested in this factory then, but even then I did go round the Schleiren factory. Several years later when I visited the Perambur factory I was reminded of this and I was greatly impressed by the lay-out of our own factory which was definitely a better layout and a better show compared to the factory of the

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collaborators themselves. Some of the coaches are being manufactured even in the private sector. We are not importing any steam locomotives, either broad-gauge or metre-gauge. Chittaranjan has already started the manufacture of electric locos. The diesel loco workshop at Varanasi is getting ready. So the Railways can depend upon indigenous sources for almost all their requirements, which is an inherent source of strength.

On the manpower side also, in a huge organisation, it is difficult to assert that there is no hanky-panky anywhere. He would be a bold person who can assert so. But I feel that on the whole the mechanism has been so devised as should inspire confidence.

Shri Bade: Why is the percentage of coal consumption increasing? Are you starting collieries for the railways also?

Shri Swaran Singh: We have no special collieries. Some years ago, railways did own some collieries but they were transferred to the National Coal Development Corporation when it was set up. The Coal Controller nominates our sources, and we get from there.

Shri Bade: You get inferior quality coal.

Shri Swaran Singh: I was coming to that, if Mr. Bade could bear with me for a little while. There is a great deal of force in it.

I was saying that the general attitude has been to make the channels of recruitment as fair as possible. For the reason there are four Railway Service Commissions for recruiting the Class III staff. Even for lower level recruitments we insist on issue of the necessary advertisements or notices so that recruitment is not made in a surreptitious manner. For the higher level recruitment there is the Union Public Service Commission. We do attach importance to the regional

considerations also. It is for that reason that we have a rule that a person who has to complete has to give certain priorities: whether he opts for Jodhpur or Bikaner or Guntakkal division, etc. This helps to a certain extent in diversifying the sources of recruitment. We attach considerable importance to training at all levels. We have got a large number of training institutions and we insist on refresher courses and the like. If we can manage the men and materials properly, I am sure that the Railway system will continue to grow from strength to strength, and will rise up to the expectations of the hon. Members here.

I have to say a few words about coal. It is known to this House quite well. For the steel plants, we should remember that coal is not a heating material but a raw materials which is necessary for the production of steel. So, the steel plants have priority over high grade coal compared to railways or thermal plants or other factories which use coal for heating purposes only. Historically, most of our railways were based upon the availability of high grade coal because at that time there were no steel plants on other users of high grade coal. With the commissioning of steel plants a situation developed where metallurgical coal of low ash content was switched over as raw material for steel plants and the railways and others had to take their lower priority in the matter of the available coal. Therefore, the railways are not getting as good coal as they would like. But I am not complaining against anyone. That is inherent in this situation. There is one way of improving the quality, and that is by washing it. During the current plan period Government is proposing, to have washeries both in Bihar and I think in Madhya Pradesh, where coal will be washed, so that the ash content can be lowered and better quality coal can be used.

As I said yesterday, there may be openings progressively for dieselisation or electrification, even at a somewhat larger scale, depending upon the availability of power and the availability of diesel oil from indigenous sources.

As hon. Members had made mention about Kandla port, I looked into that matter. I think the rail movement at the moment is more or less keeping pace with the arrivals at the port but we must remember that the pattern of traffic there may change; because of the Gujarat refineries, our import at Kandla port, particularly of petroleum products, might decrease, but in view of the developing economy, in the stage in which we find ourselves, it is likely that the total quantum of traffic on that section is likely to increase. It is for this reason that we have accepted the necessity of having a broad gauge line from Jhund to Kandla. The actual phasing or the actual stage of execution, naturally will depend upon the availability of overall resources and the changing pattern of traffic. There is a token provision in the current budget also through which approval in principle is sought for this new broad gauge line.

Some hon. Members have mentioned the desirability of discontinuing the second class in our passenger coaches. I think there is a class of people who cannot afford first class and who want to travel in a slightly better coach than third class. For this reason, we have taken a decision that second class will continue. There was a time when we were hesitating a little, but now we have taken this decision firmly, and it will be our intention to improve that service also in quality and quantity. We are taking steps accordingly.

Dr. M. S. Aney: Are you retaining Inter-class also?

Shri Swaran Singh: What used to be called inter-class formerly is 2916 (A) LSD.—6.

second class: it has been so for several years now.

Shri S. M. Banerjee: And the former second class is now the first class.

Shri Swaran Singh: It is true that our present first class is the successor in interest to the former second class. Therefore, those who used to travel in the somewhat luxurious first class of the older times, when they start comparing the present first class with that former luxury, they will find that the present first class does not come up to their expectations. Even the fare that is charged is nearer the fare that was charged for the original second class, as compared to the original first class. But in spite of that, we are trying to give as much comfort to the users as is permissible within the limits of our costs and resources.

The question of overbridges and level crossings has been raised again. This is a matter which has been agitating the House for quite some time. The position with regard to the overbridges is quite simple. In all fairness, the railways should do the bridge and the civil authorities—whether it is the corporation, or the municipality, or district board or the State Government—should do the approach road. Apart from the fact that this is an essential amenity for the road user, the fact remains that the railway cannot be involved in undertaking works which mostly are outside their own limits and which involve other problems of acquisition and the like. That is a position which is well understood by the State Governments, and Railway's offer to cooperate is being made good use of and at many important places overbridges are coming up.

With regard to level crossings, there has been some improvement over the position as reported last year. I had written to all the State Governments, and some of them have already agreed upon the formula to share the ex-

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penditure on the basis of 50:50 of the cost involved—and steps are being taken to provide manned level crossings at all those places. Some of the States have not yet indicated their consent, but I am hoping to persuade them.

Shri Thirumala Rao (Kakinada): If I may intervene for a minute, to seek a clarification, there are certain overbridges that have been sanctioned for implementation in the year 1963, but I hear that they are being stopped on account of the emergency. Everything was settled and work was started, but I hear complaints from my constituency that the work on a bridge, which had been started, is being stopped on account of the emergency. That is in Samalkote. It has been hanging fire for 25 years and luckily I got a written assurance from the General Manager, Southern Railway, that work would be started. It started, but then I have got a letter from the local MLA that the work has been stopped.

Shri Swaran Singh: My initial reaction is that the work should not stop.

Mr. Speaker: The Minister had crossed all those bridges and come to level crossings. The hon. Member has come just now and has drawn him back to the bridges.

Shri Swaran Singh: Normally, it is not the policy to stop the construction of these overbridges. If the hon. Member tells me the name of the bridge separately I will certainly look into it.

I am extremely thankful to the hon. Members for appreciating the work of the railways. I would like to assure them that this will only make me more humble, and will impel me to even greater effort and will also be a source of great inspiration and encouragement to the 11½ lakhs of railwaymen.

Dr. L. M. Singhvi: I would like to have the reaction of the Minister to the idea of running the railways as a public sector corporation rather than as a departmental undertaking, the matter which I raised in my speech.

Shri Swaran Singh: I will reply to it briefly. The railway in a sense is a statutory body, because there is a separate Act for this, and even while running the other State undertakings, we are not quite sure whether the normal company law is the right statutory provision in regard to them. As a sort of experiment we are running some of our industrial undertakings according to the normal company law pattern, but even there, you are aware of the situation that there are separate statutes for certain types of activity like the DVC, State Bank, etc. There is a Railway Act and a Railway Board Act. One can have a look at these. If there are particular aspects that require any change, one can examine them.

Shri Heda (Nizamabad): I would like to put just one question. According to the recent rule, if anybody who has purchased a first class ticket wants to cancel his journey, he has to forfeit the entire amount, and it is very hard on those persons who purchase the ticket by paying cash. Only they suffer. Officers or Ministers or Members of Parliament do not suffer at all.

Shri Swaran Singh: I do not think the entire amount is forfeited, unless of course he waits till the last minute. If the person cancels the journey within a reasonable time and not at the last minute, then he loses only a certain part of it. This action had to be taken, because there was a widespread complaint voiced on the floor of the House also, that there are ghost reservations, and at the last minute, either those tickets are passed on to somebody else, or the journey is cancelled. So we thought this will be some deterrent: that a certain part

of it should be charged from them by way of penalty, if they decide to cancel the journey.

Shri Heda: It is the whole amount that has to be forfeited.

Mr. Speaker: Order, order. Can I put the cut motions together, or is there any cut motion to be put separately?

Dr. L. M. Singhvi: I beg leave of the House to withdraw all my cut motions.

Mr. Speaker: Does the hon. Member have leave of the House to withdraw all his cut motions?

Some Hon. Members: Yes.

The cut motions were, by leave, withdrawn.

Mr. Speaker: I shall now put all the other cut motions to the House.

The cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Demands Nos. 2 to 16 and 18."

The motion was adopted.

[The Demands for Grants which were adopted by the House are reproduced below—Ed.]

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 2,90,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 31,01,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Payments to Worked Lines and Others'."

DEMAND No. 4—WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 42,79,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Administration'."

DEMAND No. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 137,81,81,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 85,37,14,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operating Staff'."

DEMAND No. 7—WORKING EXPENSES—OPERATION (FUEL)

"That a sum not exceeding Rs. 92,10,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND NO. 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF AND FUEL**

"That a sum not exceeding Rs. 28,87,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND NO. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs. 32,02,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10—WORKING EXPENSES—
LABOUR WELFARE**

"That a sum not exceeding Rs. 13,65,98,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Labour Welfare'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

"That a sum not exceeding Rs. 80,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 12—PAYMENTS TO GENERAL
REVENUES**

"That a sum not exceeding Rs. 93,10,86,000 be granted to the President to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1964, in respect of 'Payments to General Revenues'."

**DEMAND NO. 13—OPEN LINE WORKS
(REVENUE)**

"That a sum not exceeding Rs. 12,49,50,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works (Revenue)'."

**DEMAND NO. 14—CONSTRUCTION OF
NEW LINES**

"That a sum not exceeding Rs. 65,63,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Construction of New Lines'."

**DEMAND NO. 15—OPEN LINE WORKS—
ADDITIONS AND REPLACEMENTS**

"That a sum not exceeding Rs. 433,12,94,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works—Additions and Replacements'."

**DEMAND NO. 16—OPEN LINE WORKS—
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 25,98,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works—Development Fund'."

**DEMAND NO. 18—APPROPRIATION TO
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 31,00,42,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Appropriation to Development Fund'."

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FOURTEENTH REPORT

Mr. Speaker: Now we take up Private Members' Business. Shri Hem Raj to move the motion.

Shri Hem Raj (Kangra): Sir, I beg to move:

"That this House agrees with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th March, 1963."

Mr. Speaker: The question is

"That this House agrees with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th March, 1963."

Shri Hari Vishnu Kamath (Hoshangabad): Mr. Speaker, Sir, I rise to oppose para 5 of this Report.

"The Committee suggests that not more than four Bills should be allowed to be given notice of by a Member during a session."

Sir, I invite your attention to Rule 294 of the Rules of Procedure. The Committee in making the suggestion has exceeded its powers.

Mr. Speaker: Rule 294?

Shri Hari Vishnu Kamath: Yes—Committee on Private Members' Bills and Resolutions. In my humble judgment, I feel, the Committee has gone far beyond the powers conferred

thereon under this Rule. The functions of the Committee are defined under this Rule—to examine every Bill, to examine all private members' Bills, to recommend the time, to examine every private members' Bill which is opposed in the House, and all that. I need not read out all those functions that are assigned to the Committee under this Rule.

Now, the suggestion that is made by the Committee in para 5 will, in effect, erode the powers, the rights, of private members conferred by Rule 65. Rule 65 reads as follows:

"Any member, other than a Minister, desiring to move for leave to introduce a Bill, shall give notice of his intention, and shall, together with the notice, submit a copy of the Bill . . ." etc. etc.

The rights of members, the rights conferred by the existing rules of procedure, should on no account be whittled down or sought to be curtailed by a committee's recommendation. It may be that the committee may recommend that a particular Bill, of which notice has been given, might not be introduced or might not be moved for leave to introduce. But the giving of a notice of a Bill is a right which should on no account be curtailed and a member should be free, at liberty, to give notice of as many Bills as he likes. Sir, if I am permitted to say with all respect, this will be a serious erosion of the rights conferred by the existing rules of procedure upon private members in this House. Especially in a long budget session where there are more than, I believe, six days—sometimes more even—allotted for private members' Bills, it is wholly improper, it is wholly incorrect for any committee to make—and my hon. colleagues will agree—a recommendation which seeks to curtail the rights of members to give notice of Bills.

Dr. L. M. Singhvi (Jodhpur): Sir, while the jurisdiction and the competence of the committee, in my humble