

RAJYA SABHA

Saturday, the 29th February, 1964/ the 10th Phalguna, 1885 (Saka)

The House met at eleven of the clock, MR. CHAIRMAN in the Chair.

PAPER LAID ON THE TABLE

THE GOVERNMENT OF INDIA'S PROTEST NOTE TO THE EMBASSY OF THE PEOPLE'S REPUBLIC OF CHINA

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI LAKSHMI N. MENON): Sir, I beg to lay on the Table a copy of the Government of India's protest note dated the 26th February, 1964, to the Embassy of the People's Republic of China, New Delhi, in regard to the Chinese erecting stone cairns along the so-called Chinese 'line of actual control' in the Ladakh Region. [Placed in Library. See No. LT-2424/64]

ANNOUNCEMENT REGARDING TIME FOR LAYING THE GENERAL BUDGET PAPERS

MR. CHAIRMAN: I have to inform Members that the Budget papers will be laid on the Table of the Rajya Sabha at 6-30 P.M. today instead of 6 P.M. as mentioned in the List of Business.

THE BUDGET (RAILWAYS), 1964-65 —continued.

MR. CHAIRMAN: Mr. M. C. Shah had not finished his speech day before yesterday. He may continue his speech.

SHRI M. C. SHAH (Gujarat): Mr. Chairman, Sir, when the House adjourned day before yesterday, I was discussing how comfortable the position of the Railway Ministry was with regard to goods traffic. Therefore I wanted to urge that being in that happy position the Ministry would do well to concentrate on the amenities to be provided to passengers, especially to third class passengers. When I say that the position of the Railways is comfortable with regard to the movement of goods traffic, I would also invite the attention of the Ministry to the fact that about 50 per cent. of the goods traffic is at present carried by the roadways, by buses. We know that the charges of carrying goods by buses are much higher as compared to the Railway charges. In spite of that, how is it that people desire or prefer to send their goods by buses, even though they have to pay comparatively very high charges? That question requires serious consideration, because generally one would not like to pay more if one were sure that the facilities provided by the Railways are equal to those provided by the roadways, by buses. Of course, I am speaking subject to correction but my information is that about 50 per cent. of the goods traffic in the country today is carried by bus services, by the roadways. So, that question has got to be seriously considered by the Ministry.

Secondly, Sir, I find that the year 1963 has been the second consecutive year for excellent performance by the Railways, notwithstanding the strains resulting from the growing defence requirements super-imposed on developmental needs. We find that in the year 1962-63 there is a surplus of about Rs. 42 crores against Rs. 24.40 crores in the year 1961-62, and the Railway Ministry has been able to contribute by way of dividend 4.5 per cent. on the capital-at-charge. We find from the Reports that the gross earnings during the year 1961-62 were Rs. 500 crores, during 1962-63 Rs. 549 crores and during 1963-64 they were Rs. 600 crores. That shows that the gross earnings are increasing every year. I would suggest that measures should be taken for providing more and more amenities for third class passengers. It is necessary that more Janta trains should be run rather than these air-conditioned de luxe trains. In view of the fact that third class passengers contribute a very great share of the Railway revenues, third

[Shri M. C. Shah.]
class passengers should get at least sitting accommodation, if not sleeping accommodation. It is very unfortunate that after sixteen years of independence our citizens do not get the treatment that they deserve as third class passengers at the hands of the Railways. It is, therefore, very necessary that, looking to the gross earnings and the increasing net earnings, the Railways should provide at least sitting accommodation for our third class passengers, in the absence of which they suffer to a very large extent. Anybody can today see the position of these third class passengers in the third class compartments of the Mail trains and the long-distance trains. It is really pitiable. After all, Sir, Members of Parliament travelling in the first class also come from the same strata of society. But we find our brethren huddled up like sheep in the third class compartments. It is, therefore, very essential that something has to be done about it. In fact, Sir, they form the majority of voters and when they think of these things, it would be very difficult for the Government to continue.

Then, Sir, in one of the Reports which have been submitted it has been mentioned as follows:

"It is not possible within the limited resources to increase the passenger transport capacity to an extent which will eliminate overcrowding altogether."

This statement is very pessimistic. I believe the Railways must promise that, say, after five years or at the end of the Fourth Plan they will be in a position to give accommodation to third class passengers. This statement—looking to the present resources, it is impossible to stop overcrowding—is not a happy statement, Sir. People would not appreciate such a statement from the Railway Ministry. While discussing the Mid-term Appraisal the other day, Sir, we were told "at by the end of the Fourth

Plan it would be possible to provide these amenities to our citizens. Why should the Railways not have some kind of programme that by the end of the Fourth Plan they will be able to have a sufficient number of carriages, so that the third class passengers can at least have suitable accommodation?

Then, Sir, I would like to refer to speed restrictions. It is said that the tracks are not proper and, therefore, they have to reduce the speed. In this connection, Sir, I would like to ask one question. What is the programme of the Railway Ministry, by how many years are they going to see that the tracks are strengthened and the speeds are increased? In these days of development it is very disappointing to see that instead of increasing the speeds, Sir, they have been decreased. I know when coming from Ahmedabad to Delhi it took 22 hours. Now it takes 24 hours. In a developing country one would expect that as time passes, the trains would run with more and more speed but unfortunately we are told that the speeds have to be curtailed because the tracks are not proper. This situation has got to be remedied and some programme has got to be laid down that, say, by the end of three or four years the speeds of all the trains will be increased.

Then I would refer to one more thing. The headquarters of the Western Railway are in Bombay. I would request you to look at the map of the Western Railway and the City of Bombay and kindly see the entire Western Railway trains. From the point of view of efficient administration, if not from any other point of view, it is very necessary that these headquarters must be changed to another suitable place. I would not press for Gujrat but the headquarters should be changed to any other suitable place, where work can be carried on efficiently and in a proper manner. Certainly Bombay is not the place where the headquarters of the Western Railway can continue.

THE MINISTER OF RAILWAYS (SHRI H. C. DASAPPA): What about the Central Railway?

SHRI M. C. SHAH: We are not concerned with the Central Railway. I am concerned with the Western Railway.

SHRI BABUBHAI M. CHINAI (Maharashtra): He has no views on the Central Railway.

SHRI M. C. SHAH: Then, Sir, I would like to refer to the question of the Jhund-Kandla Railway. This question has been postponed ever since 1948. I remember a provision of about Rs. 8 crores was made in the Railway Budget of the year 1959-60 but not a pie has been spent. I would like to know the reasons for this indecision. If I were to express my feelings, I would say that whenever two alternative proposals are before the Ministry, Gujarat loses both. The instances are the Bhavnagar-Tarapore Railway and the Sujitra-Dholaka Railway. Our experience has been that we get none. I would request them to have a quick decision. The provision for the Jhund-Kandla section is about eight to ten crores of rupees and the cost will be about twelve crores of rupees. This being so, I do not know, when a provision of about eight crores of rupees is there, why no decision is taken and why no steps are being taken to execute the line. If it is felt that the alternative line is also necessary, you can have it in course of time but why delay both? Our complaint is that because of this no decision is taken in regard to construction and no work is taken up. The present Jhund-Kandla Railway line is direct, short and swift which will help in the development of the backward region. This area is full of salt and chemicals and the development of the Kandla port is also held up because of want of a broad gauge line. The alternative proposal will place the new port in a handicap in the service of this hinterland. Again, considering the Defence potential the late General Rajindrasinghji opined that it would be a fatal error

if the railway line does not run through Dharangdhara which is a military station of high strategy. I would also inform the House that General Chaudhury has also endorsed and supported this direct line. So, from the point of view of Defence requirements also this line is a 'must' and must be executed as early as possible.

There is one other point to which I would like to draw your attention. With the increase in the requirement of stores, the value of stores and equipment consumed by the Railways now comes to about Rs. 208 crores. It was so in 1961-62 and in 1962-63 it came to Rs. 260 crores. As against this, the value of the stores and equipment purchased from village and small-scale industries comes only to about Rs. 2.60 crores. This proportion is really disappointing. When we always say on the floor of the House that it is the policy of the Government to encourage small-scale industries and village industries, I fail to understand why out of this sum of Rs. 260 crores Government has spent only Rs. 2.60 crores on the purchase of materials from these sectors. I would like to say that greater attention needs to be paid to encourage our small-scale and village industries and purchases for a higher value must be made even if they are a little more costly.

I would now refer to the question of reduction in unloading time. The merchants from my region have complained that in certain stations of Gujarat the reduction has not resulted in any increased turn-round of the wagons nor has it facilitated increased movement of goods in that area. The mercantile community is put to great hardship and inconvenience on account of the reduction in the free time allowed for unloading wagons. This also requires reconsideration.

Out of nearly five hundred bookstalls on the railway stations, nearly three hundred and forty are still held by A. Wheeler & Co. My friend, Mr. Deokinandan Narayan, also referred

[Shri M. C. Shah.]

to this question last year. We fail to understand why this monopoly is continued from year to year. I do not know who manages this A. Wheeler and Co. We find that by the continuance of this monopoly, they are earning lakhs and lakhs of rupees every year without doing anything. They have sublet all these stalls to various persons, take a profit of five to ten per cent and thus earn lakhs of rupees every year. Why not break this monopoly and give these stalls to some persons who can earn their livelihood and take full benefit of the new change in the Railway Ministry? After independence, this has become a public concern and people naturally wish that the monopoly continuing from the British days must be broken and want a fair deal to be given to others who can serve better.

SHRI BABUBHAI M. CHINAI: Mr. Chairman, I am grateful to you for giving me an opportunity to make a few observations and suggestions on the Budget presented by the hon. Minister, Mr. Dasappa. In his speech, the hon. Railway Minister has given us a very comprehensive picture of the Railway Administration. This is what we expected from him, especially after having seen his performance as the Chairman of the Estimates Committee. With this background in my mind, I thought he would have very clearly emphasised and highlighted two very important aspects, namely, operational efficiency and reduction in costs. So far as operational efficiency is concerned, I must submit, Sir, that in the White Paper which has been submitted, a little effort has been made to point out to us this very important matter but of the two important aspects, operational efficiency deserves better treatment at the hands of the hon. Railway Minister. As regards the second point, cost of operation or reduction in cost I am afraid this has not only not been highlighted but it has not been touched at all. In the administration of

the Railways, which is the biggest national undertaking in this country, which is the biggest monopoly concern in this country and which is the biggest commercial undertaking in this country, one would have expected that the cost question would have been kept foremost in the mind. It should have been highlighted, emphasised and brought to the notice of the Members of the House in as much detail as possible. I would also like to mention that in fixing the rates, the policy of the Railways should be reconciled to secure three main purposes namely, development, defence and service to users. So far as development is concerned, I know that the hon. Railway Minister has tried to do his best to explain the programme and how he proposes to tackle it. So far as defence is concerned, he has very rightly put it on a war footing and has given us an idea of what the Railways have been doing since the declaration of emergency and what they intend to do in the future. So far as service to the users is concerned, so many amenities have been promised to us but this reminds me of a story. Once, three gentlemen, an Englishman, a Scott and an Indian Railway officer were in conference. One night they went out for dinner and after the dinner was over, the Englishman asked for the bill and said that he would pay the bill. The Scott said, "No, I will pay it because this is on an expenditure basis and fifty per cent. of this will go to the Government." The Indian Railway officer said, "No, I will pay. It is only on a cost and profit." Sir, the increase in railway expenditure and the increase in fares and freights practically every year goes to show what I was pointing out a minute ago. The question of reduction in cost is not at all taken very seriously by the Railway authorities. They go on raising the cost and all the while are showing a profit by increasing the passenger and freight rates. This year, luckily, the passengers have escaped but that does not necessarily mean that the passengers will be escaping for all time to

come. If you want that more amenities should be given, if you want that freight rates should be reduced, I think, the time has fast come—it has rather over-reached—when the Railway authorities and the hon. Railway Minister will have to think in terms of reducing the cost of operations. Then, Sir, every time when you have a little increase in freight rate or a little increase in passenger fares a pretty large share of it goes to the employees, I have no grudge about it. The employees deserve all the sympathy with which they have been treated but one should not lose sight of the fact that there are two more important factors involved when the question of relief comes. One is the passengers and the other is the freight itself and I would beseech the hon. Railway Minister, whenever he apportions a portion of the surplus which he has got to the employees, not to forget the passengers and the freight.

Now a question is posed before the hon. Railway Minister when he is framing the Budget as to whether he should increase the passenger fares or whether he should increase the freight rates. If I were in his place, or if I had to advise him, I would prefer in the present economic set-up that he increased the passenger fare a little. Perhaps it may sound a bit queer and most of my friends here may not agree with me but there is a point which I want to drive at and that is this. Even a little increase in freight has an impact on the whole economy and especially on our export trade whereas a little increase in the passenger fare perhaps may be a little more than what they can bear. But suppose worse comes to the worst and the total number of passengers goes down because of the increase in passenger fares, I am sure the country will not be at a disadvantage. That is the reason why I believe, though it may seem a little queer to the orthodox friends here, though it may seem I am saying something which is not acceptable, if deep thought is given

to this problem this will be found to be better, and I am sure that the authorities will give due consideration to this point of view.

Coming to the one salient feature which has been introduced in this Budget by way of providing amenities like sleeping coaches in the second class, I would like to say that we are coming back to the old British days and I congratulate the hon. Minister that he has realised that between the third class and the first class there is need for provision for the intermediate middle income group and therefore the provision of sleeping coaches in the second class compartments is a step in the right direction that is welcome to all. And I congratulate the hon. Minister on this.

Another point which I want to deal with is in connection with the Kandla-Jhund railway. Much has been said on this in both houses. In the Lok Sabha also few hon. Members had drawn the attention of the hon. Railway Minister to this and my friend Mr. Meneklal Shah, who spoke a few minutes ago, also drew the attention of the hon. Minister to this, Sir, this problem has got a little background. Kandla, the port which was built up immediately after partition, was to substitute the port of Karachi. The Kandla port is no doubt having increased traffic every year, even more than the estimated traffic but the Kandla port and the near vicinity, Gandhidam, has not been able to develop into a township for want of the facility of a direct approach with Gujarat, Rajasthan and Punjab. This broad gauge railway, if it is put into operation immediately, will meet the bare necessities and needs of Gujarat, Rajasthan and Punjab. You will agree that in the port of Bombay which is feeding all this area at present, we find in season and out of season many ships waiting in the harbour. There is always congestion and therefore to do away with or at least minimise the

[Shri Babubhai M Chinal]
congestion it is absolutely necessary that this railway which has been advertised by so many ex-Ministers must be completed immediately. For your information and for the information of the House I may point out that the then Railway Minister, Sardar Swaran Singh, while opening the new metre gauge line announced at Ahmedabad that a decision had been taken that the Kandla-Jhund railway project will be implemented very soon. Then the hon Minister for Transport, Mr Raj Bahadur, announced at Ahmedabad in a Transport Conference that the Government had decided to implement this railway and that work will be completed soon. But what do we find? Only three days before when there was a question in this House I put a supplementary question and the hon Minister for Transport, Mr Raj Bahadur, got up and said that he did not make that statement. Sir, I can show you the newspaper in which I read that and for the benefit of the Members I must say that immediately after the House was over I took the newspapers, *Times of India* and others, to the hon Minister and showed him the reports of what he had stated. It might have been a mis-report as he said but what I want to point out is that in case in their wisdom the railway authorities think that the alternate route -with additional 80 kms, nearly 48 to 50 miles, is inevitable from the railways' point of view for the development of Kandla, it is necessary that the Government should come to a decision whether it is to be Kandla-Jhund or it is to be Kandla via Rajkot. If they come to a decision that they do not want Kandla-Jhund but in the interest of catering to the needs of Gujarat they would have the other route to Kandla via Rajkot and Marvi, they will have to take another decision that even though there will be the additional distance of 50 miles, the freight that will be charged from Kandla to Ahmedabad will be the

same as on the shorter route. If that guarantee is there, then I think there will be no room for any misapprehension. In brief what I want to convey to the Railway Minister is whether he goes ahead with the Kandla-Jhund scheme or whether he goes ahead with the other route which involves an additional distance of 80 kms, what I am concerned with is, kindly implement it immediately in the interests of development of Kandla. That is all that I have to say in connection with this.

One point more and I have done and it is in connection with reducing the running time of several trains. We heard the other day that the timings of certain trains will be shortened. But what do we find? It takes nearly 22 hours for the Frontier Mail for running from Bombay to Delhi and we find that the time reduced is by about ten or fifteen minutes. Is this what we expect the railway authorities to do? And this reduction has not been done by speeding up the trains; it has been done by reducing the stoppage at certain places. And in a run of 22 hours a reduction of ten or fifteen minutes is nothing. We find that the trains are going ahead of schedule and near their destinations they keep on waiting so that they reach up to the scheduled time. This is a daily feature of the De Luxe train from Delhi to Bombay. I travel usually by this train from Surat to Bombay and it always halts for a long time between Mahaluxmi and Bombay Central. This state of affairs of taking the train to the station not according to schedule and making the train wait in the yard is uncalled for. To that extent also speeding up of trains is necessary and the time for the travel of the train should be reduced.

Finally, I want, once again, to congratulate the hon Minister of Railways on the way in which he has lucidly and comprehensively given a review of the whole Railway Budget. Thank you.

PROF. A. R. WADIA (Nominated): Mr. Chairman, I must congratulate the hon. Minister on the very successful way in which he has handled his charge, even during the few months that he has been in charge of it, and I heartily associate myself with my friend, Mr. Chinai, when he complimented Mr. Dasappa on his excellent work as the Chairman of the Estimates Committee.

We are all conscious that our Railways constitute our largest undertaking and it is a source of pride to us. I was very happy to find a reference to it in the Kunzru Committee's Report on page 3 where referring to the amount of increase in traffic and increase in goods traffic it says:—

"These increases are impressive; we understand that an increase of this magnitude in a period of twelve years on any railway system in the world is unprecedented."

It is a very high compliment coming from such a representative committee as the Kunzru Committee.

We find that there is a net surplus of Rs. 42 crores, in spite of known ticketless travel and very well-known pilferings that are going on in the Railway Administration. The General Revenues have benefited by not less than Rs. 68.76 crores.

The shortage of wagons for coal, which was a very serious problem some few years ago, has been overcome. The Vigilance Organisation investigated some 1600 cases, but there are various difficulties in dealing with dishonest and inefficient workers. And I do appreciate the recommendation of the Kunzru Committee that very strict legal standards should not be adopted in dealing with dishonest people. After all, it is administration and in the interests of administration quick justice is very necessary in the interests of the parties concerned.

I was rather interested to find one statement in the hon. Minister's Speech with reference to workshops. He says:—

"With practically no increase in workshop staff in the last few years, there has been a substantial improvement in workshop production, enabling the workshops to handle the increase repair load and new lines of production."

It is a very interesting exemplification of the real working of Parkinson's Law that if you do not increase staff, the remaining staff will work much more efficiently and this is a practical proof of it. The Railway Protection Force and dog squads have done very excellent service.

The monthly season ticket rates were revised only two years ago and I find that there is a gentle hint in the hon. Minister's Speech that they may be revised again. Well, I appeal to him to resist that temptation. I do not know, but I suppose conditions in Calcutta and Madras are as bad as in Bombay. In the case of Bombay any increase in the monthly season tickets will hit the travelling public very badly. Everybody knows how congested Bombay City is. After all, it is an island by nature and everybody wants to stay in this island. The Government and the municipal authorities have been encouraging people to move to the suburbs in the north. One inducement offered to them was cheap season tickets. Now, that difficulty has not been tided over. It continues till today. In fact, the population of Bombay is growing year by year, so much so there is no room for people to stay in the city. They are forced out into the suburbs and if they stay in the suburbs one great inducement to them is cheap railway fare.

SHRI K. SANTHANAM (Madras): The employers can pay it.

PROF. A. R. WADIA: That means mulcting somebody else. When the Railways are working at a very substantial profit, in spite of ticketless

[Prof. A. R. Wadia.]

travel and in spite of pilferings, I do not see that there is any need to put a heavier burden on the travelling public.

I was surprised to find Mr. Babubhai Chinai pleading for an increase in passenger fares rather in the goods fares. Of course, he is an industrialist and one can understand him. Probably he does not travel much by rail. But for ordinary mortals like ourselves we would find any rise in the passenger fare very harmful.

I am glad to find that the third class passengers have been presented very substantial amenities, especially sleeper coaches for long distance travel. More schools have been established for the children of railway employees, 'Holiday homes' are a very welcome departure. So far as educational tours on wheels for workshops employees with an outstanding record is concerned, it is a good way of encouraging good work. They will certainly benefit and the people at large will benefit.

So far as departmental catering is concerned, year after year there has been a good deal of complaint and I myself have complained. But I am glad to find that recently there is some improvement, at least on the Western Railway by which I usually travel. Whether the same improvement is to be found on other Railways I do not know. But there is a complaint that on the Southern Railway the charges for coffee and meals have been increased. I do not know whether that has been justified. Probably the hon. Minister, coming from those parts, is in a better position to know whether the increases are justifiable or not. I would appeal to him that if he finds that departmental catering is not beneficial to the public, he will have the courage to scrap it. One way of improving departmental catering would be to place it in charge of people who are not merely consumers like all of us, but who are also capable managers, who can look after

marketing, who can look after cooking and who have a proper appreciation of the sort of food that should be given to the public.

I am very happy to find the hon. Minister specially mentioning extra-curricular activities at the last page of his speech. I think it is good that railway employees should find representation in all-India teams and should be considered fit enough for the receipt of Arjuna Award. I would even welcome that the names of these people be mentioned somewhere, if not in the speech itself at least in a footnote, because that will be a tremendous encouragement to these people. I appreciate it because I know that the hon. Minister was a good sportsman in his time and still is a good sportsman in the widest sense of the term.

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI S. V.
RAMASWAMY): Once a sportsman
always a sportsman.

PROF. A. R. WADIA: I would lastly come to the Kunzru Committee Report. Anyone acquainted with Dr. Kunzru as we had been could not have expected a less valuable report than he has produced. The Minister has been pleased to say, to use his words, "in spite of indifferent health". I am afraid this is too mild an expression, when we all know that Dr. Kunzru was really suffering from a very serious trouble and he was confined to bed for months, and I know myself that the Committee meetings have been held in the hospital with the Chairman not in the Chair but in bed. Now in spite of all these handicaps this voluminous report which covers all aspects of railway administration, would be a valuable report for years and years to come, and I know that several recommendations have already been accepted by the Railway Board; some others are said to be under consideration. I would appeal to the Railway Minister to ginger up the Railway Board so as not to take too long a time to make up their mind

course it is a well-known thing that Committees are usually appointed not to solve problems but to shelve problems. I am perfectly certain that the Kunzru Committee was not appointed with that purpose because the public feeling had been roused very strongly by very serious accidents time after time, and it is very much a living problem in which we are all interested. Therefore, I would appeal to the Railway Board not to take too long a time to consider all the recommendations and accept them as best as they can. Of course the Kunzru Committee recognises the play of human factor involved in accidents. In fact it has been a very favourite expression used by the hon. Ministers and Deputy Ministers in reply to questions on accidents to say that there are these human factors. On page 74 it is said that the lapses of the railway operating staff are responsible for 77 per cent of the collisions, 56 per cent of the derailments, about 85 per cent of averted collisions and block irregularities. That is a very serious state of affairs. We are all human beings, we are conscious of human frailties, but when it involves the lives of hundreds and thousands of passengers and others, it is a very serious matter and something should be done to take cognisance of these human factors. It has been found that on the metre gauge sections the gatemen have been particularly negligent. There is a remarkable shortage of staff as pointed out in Annexure 16. So many station masters, so many assistant station masters and others—the posts are vacant and they have not been filled satisfactorily. One reason assigned is that the Railway Service Commission have thousands of applications to deal with, not merely 10,000 but even 50,000, and they take naturally a long time over it. I think it is necessary to break up this Commission into a number of Commissions dealing with particular types of appointments so that quick appointments may be made to fill up these vacancies. In the absence of an efficient station master accidents are more likely to happen. Accidents are particularly

common at level crossings, and the Kunzru Committee recommends various suggestions, particularly automatic halt barriers.

Over-bridges and under-bridges have been a bone of contention between the States and the railway authorities for several years, but I am glad to find that many of the States, if not all the States have adopted a very co-operative attitude and agreed to bear their share of the cost in building these over-bridges and underbridges.

Fires by sparks are common and in order to control it the Committee recommends the fitting of every engine with spark arresters, and whatever difficulties there might be it should be done.

There is one thing in the report which I should like to emphasise with all the strength at my command, and that is the encouragement of research. Unfortunately, in India, there is a tendency to talk about research, but when it comes to spending, there is a halt. I find it even in private industries. For years together they never thought of research. Now they have begun to think a little bit of research, and they have research departments, for example in the textile industry or in the silk industry, and so on, but even that is very recently done and very grudgingly done. They think it cheaper to let the western countries spend huge amounts on research and that Indians should get the benefit of it without spending anything. That is a very short-sighted policy whether for industries or whether for railways. There is one precious suggestion made by the report that one per cent. of the working expenses or one per cent. of the budget should constitute the research fund. That will come to a very huge amount when we come to consider the earnings of the railways. It has been noted that Japan and France have been spending very heavy amounts on research, and anybody who has been to Japan knows how efficient the Japanese railways are.

[Prof. A. R. Wadia.]

The Indian attitude must be changed in this direction.

The development work must be undertaken as early as possible. That is one aspect of the Kunzru Committee reports recommendations which I should like the Railway Board to take up very seriously and as early as possible, and I appeal to the hon. Minister to take up this question in all earnestness and do something so that there is no postponement of this problem.

There is another suggestion in the report which I very heartily welcome, and that is the employment of the sons of employees to the extent of 25 per cent. There is a great psychological and moral value behind this recommendation. Of course when I say that the railways are the property of the country, therefore every Indian has a right to be appointed, certainly to the extent of 75 per cent., but if a certain preference is given to the loyal employees of the railways to the extent of employing their sons in respect of 25 per cent. of the posts only, I do not think anything is going to be lost; much is going to be gained. It is our common experience, for example . . .

SHRI H. C. DASAPPA: What categories do you suggest?

PROF. A. R. WADIA: Well, in any category. I will not say necessarily higher posts to which they must go by sheer merit, but in the lower ranks it is possible to employ these people, and if they work up to the higher levels, by all means encourage them. What I was going to say was that in private industries, in private companies, it is quite a well-known thing—for example, even in the British concerns, in the British days, they used to appoint the sons of their Indian employees. It heightened their loyalty and zest for work. Others who were kept out might not like it, but from the standpoint of the industry, I think,

it was a very good thing, and it could be very well followed by our railways themselves.

Mr. Chairman, criticism is valuable as an incentive, and I would appeal to the Railway Minister to take any criticism that may be coming from me or from others as really a token of appreciation because we want the Railways to function better and better. There are bound to be flaws here and there, and if their attention is drawn to these flaws, they could be rectified.

I would again appeal, finally, to hasten the consideration of the Kunzru Committee's report because delays are dangerous. Public enthusiasm may flag; even the members of the Railway Board may forget the urgency of the problem, and I do not think that the Railway Board will rise to the occasion and carry out practically all the recommendations of the Kunzru Committee. And if they are unable to accept them, let them explain themselves. I do hope that very soon an opportunity will be given to this House to discuss the whole of the Kunzru Committee's Report on these matters.

SHRI H. V. TRIPATHI (Uttar Pradesh): Let me thank you, Sir, for giving me an opportunity to speak on the Railway Budget. The Railway Budget has received encomiums from most of the Members here who have spoken. Their performance has been very satisfactory; traffic receipts from the haulage of goods have been increasing progressively and the passenger traffic is also proportionately increasing. It is a regular, progressive increase in the traffic of goods as well as passengers, and the Ministry is ably maintaining it. The tonnage at the original stations and the distances covered—they have also increased. So, on that score, they deserve our appreciation. Similarly, they have made every effort to see that the necessary amenities within their scope are given.

But there are some aspects to which I would like to draw the attention of the Railway Minister. Firstly, regarding accidents, from the chart that has been given to us, it appears that the larger number of accidents that occurred were due to the failure of the personnel. Of course, enquiries would be made—were made—and people would be punished if it was due to their defect. But mere punishment is not enough. Something more has to be done in the case of applying the preventives or the correctives so that this situation does not occur or arise again. Of course, mechanical defects may be cured to a certain extent. And regarding the accidents, they have given out certain ways and methods which they have adopted in consonance with the Report of the Accidents Committee which was ably presided over by Dr. Kunzru. We are thankful to the Railway Ministry so far as that aspect of the question is concerned.

Then we come to corruption in the Railways. So far as this aspect is concerned, besides the general form of corruption as we find it everywhere, there is another aspect of corruption in the Railways Administration which should not be by-passed. It is within the staff itself. That is, from the stage of appointment to that of promotion, of transfer, of punishment, from one stage to the last stage, if you talk to the railway staff they will tell you that there is no other go unless they have got something to do with their superiors, so that it is corruption which eases the situation. This aspect has to be done into, and I think that it will be much better if non-official agencies—of course, the Vigilance Organisation is there, and so many other organisations may be there—are associated in some form or the other to get this done. It is for the Ministry to find out as to how it can be done, and this aspect of the question can be resolved much better. Of course, I do not say that the Ministry is not doing anything in this respect but this aspect of the question which I have already put before you, Sir, has to be considered in the

light of the state of affairs existing, *inter alia*, amongst the staff.

So far as the other aspects are concerned, there is the Railway Protection Force, and I need not dilate on that.

Then I come to the third question, and I would pointedly draw the attention of the Railway Minister to this. An enactment was passed in 1956 which is known as the Terminal Tax on Railway Passengers Act. Sir, the passenger tax—by whatever name you might like to call it—was being charged for decades; it is not for the first time that it is being charged or tried to be charged. The Railways are collecting this tax on behalf of the local bodies who have to meet so many other commitments in the form of coping with the rush of people to fairs, this and that. It was the local bodies who taxed them, it was they who created this, they were the originators of this type of tax. And now the Railways are collecting the tax on behalf of the local bodies. Previously, after collecting the tax, they were directly paying it to the local bodies. There was no delay and after the tax was collected, the accounting was done by the railway staff and the money usually was passed on. More than half a dozen times money passed from the Railway Administration to the local bodies. But now after the passing of this enactment, what has happened is this. The Railway Administration does not hand it over to the local bodies, it passes this amount on to the provincial exchequer. Now, the provincial exchequer says, "Well, we have to pass the Budget, it will take time and after that, we will send you the money." The consequence of this is that—to cite one instance—a sum of Rs. 5 lakhs belonging to the Hardwar Municipality is still lying with the Railway Administration or with the local Government, whosoever it might be, and the Municipal Board is not able to secure that money. After all, it is a small Municipal Board with a

[Shri H. V. Tripathi.]
population of 62,000, and you cannot except it to run efficiently when so much of its money is locked up with the local Government or with the Railway Administration. Whatever it is, I do not know where exactly it is. This is a very sad state
12 NOON of affairs. Previously, salaries were always paid in time.

Now, on account of these large deficits—there are so many other demands on the municipal board—only the staff comes in more handy for the deferment of salary payment. After all this is money which does not belong to the provincial Government; it is neither a loan from the Central Government nor a grant from the Central Government. This money has been realised by the railway administration on account of the local body, and there should be no difficulty for the railway administration to pay it direct to the municipal board. Had it been a case of loan or that of a grant, things would have been quite different. But that is not the case. If there is any lacuna or if there is any legal difficulty I would request the Railway Minister to kindly get it corrected. I know the case of the Hardwar municipal board in particular. It is a small municipal board; there are similar small municipal boards elsewhere, for example, Brindavan, Mathura, etc., and they might be feeling the same pinch. I would request the Railway Minister to look into this matter and do the needful. If the Act needs to be amended or the Rules need to be amended, they may kindly be amended accordingly. This is one aspect of the question I desired to place before you.

Then the other major question is about overcrowding. We have been told that so many amenities have been provided to us. Well and good, and we thank the Railway Ministry for this. One of the amenities is the provision of sleeper coaches. They are very comfortable, but in this connection there is the other thing I wish to allude to. If you provide us two

bogies of sleeper coaches, so many travellers, who would otherwise have gone on those trains sitting, well, they are deprived of that sitting accommodation. A gap is created between those who are allowed to travel in the sleeper coaches and the number who would have gone on those trains sitting if the sleeper coaches were not there. When I say this I do not mean to say that the sleeper coaches should be scrapped. They are certainly very comfortable for us and we thank the Railway Ministry for this innovation. What I wish to suggest is that the number of passengers travelling by that train before the sleeper coaches were introduced should still be able to travel by those trains. You may have to put one, two or even three more bogies, but that number should not be curtailed. Already there is great rush in most of the trains and just now there is extreme rush in the trains passing over our area, and unless you provide for this by making extra accommodation available in trains, these amenities will be at the cost of those who otherwise had been going sitting or standing in the trains.

I now come to a particular point. Hardwar is a railway station. It is a pilgrim centre of all-India importance. Just forty miles north of it there is Dehra Dun. Who does not know about Dehra Dun? It is also a great summer resort. Just above that, twenty miles from there, there is Mussoorie. Mussoorie itself attracts passengers, I mean tourists from all over India. Dehra Dun attracts tourists from all over India. Hardwar attracts tourists from all over India. Hardwar of course is connected so far as Punjab or Delhi or the South is concerned, I mean it is connected via Delhi. It is connected with all these places, besides by rail, by bus service also. But Hardwar or Dehra Dun is not connected by any road service from the East, that is, from Calcutta, from Banaras, from Allahabad, from Bareilly, from Lucknow, even from Moradabad which is only a hundred miles from Hardwar; there are no roadways and there cannot be any

roadways so long as there is no road bridge on the Ganges.

SHRI C. D. PANDE: (Uttar Pradesh): Do you mean near the railway bridge at Balawali?

SHRI H. V. TRIPATHI: At Balwali it is the railway bridge. This is another aspect of the question which I shall come to presently; I mean to say that there should be a road bridge on the Ganges. The railways can say: "We are not interested in another bridge."; they may say; "We have already got a railway bridge at Balawali. Why should we go in for another bridge?" So I suggest that there should be a road bridge on the Ganges at Hardwar. Although it is not so relevant here, I talk of this bridge. Why? It is because this bridge, once constructed, will connect Dehra Dun, Hardwar and Saharanpur up to Tanakpur by road; the road constructed will not only be connecting these places but will also connect the border areas or the border regions with these places. It will be a road of great strategic importance. I know this is not the time when I should raise it and yet I do so because of its importance.

SHRI C. D. PANDE: You can ask for decking of the Balawali bridge. This will be a great relief.

SHRI H. V. TRIPATHI: I am just coming to it. The second question I want to tell you is this. The condition of the pilgrims at Hardwar can only be imagined—it cannot be described—because there is only one through train from Calcutta to Dehra Dun, and one through train regularly running between Dehra Dun and Calcutta. There are two other trains. Sir, but they are weekly trains, one up to Banaras and the other up to Calcutta; they are weekly trains. Now Dehra Dun, Mussoorie and Hardwar, all of them attract a rush of pilgrims or tourists between March and November. It is not distributed as one for Dehra Dun and the other

for Mussoorie; by timing, it is not distributed; it is all concentrated between March and November. Up till now that was the position though it will not remain the same restricted position henceforth, because at Hardwar there is the Heavy Electricals project; it is a big project costing, I think, about eighty crores of rupees. There is the Anti-biotics factory at Rishikesh now. About Dehra Dun and Mussoorie of course I need not say, because people know it. Now all this will entail extremely heavy traffic in passengers as well as goods. For the last ten years I have been bringing it to the notice of the railway authorities in the committees, in the Informal Consultative Committee of Parliament connected with the Railway Ministry. First time I was told that there were no engines. It was all right and we waited. Then we were told that there was no rolling stock. All right, we waited for the rolling stock. When the rolling stock came in we were told that there was no line space. Now, if there can be line space for the two weekly trains, one from Banaras to Dehra Dun, and another from Calcutta to Dehra Dun, I presume, Sir, they can be converted into regular trains, and the line space will be there. Moreover, there is another way also by which things can be done and that is, Government can provide for road traffic in some form or other on the Balawali railway bridge. As Dr. Pande brought it to your notice, that Balawali bridge can be extended so that road traffic may be allowed to pass on that bridge itself. But then the railways can say:

"Why should we extend it?" because it will be not only against their interests; they will have to spend a lot of money also. From the point of view of width it is not a very big bridge. They have consented to do it at Moradabad on the Ram Ganga bridge, and if they can similarly do it at Balawali, to some extent it will relieve the situation, but it will not be the proper solution in my opinion.

[Shri H. V. Tripathi.]

So I suggest that these two weekly trains may be converted into daily trains. We have got three trains from the Dehra Dun side up to Delhi. Dehra Dun is connected by bus and other vehicular traffic. Hardwar is connected by vehicular traffic with Delhi. About a dozen buses run from Delhi. Similarly a dozen buses run between Dehra Dun and Delhi and still it is connected by three trains. I do not grudge it. I would rather suggest some changes there also but on the eastern side, to go to Moradabad which is only 100 miles from Hardwar, one has to traverse by train and there is no road connection. So I am not asking the Railway Minister to be very magnanimous when I ask this. I do not wish to go to the Hardwar railway station, to the Dehra Dun Express timing. Even to come to Delhi I prefer to come by Mussoorie Express because the plight of the pilgrims is miserable. Sometimes a child is left and the father is in, sometimes the wife is left and the husband is in, sometimes the luggage is left and the passenger is in, sometimes one is in without the ticket, etc. It is not something that I am exaggerating. The Chief Minister, Sampurnanandji saw it and brought it to the notice of the Railway Minister. The Minister for Information and Broadcasting has been approached for this so often but why should the Railway Ministry be so miserly in our case? We should request them to see to it. Shri Lal Bahadur himself saw this when he was Railway Minister and made some changes. Jagjivan Ramji also tried to do something and it was in his time that we got these two weekly trains. Now that Shri Dasappa is there, we appeal to him to be generous so that at least by this one act he will be remembered.

This is another matter which I wanted to bring to your notice.

Lastly, regarding the railway staff I would request him that he should see that they are properly housed because the housing problem is so

acute. When the employees go on transfer, especially looking to the rate of rent at present in the various places, I find that they are in difficulties. Something should be done. Of course the Railway Ministry is doing everything possible but then it can be expedited, especially when houses are built already. On account of lack of coordination they are standing vacant. There is lack of coordination between the Sanitary Department and the Electrical Department or some other Department and they are not available and then the trouble arises.

I thank you, Sir.

SHRI B. P. BASAPPA SHETTY (Mysore): Mr. Chairman, Sir, the Railway Budget presented by the hon. Minister for the year 1964-65 deserves welcome and praise on several aspects. Number one is from the common man's point of view; it is heartening to note that no increase either in passenger fares or parcel rates has been imposed. Secondly, the largest nationalised undertaking has stolen a march over other important public sector undertakings in the agricultural and industrial field and has contributed much to the exchequer of the country.

[THE DEPUTY CHAIRMAN in the Chair]

The Railways have become more than self-sufficient and we hope the other public sector units also will keep pace by the sincere and honest efforts of the concerned Departments. The Railways also deserve praise for the all-time record increase of 18.3 million tons in originating traffic in 1962-63. They have also given freight concession to encourage export of engineering goods and shown reduction in freight rates on goods such as safety matches, furniture, confectionary, etc. The other new facility provided in the Budget is creation of a Pension Fund for the Railway employees to which they have appropriated a sum of Rs. 19 crores. As this was a great necessity and a long-felt desire of the employees, I am sure not only the employees will welcome this

provision with great pleasure but the whole House will extend its full support.

Another significant feature of the Budget is the increase in the rate of dividend from 4.5 per cent. to 5.75 per cent. on the increased capital. The Railway Convention Committee had recommended 4.5 per cent. up to the end of the Third Plan but this 5.75 per cent. constitutes a deviation from its recommendation. This is necessitated by higher costs on raising capital.

I am very happy to observe that the Ministry have allocated a sum of Rs. 4 crores for the passenger amenities. The passengers are our masters and any amount spent for the travel comforts and other amenities is worth while spending. I believe this is the highest amount allotted in the Budget for any single year. Of course whenever new taxes or supplementary levies or surcharges on freight rates are imposed, it is but natural that the traders and industrialists would oppose. The small levy of 2 per cent. is after all nothing and it does not affect much the rates of goods. In this connection I would stress that to go on increasing the surcharge on freight rates every year is not a sound principle and even this time they ought not to have imposed. I wish from next year the Minister will remember and see that further surcharge is not imposed on goods. The supply of wagons for coal movement which was the cause for some concern two years back is now fully adequate to achieve substantial progress of the country.

In spite of all these favourable factors, the Railways should exercise greater controls over their expenditure and increase the operational efficiency. Otherwise the country will have to bear upward revisions. Therefore, on the whole, the Budget presented is satisfactory and the Minister deserves our hearty congratulations.

Next I take up the question of new railway lines, particularly in Mysore. Kadur-Saklasapur Railway link is a very important one and this question is pending for more than 30 years before the Government. During the regime of Shri Lal Bahadur there was a deputation from Chikmagalore who stressed the importance of this line. The deputation consisted of the Municipal President, District Board President and other leading citizens. In the Chamber of the Railway Minister the map was spread and there was the Chairman of the Railway Board and the alignment was considered. All these points were taken into consideration and Shri Lal Bahadur definitely promised that he would include it in the First Plan but later on he could not do it and he ordered a survey of this line to be conducted. Both the engineering and commercial surveys have been completed and according to the estimate, the cost comes to about Rs. 4.7 crores. This line joins up with the Hassan-Mangalore line and serves as a feeder also. On this line cardamom, coffee, pepper and timber are exported on a large scale to Mangalore Port which is being developed now as an all-weather major port. This line passes through the Western Ghat areas of Mysore State which are rich in mineral wealth. In addition to cardamom, coffee, pepper and other things, iron ore is also now being transported to Mangalore Port through this route. Therefore there are even stronger grounds now for taking up the construction of this Kadur-Chikmagalur-Saklasapur link than ever before.

In this connection I would like to say that in the ranges of the Bababudan Hills of Chikmagalur Taluk, in Jamsaray Gudda, there are huge and extensive deposits of iron ore of high grade. This will be sufficient for being exported for any number of years. To add to these deposits, iron ore from Chitaldrug District is also being transported to Mangalore Port via Kadur and Chikmagalur. Kadur is the near-

[Shri B. P. Basappa Shetty.]
est railway station for the transport of iron ore. Also people who have surveyed the areas in India for iron ore have said that Mysore has got the richest iron ore in the whole of India. The Government of India propose to export by the year 1970-71, as much as 25 million tons of iron ore of which it is estimated that Mysore alone will export more than half this total export.

You are aware, Madam, that road transport is costlier than rail transport. The cost of this rail transport of iron ore must be as economic as possible so that the foreign buyers of our ore may feel that our ore is cheaper than the ore from other countries. There is a programme for the export of some 10 million tons of iron ore in the course of the next few years through the Mangalore Port. The State Trading Corporation is also of the opinion that the construction of a railway line from Kadur to Saklasapur via Chikmagalur and Mudigiri where this iron ore is found in plenty, is very essential and should be taken up as early as possible. This railway line will facilitate further exploration of the mineral wealth also found in the Western Ghat areas of Mysore State and also develop the Malnad area which is backward in the State.

The cost of this loop line joining Hassan to Mangalore came to only Rs. 4.75 crores which is just a drop in the ocean for the Central Government. Especially when we consider it from the point of view of the heavy export of iron ore and the consequent earning of foreign exchange for the country, this cost is nothing. In this connection, Madam, I would like to submit that when the hon. Minister of Railways visited Mysore in the month of October, a deputation consisting of the M.L.As. M.C.As. and M.Ps. and also the Chairmen of the Taluk Boards in the Chikmagalur District, waited on him and stressed upon him the importance and the urgency of this line.

I am sure, our present Railway Minister, Shri Dasappa, will not hesitate to take up the construction of this important line, along with the construction of the Hassan-Mangalore line and see that the iron ore of high grade is exported from Kadur to Mangalore Port which is the nearest port for the export of iron ore. I believe it is the policy of the Government also to connect the ore pits by railway lines and I hope the hon. Minister will consider this question in all seriousness and see that a suitable reply is given during the reply to the debate on this Budget.

Next, Madam, I would like to refer to another point. The Railway Ministry has agreed to convert the meter gauge line into a broad gauge line, from Poona to Miraj. In this connection I would like to suggest that this broad gauge line may be extended up to Bangalore which is a growing city where a number of Central Government offices are located and a number of heavy industries are also being started. This is a very important line and I suggest that the broad gauge line should be constructed up to Bangalore as early as possible.

Another important railway line that I would like to refer to in this connection is the Hubli-Karwar line. Iron ore of very high grade from Hospet area is now being diverted either to Bombay or Cuddalore or Madras and the cost of transport has become prohibitive. Therefore, if we want the foreign buyers to buy our ore, we must sell our ore cheaper than the other countries and in order to lessen the cost of it, we must have this iron ore from Hospet transported via Hubli to Karwar. Karwar is a very near and natural port and it has a beautiful hinterland and it is also fast developing. I am sure the Railways will be benefited and the iron ore export will also be increased if the export is done through Karwar and I trust the hon. Minister will bear all these factors in mind and see that the needful

is done as early as possible. Of course, Shri Lal Bahadur, when he was our Railway Minister, promised that he would include Karwar-Saklaspur railway line in the First Plan, and if not in the First Plan, at least in the Second Plan. But nothing has been done in the First and in the Second Five Year Plans. This line had not been included in those Plans and I hope at least now the Railway Minister and the Government of India will include this at least in the remaining portion of the Third Plan, or at least in the Fourth Plan which is yet to be prepared. With these few words, Madam, I resume my seat.

Thank you.

SHRI M. RUTHNASWAMY (Madras): Madam, into the bouquets of roses that were handed over to the Railway Ministry from all sides, I am sorry having to insert a few thorns, because no bouquet of roses is complete without a few thorns.

SHRI H. C. DASAPPA: No rose without a thorn.

SHRI M. RUTHNASWAMY: I must again this year repeat my grumble about the dividend paid to the General Revenues which is steadily increasing year by year. Now in 1964-65 it has reached the figure of Rs. 90 crores, whereas for Depreciation Fund only Rs. 80 crores are allotted and for Development Fund it is the lowest, namely, Rs. 70 crores. The Depreciation Fund, I suppose, is settled on commercial principles, but the Development Fund must be settled according to the needs of the Railways, according to the requirements of the Railway Department, and the Development Fund ought to be the highest of all these funds with which the Railways deal. The Railways constitute an important public utility and they are supposed to serve the people of the country. They are not merely an ordinary industrial enterprise. They are a public utility, and the largest users, as we know, of the Railways

are the third class passengers. We have to note the congestion, almost cruel, inhuman congestion that prevails in the third class carriages. In order to relieve this congestion, more Janata trains are required rather than more sleeper coaches. After all, the sleeper coaches are used by the middle-class people, those who cannot afford to travel first class and want sleeper accommodation, whereas the ordinary third class passenger, the poor third class passenger wants just sitting accommodation, a comfortable sitting accommodation. And so the more third-class coaches are added and more Janata trains are added, the more will the needs of the consumer of the Railway service be provided. These dividends that the Railways pay to the general exchequer, are earned on the congestion, the sweat and discomfort of these third class railway passengers.

People talk of sweated industries where labour is sweated but there is a sweated industry where the consumer is sweated. As long as there are even a hundred third class passengers who have to travel in discomfort as thousands and millions are travelling nowadays, I think this state of affairs must act as a nightmare to the Railway Minister. Other amenities are also to be provided for the third class passengers. At large railway junctions, not mere waiting rooms which are used mainly by middle-class people but large waiting halls with bathrooms at each of the four corners should be provided, especially at the great pilgrim centres. It is depressing to find these large pilgrim crowds squatting on the platforms laden with dirt and dust and looking forward not with great expectation of comfort to their further travels. These pilgrim towns should be provided with facilities for the large pilgrim crowds that use them. Rameswaram is still without a large waiting hall. Rameswaram is one of the few stations in South India which has not yet been reconstructed. Instead of spending money on steel girders and pillars and roofs

[Shri M. Ruthnaswamy.]

with which the railway stations are reconstructed to provide, I suppose, some outlet for the steel that is produced in our mills, because nobody else will consume them, they should think of bricks or tiles in this country. As far as the extension of lines is concerned, I think the present mileage is quite satisfactory and although it is not as high as in the United States of America, it is quite satisfactory compared to the mileage in large countries like Australia and Russia, but in regard to the extension of railway lines, I would beg the Minister not to yield to political pressure, not even to party political pressure but bear in mind only the economic value and potentialities of the line. In this connection I might suggest that Dandakaranya might be directly connected by a railway line; I believe it stops far short of Dandakaranya. The Railways, besides being a public utility service, are also an industrial enterprise and as an industrial enterprise I would congratulate our Railways on the large profits which they earn. The profit motive evidently is not alien at least to the Railway Administration but as an industrial enterprise the Railways must prove their efficiency, especially in the movement of goods, in the movement of coal which is still unsatisfactory. Only the other day the Minister for Steel complained that coal has not moved as satisfactorily as it ought to. The turn round of the wagons is still not satisfactory.

SHRI H. C. DASAPPA: Who has said that coal is not moving?

SHRI M. RUTHNASWAMY: The Minister for Steel, Mr. Subramaniam, only the other day said in reply to a question that the movement of coal was still unsatisfactory from the standpoint of steel industry, especially in the South.

SHRI H. C. DASAPPA: Not due to the shortage of wagons at any rate

Maybe because of shortage of demand.

SHRI M. RUTHNASWAMY: Maybe because of bad turn round of wagons. The marshalling yards also ought to be increased in number. One of the memoranda accompanying this Budget speaks only about three or four new marshalling yards but in order to improve the movement of wagons and the movement of goods traffic, the number of marshalling yards ought to be increased. As an industrial enterprise, the Railway Administration ought to be interested in the reduction of railway accidents. The Kunzru Report puts the blame mainly on the human factor which makes us raise the question whether there is anything wrong in the recruitment to the Railway services, whether the communal principle is applied at any level in the Railway services. The communal principle of recruitment may be justified in the general administrative services where the political balance between the communities ought to be preserved in order to avoid misrule or misuse of administrative power but in the technical services, communal recruitment of any kind is perfectly unjustifiable. In this connection, may I plead that the old proportion of employment of Anglo-Indians in the Railways should be maintained? There is a tradition of railway work among the Anglo-Indians. On account of their education in special schools and on account of their devotion to games, they are capable of initiative and enterprise which members of the other communities who have not had that advantage do not get. Man and machine should be interested in each other. When I look at the modern engines I am depressed by the unclean depressed look which they present to the beholder. In the old days, firemen used always to go about the engine, outside the engine, with their waste cotton, cleaning each and every part of the machine so that it looked spick and span whereas looking at the modern engines you get

a feeling of depression and despondency which makes you wonder whether this is an indication of the general depression in the Railway Administration. As an industrial enterprise also the Railway Administration should be interested in developing its social welfare work. Housing is the most important of the social amenities which the Railway Ministry or any employer of labour can offer in this country. The report says that there are only 426,560 quarters for a working population of 1.2 million. This ratio between living quarters and population is not very satisfactory. The Railway Administration should also look at the problem of education. Every junction should have a high school with a technical section attached to it and every large railway station should have facilities for training not only the sons of railway employees but also sons of the general public who might want technical training. The Railways, Madam Deputy Chairman, are a great national enterprise; they have a great history, a notable history and the future of the Railway Administration ought to be worthy of its past and in order that the future may be worthy of its past, the Railway Administration should here and now, in the present day, look to its steady and sure improvement.

श्री देवकीनंदन नारायण (महाराष्ट्र) :
आदरणीय सभानेत्री जी, माननीय रेलवे मंत्री के भाषण से रेल में कितनी प्रगती हो रही है और आज तक कितनी कामयाबी हुई है इसका सुन्दर चित्र मिलता है। रेल की आमदनी दिन ब दिन बढ़ रही है और बढ़ती हुई आमदनी को देखते हुए मेरी समझ में यह नहीं आता कि यह दो परसेंट सरचार्ज में इंक्रीज क्यों किया गया। १९६०-६१ में ग्रास रेवेन्यू ५०० करोड़ रु० था जो आज १९६४-६५ में ६६८ करोड़ रु० आंका गया है यानी 34 per cent. increase in gross income अब नैट रेलवे इनकम को

लोजिए । १९६०-६१ में यह ८७.८७ करोड़ रु० था और १९६४-६५ में यह आंका गया है १३४.१० करोड़ रु०—यह भी ३४ परसेंट इंक्रीज है। तो जब इस तरह से रेलवे की आय बढ़ रही है, ग्रास और नैट दोनों, तब मेरी समझ में नहीं आता कि दो परसेंट सरचार्ज में क्यों बढ़ावा किया गया दूसरी बात यह है कि खर्च भी कम हो रहा है—खर्च बढ़ रहा है ऐसी बात नहीं है क्योंकि १९५८-५९ में खर्च का परिमाण था ८२.४ परसेंट और १९६३-६४ में है ७६ परसेंट यानी खर्च कम हो रहा है और आमदनी बढ़ रही है। इसलिये अंदाजा तो यह था और आशा भी यह थी कि कुछ सरचार्ज कम होगा, परन्तु वह बढ़ा दिया गया है। तो मैं जानना चाहूंगा, इसका क्या कारण है।

दूसरी बात यह है कि जो रेलवे लोन कैपिटल है उस पर १९५० से १९६१ तक ४ परसेंट डिबिडेड गवर्नमेंट को दिया गया, यानी इंटेरेस्ट दिया गया। उसके बाद १९६१ में वह सवा ४ परसेंट, यानी ४.२५ परसेंट कर दिया गया, इसके बाद १९६३ में साढ़े ४ कर दिया गया और अब १९६४-६५ में आल एट वन्स ५.७५ परसेंट कर दिया गया। समझ में नहीं आता कि इस तरह से सरकार को यह डिबिडेड क्यों बढ़ा दिया गया है जब कि सरकार खुद कर्जा जो लेती है वह ४ परसेंट से कम पर उसे मिलता रहता है और उसी में से सरकार से कर्ज रेलवे को मिलता है फिर रेलवे से इस तरह अधिक ब्याज य. डिबिडेड क्यों लिया जाता है यह मेरी समझ में नहीं आता।

अब यह समझ में नहीं आता कि रेलवे की जो आय है वह ब्राडगेज से अधिक से अधिक है और जो कुछ नुकसान है वह मीटर गेज और नैरो गेज से है। और वह कितना नुकसान है? उसके १९६२-६३ के फिगर्स में आपको देता हूँ—ब्राडगेज का खर्च ९६.९ परसेंट यानी पैसेन्जर्स से जो प्राप्ति है उसका ९६.९ परसेंट खर्च है, और मीटर गेज का है १२१.७

[श्री देवकीनंदन नारायण]

यानी २१ परसेन्ट आय से ज्यादा खर्चा है, और नैरो गेज का १७८ ७, यानी ७८ परसेन्ट खर्चा ज्यादा है। यह तो पैसेन्जर्स की बात हुई, अब गुड्स को लीजिये। गुड्स की आय से खर्चा है ब्राडगेज का ७७ ५ परसेन्ट, मीटर गेज का १०६ परसेन्ट और नैरोगेज का १६३। मैं सरकार से और रेलवे मन्त्री महोदय से जानना चाहूंगा कि जब इतना नुकसान मीटर गेज और नैरो गेज की वजह से हो रहा है तो यह नैरो गेज और मीटर गेज को ब्राड गेज में क्यों नहीं जल्दी बदला जाता। कल यह कहा गया कि हमारे पास पैसा नहीं है। मैं यह मानता हूं, परन्तु हर साल कई वर्षों से, यह नुकसान होता आ रहा है। जब से ये मीटर गेज और नैरो गेज चल रहे हैं तब से यह नुकसान बराबर बढ़ता गया है, कम नहीं हुआ है, ६० परसेन्ट तक नुकसान है। तो मैं यह चाहूंगा कि यदि आप आज यह खर्चा नहीं करते हैं—नैरो गेज और मीटर गेज को बदल नहीं सकते हैं—तो आप कोई दस पन्द्रह वर्ष का ऐसा प्रोग्राम बनाइये जिससे इन दस पंद्रह वर्षों में नैरो गेज और मीटर गेज सब ब्राड गेज में बदल दिये जायें। आज कोई आपके पास प्रोग्राम नहीं है। क्यों नहीं आप इस नुकसान को कम करते हैं, ताकि आपकी आय बड़े, आमदनी बड़े और ब्राड गेज सारे देश में एक सा हो जाय।

इसके बाद मैं नैरो गेज की खास दो लाइन्स की तरफ आपका ध्यान खींचूंगा जिनमें से एक है बारसीलाइट रेलवे जो मिराज से लाटूर तक है जिससे महाराष्ट्र के सबसे बड़े क्षेत्र पठरपुर को लाखों यात्री हर साल जाते हैं और वर्षों से महाराष्ट्र सरकार और बहुत से पार्लियामेंट के सदस्य कहते आ रहे हैं कि इस नैरो गेज को जल्दी में जल्दी ब्राडगेज में बदल दें हालत आज यह है कि आपके पास वहां पर्याप्त पैसेन्जर कैरियेज नहीं हैं और जब मेले के समय लाखों यात्री जाते हैं तब गुड्स के डिब्बों में भेड़ों की तरह वे बिठा दिये जाते हैं इन्सान की कद्र इन्सान के नाते वहां नहीं

हैं और एक्सीडेंट्स भी काफी होते हैं। तो मैं यह कहूंगा कि आप पूना से मीराज तक ब्राडगेज कर रहे हैं तो आप साथ साथ मीराज से लाटूर तक, नहीं तो पठरपुर तक, ब्राडगेज कर दीजिए ताकि यात्रियों को भी लाभ पहुंचे और महाराष्ट्र की एक बहुत बड़ी तकलीफ जो है वह दूर हो जाय।

दूसरी मेरी सिफारिश यह है पंचोरा जामनेर नैरो गेज के सम्बन्ध में बारह वर्ष पूर्व जब यहां श्रीमान् लाल बहादुर जी रेलवे मिनिस्टर थे मैंने प्रार्थना की थी और उन्होंने रेलवे बजट की अपनी तकरीर में कहा था कि पंचोरा जामनेर नैरो गेज जल्दी से जल्दी ब्राड गेज में बदल दी जायेगी उस बात को अब बारह वर्ष हो गए परन्तु अभी तक कुछ नहीं हुआ। तीस मील की यह लाइन है, जिस लाइन से बहुत माल—गुड्स—आता जाता है। नैरो गेज होने की वजह से तमाम वहां का माल—मूंगफली, ज्वार, कपास और खास कर केला, सब बम्बई को ट्रक्स में जाता है और रेलवे का नुकसान होता है क्योंकि पंचोरा में ट्रांशिपमेंट होता है और उसमें बहुत नुकसान होता है। इसलिये मैं कहूंगा कि आपको इस ट्रांशिपमेंट को टालना चाहिये। और जहां तक बने, इस नैरो गेज को ब्राडगेज में बदल देना चाहिये।

मुझे बहुत खुशी हुई कि हमारे माननीय मन्त्री ने केलो की निम्बल कुछ रियायत की। उन्होंने बताया है

"I may also refer in this context to the introduction of low wagon rates for the movement of bananas from certain stations on the central and Western Railways to Bombay Port for export."

मैं इस रियायत के लिये धन्यवाद दंगा। परन्तु साथ साथ मैं मन्त्री महोदय से एक प्रार्थना करूंगा अभी कुछ दिन हुए, हमने वहां से इटली को और रशिया को केला निर्यात किया परन्तु आपने जो बेगन्स दिये उससे और कुछ कारणों से इतना नुकसान पहुंचा कि आखिर में ७ लाख ६० नुकसान किसानों

को सहना पड़ा। इस सम्बन्ध में इंटरनेशनल ट्रेड मिनिस्ट्री ने एक इन्क्वायरी कमेटी कायम की। उस इन्क्वायरी कमेटी ने यह सिफारिश रेलवे को की है :

"The Railways should provide C.A. type wagons which have wooden flooring and crevices for ventilation for transport of bananas instead of open wagons which have not been found suitable for banana transport."

इसके बाद यह भी सिफारिश की है :

"The Central Railway should also provide spacious sheds so that bananas are not exposed to sun when being loaded into wagons."

जलगांव से बम्बई को केलों का बैगन ३० घंटे में जाता है वह ट्रक से १२ घंटे में पहुंचता है और आप बैगन्स जो देते हैं वे लोहे के बैगन्स होते हैं इसलिये उस ३६ घंटे में केला करीब करीब आधा पक जाता है और बहुत नुकसान पहुंचता है। इनलिये मेरी यह सिफारिश है, सूचना है, मन्त्री महोदय से कि आप बूडन बैगन्स दें, बैगन्स बूडन फ्लोर की हों और उनमें वेन्टिलेशन की जगह हो। मैं मन्त्री महोदय से प्रार्थना करूंगा कि वे इस ओर ध्यान दें क्योंकि इसमें रेलवे को काफी मुनाफा है। आज हमारे जिले से जो केला बाहर जाता है है उससे एक करोड़ बीस लाख सालाना पैदाइश रेलवे को जो रेलवे फ्रेट से होती है। जो चीज आपको बहुत फायदा पहुंचा सकती हैं उसकी ओर आपको अवश्य ही ध्यान देना चाहिये।

इसके बाद मैं आपका ध्यान उस ओर दिलाऊंगा जिसके बारे में अभी मेरे भाई एम० सी० शाह ने बात कही—ए० एच० व्हीलर एण्ड कम्पनी की मानोपोली के सम्बन्ध में। मैं इस सम्बन्ध में एक नमूना आपके सामने पेश करना चाहता हूं। कुछ सेवा भावी संस्थाओं ने स्टेशनों पर बुक-स्टाल्स खोलने की इजाजत मांगी थी और वह इजाजत

आपने किस कंडीशन पर दी? अगर सदन के सदस्य उनको सुनेंगे तो उन्हें सबेदा आश्चर्य होगा। यह क्या बात है और इतना फर्क क्यों है?

"Regarding opening of stalls at Bhusawal, Jalgaon, Chalisgaon and Amalner stations mentioned, M/s. A. H. Wheeler & Co. (P) Ltd., are already operating their bookstalls. It has, however, been proposed to permit the above Samiti in the first instance to open a bookstall at Jalgaon station, only for the sale of books, periodicals etc., published by (i) non-profit making institutions, (ii) philanthropic institutions like the Ramakrishna Mission, the Gita Press etc. and (iii) institutions established under the auspices of the Government and Government publications. No other books or periodicals will be allowed to be sold."

अब आप सोचें कि किस तरह से सेवा-भावी संस्थाएं जैसे गीता प्रेस है, अखिल भारतीय सर्व सेवा संघ है सर्व सेवा समिति है जिन्होंने कि स्टेशनों पर किताब बेचने की इजाजत मांगी है उनसे कहा जाता है कि ए० एच० व्हीलर को ही मोल राइट दे रखे हैं इसलिए वहां पर दूसरों को इजाजत नहीं दी जा सकती है। अगर कोई संस्था स्टेशन पर किताबें बेचना चाहती है तो उसे 'non-profit, philanthropic publishers' की किताबें ही बेचने की इजाजत दी जा सकती है जिससे कि कभी भी किसी का खर्च तक नहीं निकल सकता। मैं माननीय मन्त्री जी से जानना चाहूंगा कि इस तरह का डिमार्किमिनेशन क्यों किया जाता है। आपने एक ही आदमी को रेलवे स्टेशनों पर किताबें वगैरहा बेचने की मोनोपोली दे रखी है। आपको सहानुभूति-पूर्वक सोचना चाहिये क्योंकि जो संस्थाएं इजाजत मांग रही हैं वे जामूसी और डकैती सम्बन्धी किताबें बेचने की इजाजत नहीं मांग रही हैं। रामकृष्ण मिशन जैसी संस्थाएं है

[श्री देवकीनन्दन नारायण]

जो कि रेलवे बुक स्टालों में अच्छी किताबें बेचना चाहती हैं। इसलिए मेरी आप से प्रार्थना है कि एक ही को किताबें बेचने की जो मोनोपली दे रखी है उसे खत्म करें ताकि सेवा भावी संस्थाओं को बुक स्टालों की इजाजत दी जा सके।

रेलों में ओवर क्राउडिंग की बात करना फजूल है क्योंकि माननीय मन्त्री जी ने मान लिया है कि यह कमी पूरी होने वाली नहीं है। परन्तु इस सम्बन्ध में मैं एक बात कहना चाहता हूँ और मैंने यह बात कई माननीय मन्त्रियों के सामने पहले रखी है। दिल्ली से विक्टोरिया टर्मिनल तक दो गाड़ियां चलती हैं, एक तो पंजाब मेल और दूसरी पठानकोट एक्सप्रेस और इन दो गाड़ियों में इतनी भीड़ होती है जितनी कि शायद ही हिन्दुस्तान की किसी दूसरी गाड़ियों में होती होगी। १९६० में मैंने इस सम्बन्ध में एक सवाल पूछा था जिसका उत्तर मुझे इस प्रकार मिला :

"The Central Railway have tentatively programmed to introduce a Janata Express train between Delhi and Victoria Terminus in the Third Five Year Plan period."

तीसरी पंचवर्षीय योजना के तीन साल समाप्त हो चुके हैं तो क्या मैं आशा करूँ कि बाकी दो साल के अन्दर यह कार्य पूरा हो जायेगा और सेंट्रल रेलवे के प्रवासियों को जो तकलीफ इस समय होती है यह क्या दूर हो जायेगी? यह कहा जाता है कि इस लाइन पर ज्यादा बोझ है और रोलिंग स्टॉक कम है। परन्तु मैं आपसे कहना चाहूँगा, और मुझे खुशी है कि आप अधिक गाड़ियां बढ़ा रहे हैं—मद्रास के लिए दो गाड़ियां बढ़ा रहे हैं और मद्रास को जो भी गाड़ी जाती है वह इटारसी होकर जाती है। आधी डिस्टेंस इटारसी तक तो लाइन आपकी ठीक है जहाँ पर कि गाड़ियां बढ़ रही हैं और आगे तो डबल लाइन है बम्बई तक। जो यह बात समझ में नहीं आती है कि

सिर्फ एक जनता एक्सप्रेस चलाने से ही बोझ क्यों बढ़ जाता है जिससे कि आप हमारी मांग को पूरा नहीं कर सकते हैं। मेरी आपसे यह प्रार्थना है कि यह बहुत ही पुरानी मांग है और इसको जल्द से जल्द पूरा करने की आप कृपा करें।

टिकटलैस ट्रेवलिंग के बारे में भी माननीय मन्त्री जी मान गये हैं कि "has not shown any significant decline" परन्तु क्या माननीय मन्त्री जी यह जानने की कोशिश करेंगे कि ऐसा क्यों हो रहा है और इसका कारण क्या है तथा इसका जिम्मेदार कौन है? मैं नम्रतापूर्वक कहना चाहूँगा कि इस चीज की जिम्मेदारी रेलवे कर्मचारियों पर ही है। अगर रेलवे कर्मचारी स्ट्रिक्टली अपना काम करते और अपनी जेबें कम से कम भरने की कोशिश करते तो टिकटलैस ट्रेवलिंग कभी का कम हो गया होता और जो बगैर टिकट के सफर करते वे पकड़े जाते। प्रवासी नागरिक इस काम में कोई खास मदद नहीं कर सकते क्योंकि यह जो काम है वह सिर्फ रेलवे कर्मचारियों के करने का है। मैं माननीय मन्त्री जी से कहना चाहता हूँ कि आप इसकी जिम्मेदारी रेलवे कर्मचारियों के ऊपर डाल दें। आपका जो इन्स्पेक्शन स्टाफ है आप उनसे कहिये कि अगर यह काम इतने समय में नहीं होगा तो आपका इन्कीमेंट रोक दिया जायेगा और भविष्य के लिए तुम्हें अपनी नौकरी को भी खो बैठना होगा। इस तरह बोझ जब तक आप इन्स्पेक्शन स्टाफ पर नहीं डालेंगे तब तक रेलों में टिकटलैस ट्रेवलिंग कम होने वाला नहीं है। यह चलता ही रहेगा अगर आप इस तरह के कड़े कदम नहीं उठायेंगे।

अब जहाँ तक कोयले का सम्बंध है, आप जानते हैं और आपने कहा है कि हमारा ७५ प्रतिशत खर्च कोयले और स्टाफ पर खर्च होता है। आपने यह भी शिकायत की

है कि जो कोयला रेलों को मिलता है वह सेकन्ड और थर्ड ग्रेड का मिलता है। मैं इस संबंध में माननीय मंत्री जी से जानना चाहता हूँ कि इस प्रकार का कोयला रेलों को क्यों मिल रहा है जबकि रेलवेज को बैस्ट कोल फर्स्ट ग्रेड का मिलना जरूरी है। रेलवे विभाग एक कमर्शियल कंसर्न है जिससे सरकार को बहुत आय होती है और आम जनता को भी लाभ होता है। इसलिये यह बहुत ही आवश्यक है कि रेलवे को अच्छे में अच्छा कोयला मिले।

रेलवे मंत्रालय में उपमंत्री (श्री शाह नवाज खाँ) : हमारे यहाँ नहीं है।

श्री देवकीनन्दन नारायण : आपको ज्यादा अच्छा कोयला पैदा करने की कोशिश करनी चाहिये और खानों का निर्माण करना चाहिये। अगर खानों में आपको फर्स्ट ग्रेड का कोयला नहीं मिलता है तो रेलों को इलेक्ट्रिक पावर या डीजल आयल से चलाने की कोशिश करनी चाहिये। अगर आप इन चीजों से गड़बड़ों को चलायेंगे तो खर्च में कमी हो जावेगी और सेकन्ड और थर्ड ग्रेड कोयले से जो नुकसान होता था वह भी नहीं होगा। खराब कोयले से खर्च भी बढ़ता है और कन्वेन्शन भी बढ़ता है और ये दोनों बातें एक साथ नहीं होनी चाहिये। साथ ही साथ आप यह भी जानते हैं कि बहुतसा कोयला चोरी जाता है। आप यह जानते हैं कि रेलवे में करीब १३ लाख कर्मचारी हैं जो अपने घरों में बहुत कुछ कोयला इस्तेमाल करते हैं। अगर आप इन परिवारों के घरों में जायें तो आप को पता चलेगा कि इन सब के घरों में कोयले का उपयोग होता है। यह कहां से आता है? रेलवे लाइनों के दोनों तरफ आपने देखा होगा कोयला इकट्ठा करने वालों को। ईंट चूना पकाने वाले इस कोयले का उपयोग करते हैं। रेलवे में जो छोटे कर्मचारी या मजदूर हैं वे कोयला

इकट्ठा करते हैं और इन लोगों को बेचते हैं और इस तरह से रेलवे का काफी कोयला चुराया जाता है। स्टेशनो से जो कोयला चोरी जाता है उसकी जिम्मेदारी रेलवे कर्मचारियों पर है और जो वाच एंड वार्ड के आदमी हैं या रेलवे प्रोटेक्शन फोर्स है वह अपना काम अच्छी तरह से नहीं कर रहा है क्योंकि उसके होते हुए यह कोयला चोरी जाता है।

आखिर में, एक और प्रार्थना है और वह यह है कि जिस समय हमारे श्रीमान लाल बहादुर शास्त्री जी रेलवे मिनिस्टर थे तो उन्होंने एक प्रथा शुरू की थी। रेलवे बजट के मौके पर सदस्यगण जो सुझाव या सिफारिशें करते हैं उन सबका उत्तर वे अपने भाषण में नहीं दे सकते हैं। इसलिये उन्होंने एक कन्वेन्शन बना लिया था कि जो सुझाव बगैर उत्तर के रह जाते थे उनका जवाब वे एक या दो महीने बाद सदस्यों को भेज दिया करते थे। मैं माननीय मंत्री जी से यह अपेक्षा करूंगा कि वे उस प्रथा को फिर से शुरू करें और सदस्यगण जो भी सुझाव या सिफारिश रेलवे के संबंध में करें उनका जवाब एक या दो महीने बाद सदस्यों को मिल जाय।

THE DEPUTY CHAIRMAN: Please wind up now. It is one o'clock. There is also a statement to be made. So, please wind up.

श्री देवकीनन्दन नारायण : एक बात मुझे और कहनी है। आपने कहा है कि सेकन्ड क्लास यात्रियों के संबंध में आपने स्लीपर कोच का एक्सपेरिमेंट शुरू किया है। मैं नहीं समझता कि एक्सपेरिमेंट की क्या जरूरत है। सेकन्ड क्लास के यात्री से आप डेढ़वां तो किराया लेते हैं और उनके रात के सोने की कोई तजवीज नहीं करते। यह तो कोई व्यावसायिक बात नहीं है। मैं यह कहूंगा कि इस एक्सपेरिमेंट को खत्म करें और जिस तरह

[श्री देवीनन्दन नारायण]

से थर्ड क्लास स्लोपर कोच के यात्री को रात के सोने को सुविधा मिल जाती है, उसी तरह से एक मर्यादा के बाहर प्रवास करने वाले सेकेंड क्लास के यात्रियों के लिये भी स्लोपिंग का तजवीज हो जाना चाहिये और सेकेंड क्लास स्लोपर कोच जोड़े जाने चाहिये। इसमें कोई एक्सपेरिमेंट का आवश्यकता नहीं है। आप एक्सपेरिमेंट की बातें न करें और यह सुविधा सेकेंड क्लास के यात्रियों के लिये प्राप्त कर दें। धन्यवाद।

STATEMENT RE. PRODUCTION AND PRICES OF FOODGRAINS

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI A. M. THOMAS): Madam, I beg to lay on the Table of the Sabha a statement regarding production and prices of foodgrains. [Placed in Library. See No. LT-2322/64].

SHRI CHANDRA SHEKHAR (Uttar Pradesh): Madam, the statement should be read out. It is a very important statement.

THE DEPUTY CHAIRMAN: It is a long statement. It is laid on the Table.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA NARAYAN SINHA): It was not read out in the other House also. It was only circulated.

ANNOUNCEMENT RE. GOVERNMENT BUSINESS

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA NARAYAN SINHA): With your permission, Madam, I rise to announce that Government Business in this House during the week commencing 2nd March, 1964, will consist of:—

- (1) Further discussion of the Railway Budget for 1964-65.
- (2) Consideration and return of the Appropriation Bill relating to Demands for Grants (Railways) for 1964-65.
- (3) Further consideration and passing of the Drugs and Cosmetics Bill, 1963, as reported by the Joint Committee.
- (4) Discussion on the situation arising out of the communal disturbances in East Pakistan and the consequences flowing therefrom, and the policies of the Government of India in relation thereto on a motion to be moved by Shri Bhupesh Gupta and others on Wednesday, the 4th March.

THE DEPUTY CHAIRMAN: The House stands adjourned till 2.30 P.M.

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

The House reassembled after lunch at half-past two of the clock, THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): in the Chair.

THE BUDGET (RAILWAYS),
1964-65—continued.

SHRI AKBAR ALI KHAN (Andhra Pradesh): Mr. Vice-Chairman, Sir, I would like to join the hon. Railway Minister in paying our compliments to all the railwaymen starting from the humblest rung to the members of the Railway Board for appreciating the spirit of the emergency and doing all that is necessary to see that the performance of the biggest national undertaking is successful on all accounts. I have no doubt that the harmonious and pleasant relations that exist between the management and the employees have also contributed to the output, performance and efficiency in which the hon. Railway Minister has taken legitimate pride,