

THE APPROPRIATION (RAILWAYS) BILL, 1960—continued

श्री शीलभद्र याजी : माननीय वाइस चैयरमैन महोदय, रेलवे एप्रोप्रिएशन बिल पर बोलते हुए मैंने रेलवे मिनिस्ट्री का ध्यान इस ओर आकर्षित किया था कि रेलवे मुलाजिमों के साथ किम तरह का बर्ताव करना चाहिए ।

इसके बाद १४ से लेकर १७ तक जो नयी लाइस बनाने की मांग है उनके सम्बन्ध में मैं सबसे पहले रेलवे मिनिस्ट्री को इस बात के लिए धन्यवाद देता हूँ कि बल्लियारपुर से लेकर राजगीर तक जो लाइट रेलवे थी और जिसके लिए बड़ी कोशिश हो रही थी कि वह ब्राड गेज में परिणत कर दी जाये, उसके लिए २ करोड़ ५० लाख रुपये आवकन करके रेलवे मिनिस्ट्री ने बहुत अच्छा काम किया है । राजगीर, नालंदा, बिहार शरीफ, जो बौद्धों के पवित्र स्थान है, और बाबापुरा, जो जैनियों का सबसे पवित्र स्थान समझा जाता है, यह सब उम्मी बल्लियारपुर-राजगीर लाइन पर स्थित है और उस लाइन को ब्राडगेज बनाने की व्यवस्था की गई है । इसके साथ-साथ हमारी यह मांग है कि इस लाइन को राजगीर से लेकर हिसवा तक मिला दिया जाये जो गन्ना-क्यूल लाइन में पड़ता है । इस प्रकार इधर से लाइन से और उधर गया-क्यूल लाइन से मिला देने से जो तमाम दुनिया भर के बुद्धिस्ट और देश भर के जैनी उधर आते हैं उनको बड़ी सहूलियत हो सकती है ।

इसके साथ-साथ यह बी० बी० लाइट रेलवे पहले मार्टिन एण्ड कम्पनी की थी और अब बिहार सरकार की है । इसमें ३३४ रेलवे मुलाजिम हैं । रेलवे मिनिस्ट्री से हमारी गुजारिश है कि जब सन् १९६२ तक यह लाइन तैयार हो जाय तो इन ३३४ कर्मचारियों को उनकी पुरानी सर्विस देखते हुए रेलवे में खपा लिया जाये । मैं समझता हूँ कि जिस तरह से और जगह हुआ है, उसी

तरह इस बल्लियारपुर से राजगीर तक चलने वाली रेलवे लाइन के ३३४ कर्मचारियों को इस लाइन के बन जाने पर ईस्टर्न रेलवे में लेने की व्यवस्था की जायगी ।

रेलवे बजट पर बहस के दौरान हमारे बिहार के कई सदस्यों ने कुछ नई रेलवे लाइनों के लिए बहुत जोर से मांग की थी । रेलवे का जो मैकेड फाइन ईयर प्लान है उसमें तो और नयी रेलवे लाइनों की गुंजाइश नहीं है । लेकिन आइन्दा जो रेलवे का थर्ड फाइन ईयर प्लान बनने वाला है उसमें बिहटा से लेकर बरहून तक रेलवे लाइन खोलने की व्यवस्था की जानी चाहिए क्योंकि उस गमने पर बहुत ज्यादा मुसाफिर आते जाते रहते हैं । इसके साथ-साथ जहानाबाद से अलवर तक एक रेलवे लाइन खुलनी चाहिए ।

अब मैं रेलवे मिनिस्ट्री का ध्यान इस ओर आकर्षित करता चाहता हूँ कि अभी तक जमशेदपुर एशिया में सबसे बड़ा लोहे का कारखाना समझा जाता था । अब पब्लिक सेक्टर में हमारे लोहे के बड़े बड़े कारखाने खुल गये हैं, लेकिन जमशेदपुर-टाटानगर अब भी अपनी अहमियत रखता है । तो जिस तरह पटना से लेकर टाटानगर तक एक्सप्रेस गाड़ी चल गई है और कलकत्ता और बम्बई की सेन लाइन पर तो वह पड़ता ही है, उसी तरह टाटानगर से दिल्ली तक एक ट्रेन की व्यवस्था होनी चाहिये । सब लोग यह महसूस कर रहे हैं कि टाटानगर को दिल्ली से जरूर कनेक्ट किया जाय ।

इसके साथ हाथ इस हाउस में हमारे बहुत से सदस्यों ने बार बार कहा है कि त्रिपुरा के अगरतल्ला शहर को रेलवे लाइन से मिलाया जाये । जम्मू-काश्मीर और गढ़वाल की भी बात आई । जम्मू-काश्मीर की हर एक तरफ से बहुत अहमियत है । इसलिये रेलवे का जो थर्ड फाइन ईयर प्लान बनने वाला है उसमें अगर श्रीनगर तक न हो सके तो जम्मू तक रेलवे लाइन ले जाने की अवश्य

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व्यवस्था होनी चाहिये। फिर आगे चल कर श्रीनगर तक भी रेलवे लाइन ले जाने का प्रयत्न किया जा सकता है। लद्दाख की कैसी हालत है, मैं समझता हूँ कि उधर रेलवे लाइन नहीं जा सकती है, लेकिन श्रीनगर तक उसकी बहुत आवश्यकता है। इसके साथ साथ इम्फाल तक भी रेलवे लाइन ले जाने की व्यवस्था होनी चाहिये। उधर जो पार्लियामेंट के मेम्बर या दूसरे यात्री आते जाते हैं उनके लिये कोई सुविधा नहीं है और उनका बड़ी कठिनाई होती है। वे कलकत्ता से प्लेन में बैठ कर पाकिस्तान के ऊपर से उड़ कर अगस्तला शहर और त्रिपुरा स्टेट जाते हैं। इसलिये सिल्वर से अगस्तला तथा इम्फाल को रेलवे लाइन से मिलाया जाये ताकि उधर के लोगों की कठिनाई दूर हो सके। इस प्रकार जम्मू-काश्मीर, त्रिपुरा, मणिपुर—जो इस रेलवे की सुविधा से वंचित हैं—इनके लिये तीसरी पंचवर्षीय योजना में अवश्य व्यवस्था होनी चाहिये।

इन शब्दों के साथ मैं फिर यह कहना चाहता हूँ कि रेलवे हमारी सबसे बड़ी इंडस्ट्री है। इसमें ११ लाख कर्मचारी काम करते हैं, जब हम समाजवादी व्यवस्था बनाने जा रहे हैं, तो हमारे घर में जो सबसे बड़ी इंडस्ट्री है उसकी ओर हमें विशेष ध्यान देना चाहिये। यह ठीक है कि रेलवे में सब से ज्यादा आमदनी होती है लेकिन उस आमदनी को हम और बढ़ा सकते हैं बशर्ते कि जो हमने राय दी है उसको माना जाये, यदि बिना टिकट के यात्री कम किये जायें, यदि पुरानी मनोवृत्ति को समाप्त किया जाय, जिस तरह से समाजवादी व्यवस्था में व्यवहार होता है यदि उसी तरह से रेलवे कर्मचारियों के साथ व्यवहार किया जाय, तो मैं समझता हूँ कि हमारा रेलवे विभाग और अधिक रुपया जनरल रेवेन्यू में दे सकता है इस समय भी रेलवे में बहुत रुपया जनरल रेवेन्यू में आता है, लेकिन उसमें बहुत गड़बड़ी होती है। इसलिये हमारी रेलवे जो हमारी सब से बड़ी इंडस्ट्री है, जो हमारी सबसे बड़ी पूंजी है

और जिसमें सेन्ट्रल गवर्नमेंट के आधे से ज्यादा कर्मचारी हैं, उस इंडस्ट्री को टाटा, बिड़ला और तमाम जो प्राइवेट इंडस्ट्रीज के पूंजीपति हैं, उनके सामने एक आदर्श उपस्थित करना चाहिये। हमारी रेलवे के जो मैनेजमेंट के लोग हैं और रेलवे के जो कर्मचारी हैं उनके बीच यदि सद्भावना हो और ऊपर के लोग नीचे वालों को कामरेड की तरह ट्रीट करें और उनको बातों को सुनें तो फिर कामरेड भूपेस गुप्त को कभी यहाँ आवाज बुलन्द करने की जरूरत नहीं पड़ेगी और इस तरह जनरल रेवेन्यू में रुपया भी ज्यादा से ज्यादा आ सकेगा इसलिये रेलवे के जो अधिकारी हैं, रेलवे बोर्ड के जो लोग हैं, रेलवे मंत्रालय के जो अधिकारी हैं उनसे हमारी यह खाम अपील है कि हिन्दुस्तान के जो पूंजीपति हैं, जो सरमायेदार हैं, उनके सामने वे एक आदर्श उपस्थित करें।

DR. A. N. BOSE (West Bengal):
Mr. Vice-Chairman, I join my predecessors who took part in the general debate on the Budget to pay my tributes to the Ministry of Railways and the Railway Board for the various improvements they have done in the service. The mileage has been increased, electrification is being speeded up, various amenities for the passengers and the staff have been introduced, and works of construction of various kinds like platforms, bridges, etc. are in progress. All these are happy to mention. But if at this last lap of the Railway Budget I speak a few words of criticism, that is only to see that the service of the railways improves further for the benefit of the country, and that the railways are warned against some of the dangers that may be lurking ahead.

In the last Budget the Railway Minister was deeply concerned over the growing competition of road transport. His apprehension was found to be very much true for goods earning during the year 1959-60 registered a fall of Rs. 8.58 crores as against a budget estimate of Rs. 272.58 lakhs.

This year he is conspicuously silent about the danger. On the other hand the budget estimate of goods earning is placed at Rs. 305 crores for 1960-61 as against the revised estimate of Rs. 264 crores for the current year, which means an increase of Rs. 41 crores over the last year in anticipation of 17 million tons of additional goods traffic for the coming year.

Sir, I was wondering wherefrom the Railway Minister derived this optimism particularly when corruption and pilferage were driving goods traffic from railways to roads. Apparently he was relying on the increased freight rate at 5 nP per rupee, which instead of improving the returns is likely to further worsen his position. Why then, Sir, this hope of additional goods traffic? The clue may be found in a speech which was delivered by the Chairman of the Railway Board at the Bharat Chamber of Commerce in Calcutta in December last. The Chairman gave an ominous hint that Government might restrict road traffic for certain goods as the railways cannot afford to allow the wagons to remain idle or go empty. Fortunately this reckless step was not adopted, and such a step is no longer necessary now since the Finance Minister has come to the rescue of the Railway Minister by making a three-pronged attack on road transport by raising the excise duty on internal combustion engines, by raising the duty on trucks and buses and by increasing the duty on high speed diesel oil. Thus, the department instead of improving its machinery and its efficiency is trying to cripple its rival by an indirect attack which, I am afraid, will have a far-reaching and adverse consequence not only on road transport but on the national economy as a whole.

Sir, it is pleasant to find a list of new lines shown in the papers circulated along with the Budget every year. One of them, namely the Baraset-Basirhat-Hasnabad line in the Eastern Railway, appeared as early as in the report for 1957-58. This was

in the list of lines under construction during the year 1957-58. Since then every year this line appears in this list. Sir, I had occasions to go round that place, but I have not seen any work still begun in that area. The budget estimate states that only Rs. 48 lakhs have so far been spent on this line out of a total estimate of Rs. 2.56 crores. Sir, I would ask the hon. Deputy Minister to state the position of this railway line. When about six years ago the Baraset-Basirhat Light Railway was dismantled, a railway which was carrying a heavy load of traffic and passengers, the people of the area were given a clear assurance by the State Government that within a year construction would start for a broad gauge line. Not only this route carries a heavy load of passengers and traffic but this is a frontier railway of about 35 miles connecting Calcutta with the frontier. The only other communication is a road which is not very well maintained either. I wonder, Sir, how the Ministry could make so much delay in the construction of a line of such strategic importance, how the construction could be neglected which covers nearly a length of about 20 miles.

DR. NIHAR RANJAN RAY (West Bengal): It is more than 20 miles.

DR. A. N. BOSE: From Baraset to the border it will be about 25 miles.

DR. NIHAR RANJAN RAY: Twenty-six miles.

DR. A. N. BOSE: I am afraid even when this construction is completed, the problem will not be solved. A huge additional load will be released upon the route between Baraset and Calcutta. Already this portion of the Calcutta-Dongaon line has reached the saturation point. It is a common sight, Sir—I think our Deputy Minister, Mr. Shah Nawaz Khan was there on a visit, and I do not know whether he had seen it—that people are travelling on the roofs of the coaches. When this was brought to the notice of the Ministry at the meetings of the

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Consultative Committee, I was told that the route was going to be electrified within a year or so and that the problem would be solved after that. Sir, I again warn the Ministry that the problem is not going to be solved by electrification.

Electrification may add a few trains which will not relieve the load. I shall repeat once again that the portion between Dum Dum and Baraset, a length of barely ten miles, needs immediate doubling of the track. I am a habitual passenger on this route. The delay is not so much in the running of the train but in the crossings at the stations. That causes the delay, and electrification is not going to solve this problem. I submit, therefore, that the doubling of the track between Dum Dum and Baraset, a length of barely ten miles, should be taken into consideration immediately.

Another equally vital but even older issue is the question of a circular railway round Calcutta. It will greatly relieve overcrowding in the city transport and in the suburban railways. Much of the track is already there; it requires only some linking here and there, and the cost has been estimated by the experts in the Ministry at about three crores of rupees. I submit that this item also should be taken into urgent consideration.

I am happy to find in the papers circulated along with the Budget the various amenities that have been provided for the third class passengers. But the foremost of all the amenities that a third class passenger needs is sitting accommodation. Overcrowding in third class carriages is still a scandal. There is need for checking, which is rarely done, and so far as the suburban railways are concerned, it is never done. There is need for increasing the frequency of the trains and sometimes, there may be need for cutting down first class and air-conditioned coaches and dining-cars. It is not an uncommon sight

that while people do not have even standing accommodation in the third class coaches, the air-conditioned coaches and the dining-cars go empty.

Next to the provision of sitting accommodation, there should be priorities in the selection of the amenities. For instance, provision of drinking water should come before decorating the station with flowers and plants. Provision of wholesome and hygienic food should come before providing lady receptionists with rouge and lipstick sitting in the railway offices. You will be astounded to know, Sir, that the Sealdah main station has only two drinking water taps for four platforms. At least it was so till three weeks ago. And the station is being decorated with paintings, plants and flowers.

Sir, I am also happy to see that the timings of the trains have somewhat improved. Trains are running possibly nearer to time, and I am prepared to concede the point which was made lately by a Minister that the margin of late running was around 10 per cent. But how was this miracle performed? It was performed by almost doubling the timing of the trains. At some places the speed is around ten miles per hour. I am a habitual goer by the Sealdah-Bongaon railway, and my experience is that from Sealdah up to ten miles, the train takes about fifty or sixty minutes—a speed of about ten or eleven miles per hour, leaving aside the cases of minor dislocations due to some trouble or accident, and this in an age of jets when we have already scored the mark of 600 miles per hour by air.

Next I come to the amenities for the staff. Just as sitting accommodation is the foremost amenity for the third class passengers, the foremost amenity for the staff is the security of service. Efficiency of the railway service depends primarily upon the efficiency of the staff, which again depends upon the security of their service. It is strange to find that Rules 148 and 1708 of the Railway Code empower the General Manager to dismiss summarily any employee

without charge-sheeting him, without showing any reason and without allowing him an opportunity to justify himself. I wonder whether such rule should exist in any democratic country. Such powers are not possessed even by our Prime Minister. Apparently, the General Manager is more powerful than the Prime Minister and often even his assistant, for sometimes the Assistant General Manager, acts on his behalf.

Sir, I come to the last point and then I will conclude my remarks. This is regarding the distribution of favours particularly by way of promotion. That is very common in the administration because promotion is done on the double criteria of seniority and suitability. On paper this goes well and nobody has any objection that promotion should be on the basis of seniority and suitability. But where is the test? The Selection Board is not bound by any objective criteria of suitability. Sir, recently there was an injunction from the High Court of Calcutta, and a ruling was obtained from them by a railway employee. By this the court directed the respondents, that is the General Manager and the Divisional Superintendent of the Railway at Sealdah, to cancel the panel of head ticket collectors and senior travelling ticket examiners of the Sealdah Division and to quash the entire proceedings of the Selection Board held in December last. Sir, this ruling was issued on the allegation that the Selection Board had acted illegally and in flagrant violation of the fundamental rights, of the railway rules of selection and of the principles of natural justice.

This is a disgrace on the railway administration.

3 P.M.

Another fruitful channel for distribution of favours is extension of one's service after reaching the age of retirement. To obviate this possibility the Central Pay Commission had recommended the extension of retire-

ment age to 58 years. But it was turned down by the Government. I submit, Sir, that some such fixation is necessary to eliminate the possibility of distribution of favours which cuts at the root of efficiency.

Sir, these are some of the things which I commend to the attention of the Ministry. There are various other things, for example, the condition prevailing in the B. B. Singh Hospital, which was pointed out by our friend, Shri Bhupesh Gupta, and many other things, which deserve to be looked into.

Thank you, Sir.

DR. RAGHUBIR SINH (Madhya Pradesh): Mr. Vice-Chairman, Sir, when I spoke last year on this occasion on the Railway Budget, I was very critical of the way the railways were moving so far as their timing was concerned, but I must admit that since then the last year had seen a very great improvement in this regard—and I would also like to add that we have turned the corner—we are, however, not yet out of the woods. It is true that on the main lines keeping of the timing has been greatly improved, but on what may be called the back-waters of the railways, on the branch lines, conditions continue to be the same, or have even gone worse. I know of a case where a short run of even 30 miles cannot always be done according to the prescribed timings, and invariably the connection is missed. I refer to the small connection between Ujjain and Nagda. Trains that move from Ujjain to Nagda cannot keep time and, therefore, cannot contact the Frontier Mails. Not only that, Sir, the Bilaspur Express that starts from Bilaspur and goes to Indore, has to run over three different zonal lines, from South-eastern Railway to Central Railway and thence to Western Railway, and invariably she arrives at Bhopal about two hours late, and by the time she reaches Ujjain she is certain to miss the connection for the train to Nagda. I would beg of the Railway Minister

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and the Railway Board to see that these connections, which are vital to the passengers there, are not missed, because to the passengers, who miss them, it causes a good deal of irritation, inconvenience and annoyance, which should necessarily be avoided.

Sir, I am happy to note that the Railway Minister has dwelt at length on accidents, and we have been provided with a booklet in that connection. In that I find, Sir, that majority of the number of accidents that have occurred are due to the failure of the human factor, that is of the railway staff or due to the failure of the mechanical equipment, and I feel, Sir, that even these failures of the mechanical equipment are indirectly related to the failure of human factors, because necessary attention is not paid to their proper maintenance. I find, Sir, from that booklet that efforts are being made to ensure that the failure of the human factor in the matter of railway accidents is reduced; I am happy over that, Sir, but at the same time I am not happy over one or two things in that respect—Dr. Bose has already said how certain troubles have arisen in the matter of promotions.

I have got with me here an order of the Madras High Court in respect of a certain order issued by the Railway Board. It is in respect of reservation of posts to be filled by promotion in favour of subordinates belonging to the Scheduled Castes and Tribes. I would beg of the hon. Minister that at least in higher positions, where selection has to be made on efficiency, to see that caste considerations do not come in, as inefficient persons who are thus pitchforked in higher posts because of these considerations will ultimately prove a bane to the nation. Sir, efficiency should not be bartered away for all these considerations. It is very necessary that efficiency should be maintained; otherwise, once we get into this vicious circle, there will be no end to it, and the railways will prove one of the biggest headaches to admini-

nistration. It is well known in history, Sir, that incompetent people cannot possibly keep power for long.

(Interruption.)

Well, Shri Bhupesh Gupta knows it well also to his utter horror in some other place.

Now, Sir, as I was saying, sometimes circumstances do pitchfork incompetent persons in power, but they could never retain for long power. I would beg of the hon. Minister to ensure that this is not done.

SHRI JAGJIVAN RAM: How does the hon. Member presume that inefficient people are promoted?

DR. RAGHUBIR SINGH: I am not saying this thing. I only say: Let no other considerations except efficiency come to be the criterion in the matter of making promotions. I am not presuming anything.

SHRI BHUPESH GUPTA: I doubt the hon. Member's understanding of efficiency, because . . .

DR. RAGHUBIR SINGH: Well, I know what I have been speaking. In this connection, Sir, I have also to point out that I find that in the railways, along with inefficiency, sometimes indiscipline is also taking place.

SHRI JAGJIVAN RAM: Are they only Scheduled Castes and Tribes? Is the hon. Member presuming that inefficiency is associated with Scheduled Castes and Tribes only?

DR. RAGHUBIR SINGH: I am not saying anything like that.

SHRI JAGJIVAN RAM: The hon. Member is proceeding on the assumption that the Scheduled Castes and Tribes are all inefficient and that people belonging to the caste to which the hon. Member belongs are all efficient.

DR. RAGHUBIR SINGH: I was saying that inefficiency is not the monopoly of any one caste or creed. I am

on'y asking and begging of the hon. Minister that efficient men, whosoever they be, should be given preference. I only say that some orders on these lines may be passed and that considerations other than efficiency should not be allowed to come in.

Now, Sir, I come to the dining-cars. I know my friend there will take up the question so far as food is concerned. I shall only narrate an incident. One day, Sir, I ordered roast mutton in the dining-car. I ordered it and when it came, I was faced with a really serious difficulty that the knife supplied could not cut it.

SHRI BHUPESH GUPTA: I think you got vegetable chop for it.

DR. RAGHUBIR SINH: So, I pointed it out to the bearer who brought it. I said, "Your knife does not cut it. I do not know what I can do with it" He said, "The mutton was not really bad . . ." and something like that. He was not ingenious enough to tell me that if he could not guarantee his knives he could not, by any means, guarantee my teeth.

DR. NIHAR RANJAN RAY: Is the hon. Member sure that he had not asked for under-done meat?

DR. RAGHUBIR SINH: Under-done things are liked by only a few persons like him, Sir.

SHRI BHUPESH GUPTA: Under-done politics.

DR. RAGHUBIR SINH: About dining cars, I have seen one other thing that since the State has taken over the catering, the bearers are very dictating. At one place I—not only I but half a dozen other persons also—told a bearer that we wanted our food at some certain place. He said, "If you want food, you can have it at a particular station only. Nothing after that."

I would also say that the discipline inside the dining car has gone very much down.

SHRI BHUPESH GUPTA: What happened to the mutton?

DR. RAGHUBIR SINH: Sir, these days things have worsened. We find job boys from the kitchen in dirty clothes, with dirty pieces of cloth in their hands going all over the place at all times and walking along in the dining car while passengers are taking their meals. In this respect a certain better discipline is wanted. Railways have been one of our biggest show windows in the world. As such we want our railways to be as good and as efficient as anything else can ever be.

We have in the past complained here in the House about certain things, for example—compartments being without light. Such cases have been quite a good many. Recently I have had the chance of travelling in the Frontier Mail which is considered to be one of the best trains in India. Unfortunately, I found that two of its coaches had no light. There was something wrong with its machinery, and the battery was not being properly charged. This all shows that there is something wrong with their maintenance. Unless and until specific efforts are made for their proper maintenance, I think, the railways will continue to be our headache.

Coming to late running of trains, I know that it is improving. But I feel that the Railways have no justification at all for the late starting of the trains from their very starting place. They are late because there is either some engine-trouble or some such other cause. They are not properly checked up in time before they are taken on for the trains. I do wish and hope that in these matters something better will be aimed at. Maintenance of engines and railway carriages, I am afraid, has been of a very low order, and unless and until we look after our carriages and engines, things will never be necessarily good.

[Dr. Raghubir Sinh,]

Sir, I have been wanting to say many other things about Railways but as I have already stated a few things, I would now stop at that. Thank you.

SHAH MOHAMAD UMAIR (Bihar):

Sir, I expressed a great sense of relief while speaking on the Railway Budget a few days ago. I still want that I should once more express my sense of relief on this occasion when the Appropriation Bill is before us. Sir, I am very thankful to my various friends in the House who have supported the stand which I had taken at the time of my last Budget speech in connection with various items which I had suggested to the Railway Minister to take up at the earliest possible opportunity.

Sir, the general discussion on the Railway Budget has already concluded, but I think the doors are still open for many points which were left out at that time. These can be discussed now. My friend, Dr. Raghubir Sinh, chose to point out some minor matters about efficiency and timings. To say in the plainest possible terms, if the hon. Members of the two Houses are not prepared to encourage the railway officials, railway services and the railway machinery for their work by their utterances, I think the conditions will not improve. They will rather deteriorate every day.

As regards timings, I can say from my own experience that it has very much improved. Maybe some trains here and there on some branch lines or in some outlying area may not have improved. But generally speaking, I have great appreciation for the improvement in timing, and it has improved a great speed. I would like to assure my friend, Dr. Raghubir Sinh, that if he takes the trouble of travelling at least on Northern and Eastern Railways he will find that something very astounding has been

achieved in the form of improvement about timings.

As regards the complaint about servicing and food, I have already expressed myself on the last occasion about catering. I must confess that my fundamental objection is regarding the present arrangements for catering; the catering system should take a different shape. I think the hon. Railway Minister must be trying to see that whatever catering system has been introduced, goes on improving on the lines suggested by various hon. Members of this House as well as the other House. Small things about knives and forks and pans are things which one can very well ignore. These are not so fundamental by way of amenities to the travelling public. Of course, I admit that some improvements are required in that direction too, but we have to exercise some patience before we can expect improvement there. We should be helping the persons who appear to be new if we tell them quietly about their shortcomings during our dinner or on the platform instead of magnifying it as a very big grievance. After all, these are small things which are bound to happen.

DR. RAGHUBIR SINH: Bad cooking is also a major grievance.

SHAH MOHAMAD UMAIR: As regards overall efficiency, let me assure you that I feel proud that the railways are showing efficiency in its service, in working its machinery and so on in such an unexpected, marvellous manner. There is no doubt about it. Well, individual grievances are bound to be there about some inefficiency or about some indiscipline. But that does not apply as a rule to the entire administrative machinery. Efficiency is improving and that is visible in the various activities which the railway traveller witnesses through the various amenities and comforts that he enjoys during his journey. Of course in spite of all these things, in spite of the high degree of efficiency which the Railway has reached or may reach after to-day or after some time, we will

still have some loopholes which may require to be improved later by and by.

With all these things, I congratulate the hon. Railway Minister. I do not flatter the Railway Minister but I congratulate him on the basis of my own experience. The efficiency which was wanting some time back is being made up today in various quarters in the Railway administration.

I am very happy that in this Bill there is an item for the construction of new lines. I feel relieved and I am satisfied that the Railway administration has got in its view what I had spoken of while speaking on the Railway Budget and they have provided Rs. 54 crores for new lines. May I appeal, through you to the Railway Minister that now, at this stage, when this Bill is going to be passed with an amount of Rs. 54 crores, he will at least be good enough to look into the demand for construction of new lines? I am thankful to my friend, Shri Yajee, who has supported the stand I had taken during the last Budget about the extension of railway lines and the construction of a new line from Bihta to Barun . . .

SHRI SHEEL BHADRA YAJEE: Via Arwal.

SHAH MOHAMAD UMAIR: That is a place which has a history behind it.

SHRI JAGJIVAN RAM: From where Shah Saheb comes.

SHAH MOHAMAD UMAIR: The hon. Railway Minister also has visited the area, which is contiguous to his own district.

SHRI SHEEL BHADRA YAJEE: A very fertile area.

SHAH MOHAMAD UMAIR: If you will construct a line from Bihta to Barun I will assure him that he will earn a lot of foreign exchange because the railway line will pass through a very fertile area. That is a very progressive and fertile area. If in spite

of all this, he finds any difficulty, at least a start should be made at once for the branch line from Jahanabad to Arwal because it is only a short distance of 20 to 22 miles. This branch line and the main line from Bihta to Barun are so important that they will give a lot of amenities and comforts to people and the railways will earn revenues. This will also give various types of reliefs to the passengers. I would impress on the hon. Railway Minister not to wait for a large number of signatures or representations or applications from that area because he hails from that area. Not only that area but the whole country is proud of you, Railway Minister, and your successful working of the Railways. Therefore let us have this much of relief. Let your Railway Board, your Railway Administration, your Railway engineers, etc. at least make it a point to look into this demand for a new line from Bihta to Barun and the branch line from Jahanabad to Arwal. These are such lines that I will impress on you that if they are delayed, your Third Five Year Plan relating to the development of Bihar will be retarded. There will be a great lag in the development of Bihar at least in respect of the railways. In this matter, I will also seek the help of the press, not only of Delhi but of the press outside also that this sort of thing, which is of enormous public importance and which has been neglected from the time of the British, should be taken up now in the regime of Shri Jagjivan Ram. Let us hope that at least the disappointment during the British regime should not be repeated in this regime and this demand of the people of Bihar for these two lines, namely, Bihta to Barun and Jahanabad to Arwal should be met.

SHRI SHEEL BHADRA YAJEE: What about the Baktiarpur Rajg Railway . . .

SHAH MOHAMAD UMAIR: That is already in progress. That has materialised. I once more congratulate the Railway Minister. There is

[Shah Mohamad Umair.]
no flattery in it but if I flatter even,
I only do so for this purpose . . .

SHRI BHUPESH GUPTA: May I
have from you the definition of 'flat-
tery'?

SHAH MOHAMAD UMAIR: As re-
gards many other points which I
wanted to touch, my friend Dr.
Raghubir Singh has already covered
some with which to some extent I
agree and to a greater extent I dis-
agree with him. I hope that my de-
mand, the demand of Bihar, the de-
mand of the people of Bihar, would
be taken into very serious considera-
tion; otherwise I tell you, not by way
of any threat but as a friendly sug-
gestion, if any delay occurs in the
construction of these two lines, you
will be inundated with signatures and
representations. I hope you will delay
them.

SHRI JAGJIVAN RAM: With rice
and fish as well.

SHRI PURNA CHANDRA SHARMA:
(Assam): Mr. Vice-Chairman, Sir, I
join the chorus of approval of the
action of the Ministry and the Rail-
way Board in respect of the devel-
opment of the Railways in the
whole country. While I approve of
their action so far or while I support
the Appropriation Bill granting them
so much money, Rs. 900 crores or so,
I have a few suggestions which should
be considered by the Railway Board
as well as the Ministry. I will deal
only with that.

This is the greatest public under-
taking of the Government or even in
the whole of India. The Railway is
the biggest undertaking in the public
sector and it involves a capital ex-
penditure of about Rs. 1400 crores and
it is feeding not less than 11 lakhs of
families. It is building the unity of
our country by connecting one end
to the other by railway lines. It is the

unifying element which is contributing
the highest to the unity and I appre-
ciate all that has been said and done
by the Railway Ministry for the devel-
opment of the industries in the
different parts. I join the chorus
from one end of the country where
a zone was granted two years back.
During the two years that this zone
has been there, it has been doing very
appreciable service to that State and
I highly appreciate the grants made
for the construction of new lines in
that area. We have only to suggest a
few more additions as and when the
time comes. We are still behind others.
Of course I have no doubt that the
Railway Ministry will pull us up to the
standard of the others. For instance,
in the matter of speeding up of trains
and improving their running times,
there has been considerable improve-
ment and no longer do we require
seventy hours to go from Delhi to
Gauhati. Last year or the year before
that, we were complaining that in
order to cover this distance of 1,200
miles it took us some 70 hours. Now
this timing has come down to 54 hours.
Sooner or later, we hope it will be
possible to cover this distance with
the same speed as between Delhi and
Bombay or Delhi and Madras. In the
trip from Delhi to Madras, the ave-
rage speed is such that in three
hours they cover some 100 miles and
we hope that some day that much
speed will be attained in the journey
between Gauhati and Delhi.

These new lines have helped in
the prospects of industrialisation of
Assam and these railways have open-
ed up avenues for the youths of
Assam to come out and see India,
their own motherland. Besides these
new lines, as I said, there has been
considerable improvement in speed
and we still hope that we may be
able to cover this long journey from
Delhi to Gauhati in, say, 36 hours.
No doubt, this will take some time.
We see prospects of this in the con-
structions taking place and in the im-
provements done to the lines and

with the improvement of the line between Gauhati and Katihar and other improvements, we hope we can in another year be able to reach Gauhati from Delhi in about 36 or 40 hours. If there is broad-gauge connection from Barauni to Siliguri, we think some hours in the journey can be cut and that will mean improvement in the speed.

[MR. DEPUTY CHAIRMAN in the Chair]

This will be possible when the strengthening of the link is completed between Siliguri and Amingaon.

At the same time we would request the Railway Ministry and the Railway Board, to run a Barauni-Delhi express so that there may not be any risk of our missing the train connection from Barauni to Gauhati. And as soon as the strengthening is completed and with this Barauni Express, there can be a further reduction of two hours in the running from Delhi to Barauni. Also from Barauni to Gauhati there will be a saving of some 4 to 5 hours when this strengthening is completed.

As regards the carriage of goods, much relief has been there during the last one or two years in the matter of placing of wagons at the disposal of the industrial and commercial people of Assam. I hereby express our thanks to the erstwhile General Manager of the North-eastern Frontier Railway who was taking a very keen interest and I am glad that he is now on the Railway Board to give all the advice he can with his comprehensive experience of those lines and those areas.

We appreciate the extension of the line from Rangapara to Lakhimpur. That is of the most strategic importance. I want further extension not only in the interest of strategy but also in the interest of commercial development, between Jakkhalabandha and Badlipar, about 52 miles, which

will save a lot of time and also remove the risk of having to run trains in the night time through the Naga Hills borders. This line will be of very great advantage not only to the Railways but to the public and to the Government and also to the Defence Ministry. This is another point that I wanted to draw the pointed attention of the Railway Minister to, for his consideration and also for the consideration of the Defence Ministry.

We are, of course, thankful for the Brahmaputra bridge the construction of which is going ahead and which will be completed by 1962, perhaps. At the same time we would like to appeal to the Railway Ministry to consider how soon that metre-gauge can be converted into broad-gauge line.

In the whole Railway Budget, we see no workshops as such provided for, in the NEF Zone, or elsewhere in Assam. The workshop at Dibrugarh too is not to be raised to the standard of the workshop at Kharagpur or any other standard workshop in any other Railway. The work on the Bongaigaon workshop is not going ahead and it looks as if it has been abandoned.

As regards the amenities, the subject on which many hon. Members have spoken forcefully is catering. I personally have been travelling a lot in the different States and I have to admit that railway catering has been superior to private catering. That has been my experience. Of course, there have been some exceptions here and there. But in the private catering there are some which are so dirty, the bearers and their dresses are so dirty that I have often remarked about it and I threatened to complain to the higher authorities, and of course, next time I travelled that way, I found a little improvement. But generally speaking, private catering has not been as satisfactory as

[Shri Purna Chandra Sharma.]

it should be, though I am personally for private catering, because it provides employment or continues the employment to some persons. But then, wherever they have failed to keep up the standard, they should be promptly replaced by railway catering. Of course, railway catering may have failed somewhere, but during my travels, as I said, to Madras, Bombay and other places, I found that railway catering had definitely improved and it was definitely better than private catering. There may be some deficiency somewhere, as was pointed out by some hon. Members. Of that I do not know, but my personal experience has been that they are giving better service.

Now I come to the last important point I wanted to speak on and that is about the Chaparmukh-Silghat line. I do not know what attention has been given or if any has been given at all, to that railway. My appeal has always been that the Government should take over this railway completely and run it as a government railway. This year they have been given a share of the profits to the extent of Rs. 1,84,000. So much has been given to that company, though the management there is awfully bad. I have been complaining of this management for a long time. The coaches are mostly rejected coaches, rejected by which other railway, I do not know, but they must be those rejected by other railways. Sometimes there are no lights. Some times there is no water supply. This sort of thing is going on and we have been complaining about this state of affairs. And it is always pleaded that this railway is owned by Martin and Company and, therefore, no improvement can be made. I appeal to the Government to consider how soon this railway can be taken over and managed by the Government.

Throughout the Budget, Sir, I do not see any item in respect of the

Chaparmukh Junction. It was expected that there would be electrification of this important station by this year, say by the end of 1959-60. But up till now I have not seen even a post put up there for the electrification of that station and there is not a word about this matter in the Budget. The shed in this station should be covered. It is an important junction in the line connecting Nowgong and Silghat. I appeal to Government to consider how soon this can be done.

Another complaint, we generally have, is about the Bihar portion of the North-eastern Frontier Railway. There is always some kind of chain-pulling indulged in and some people travel over the railway coaches also. It has not been found possible for the Railway authorities to stop these. I appeal to the public of Bihar to see to it that the people discontinue these practices. It is found that it is only on that portion of the line that the timings cannot be kept. The Assam Express is not able to get the Barauni connection because there is this chain-pulling. The train has to be stopped. There must have been some passenger who had done it, but no body is able to find who it is and the thing goes on. I would appeal to hon. Members from Bihar to see that the public do not commit such things, as if the civil disobedience movement of 1942 is still there.

Next, I would like to refer to the subject of claims. There are many claims still outstanding in that zone. I hope the Railways will take steps to expedite their disposal as early as possible.

No Railway Service Commission has been established for the North-east Frontier Railway. I hope Government will consider the setting up of such a Commission soon.

With these words, Sir, I support the Bill and I also congratulate the

Railway Ministry for the achievements of the Railways. I have no quarrel so far as efficiency is concerned because it has increased. The railwaymen have been realising the problem and have been doing their job as responsible citizens of an independent country should do. I wish they would continue this spirit and thereby increase still further the all-round efficiency.

DR. SHRIMATI SEETA PARNAND (Madhya Pradesh): Mr Deputy Chairman, while supporting the demands made by the hon. Minister for Railways through this Appropriation Bill, I would like to make a few observations for the hon. Minister to take action on. A few Members from Bihar have spoken here and the hon. Minister naturally is conversant with their difficulties. So, the difficulties narrated in regard to Bihar in the matter of railway lines, lack of amenities etc. will go home but I do not know with what force I can argue or put forward my arguments to make the hon. Minister appreciate the urgency of taking action in certain matters, matters which were brought to his notice again and again on the floor of this House and otherwise too and which have been neglected.

To begin with, I would refer to the colliery area stretching from Amla to Parasia and from Chhindwara to Nagpur. This area is covered by a narrow gauge line which is very much outmoded. It has a length of only twentyone miles and connects Parasia with Chhindwara. The other line connecting Parasia to Amla is a broad gauge one. The expenditure involved in transshipment on this small portion, which really connects the district headquarters, is very great, not to speak of the inconvenience. In reply to earlier suggestions, it was pointed out that the distance was not the consideration but that the area being a hilly one, with a number of bridges to be constructed anew, it would mean a lot of expenditure.

The life of a bridge is about forty to fifty years and most of the bridges on that line have been existing for longer periods. In any case, therefore, those bridges will have to be built again and while doing that, it would be worthwhile, in order to avoid unnecessary expenditure on transshipment and unnecessary inconvenience to passengers, to lay a broad gauge line instead of the existing narrow gauge line. It would be worthwhile, considering the difficulties I have mentioned, to incur some extra expenditure in laying a broad gauge line forthwith. During the War this station was important from the military point of view. It would perhaps be used for military purposes in future also. Industries are also fast developing round about because of the availability of coal in that area. In this connection I would like to refer to a few minor points to show how far this line has been neglected. The platforms in Nagpur as also in Parasia, though they were constructed within the last few years—within the last five or six years—have been constructed so low that it is very inconvenient for the passengers to get in and get out. The narrow gauge line which connects Nagpur with Jubbulpore via Nainpur is usually treated as a second rate line though it connects Nagpur with Jubbulpore, two important centres in that area. The result is that people have always to get down in mud because there is no platform as such. There is not supposed to be any room for the engines to turn round and it so happens that people have to get down and wait for hours before the Jubbulpore train is put on the line. There is no platform and everything from the toilets flows on to the mud and passengers have to wait in such insanitary conditions with their luggage. I do not know why a little room could not have been provided there in spite of the people there having asked the Railway Board for this.

The Southeastern Railway line for Jubbulpore starts from Nagpur but

[Dr. Shrimati Seeta Parmanand.]

Nagpur is under the control of the Central Railway with the result that the Southeastern Railway trains always get a step-motherly treatment with regard to the starting of trains, with regard to passenger amenities, etc. I need not go into all that now but I do not see why one officer—especially when the D.T.S. and some other officers of the Southeastern Railway are posted in Nagpur—should not be specifically posted to look after the various amenities for the passengers, more especially in regard to the starting of trains, want of lights and other things in the compartments, etc.

The platform in Amla station is so low that one has to get down three steps to reach the platform. You can imagine how very difficult it would be for women, especially women with children, to get in and get out of the trains. This question was raised earlier also but the answer has always been that the whole station requires to be constructed again—I do not know when—and that this would also be taken up by them. When so much expenditure has been incurred on stations like Allahabad and Delhi—I had the pleasure of seeing the very fine station buildings and I compliment the Railways on the work done in these two places—I do not see why a little expenditure could not be incurred on that area where the Railways are earning so much by way of coal freight. The entire coal output from this area is carried through this Amla-Parasia section and through Chhindwara. This area has been neglected because people from these parts are not eloquent and are not pressing their demands. Some hon. Member suggested a signature campaign and perhaps we will have to adopt that procedure, but I do hope that the Railway Minister, though he does not come from that area, will at least now make detailed enquiries.

SHRI JAGJIVAN RAM: I know the area.

DR. SHRIMATI SEETA PARMANAND: The Parasia platform, though built recently, is very low, and what is worse is that there is no roof on the platform. The idea perhaps is that when these narrow gauge lines are converted into broad gauge ones—who knows when that will be done—then they will have a common roof. As it is now, people have to get down in mud and have to board trains in sun and rain. These things require urgent attention.

There are only two passenger trains from Parasia to Amla and very often, this distance of 54 miles takes about 3½ hours to be covered and connections with the Grand Trunk Express and other trains cannot be had. Bhopal has now become the capital and people coming from Mandla, Balaghat and Chhindwara have to take a train very often via Parasia. If the movement of coal does not permit of additional passenger trains to be run, then the Railways should consider the possibility of running mixed trains, that is, adding a few passenger bogies to goods trains, so that the difficulties may be eased a bit. It is also necessary to attach a through bogie from Bhopal to Parasia or at least up to Amla so that the very many people who have to go to Bhopal in connection with their court work may not have to wait unnecessarily in Itarsi. They have practically to spend a full day there and they have to put themselves to the inconvenience of travelling by motor car up to Pipariya—a distance of 68 miles—and then catching the Bilaspur Express to come to Bhopal.

These are very small details to be put up on the floor of the House but unless it is done, it is not possible to get these things put right.

I would now make a few suggestions with regard to general passenger

amenities. When new buildings have been built for stations like Delhi and Allahabad, I do not see why the movement of luggage has not been separated from the movement of passengers and why on these broad staircases there is no barricade. For instance, there is no barricade either of wood or rail to divert the left side and right side traffic and it always leads to delay. There is also always the possibility of accidents with heavy head loads of luggage of all kinds which the coolies carry. It would be, therefore, better even now in these new stations which will take some long time to be completed like Allahabad and even Bombay—of course, Bombay has not that much need for going overbridge—and in all places where people have to go to the other side by overbridge to divert all luggage underground on trolleys and lifts and by means of staircase in case lifts cannot be worked. Similarly, it is very necessary, as in the case of sportsmen or jockeys of horse races who carry a number prominently on their backs, that some number or mark should be put on the back of the coolies because usually, for what reason I do not know, they are most unwilling to show their numbers. They hide them or put the twine in such a way that they do not show out. They do not reveal their number when they take the luggage and what happens is in such a big rush it is impossible for people to keep track of the coolies and with some of the luggages looking alike it leads to all sorts of confusion.

Then I would also suggest to the Railway Minister that they should give adequate publicity that the trunks etc. which are to be taken inside the compartments should be 10 inches in height or 9 inches in height. Otherwise such huge boxes are allowed to be carried in the compartments that should really go into the brake van. I do not blame the people for this because the way the *hamals* handle the luggage makes the

people feel that for reducing damage to their luggage they should have it in their compartments. S.r, if the compartments are not to be reduced to the position of brake vans only those boxes should be allowed to be carried in the compartments which could go under the seats.

Sir, there are many things which could be attended to by the Railways. For instance, I do not understand how hawking in the night goes on by which the reservation of compartments is almost rendered useless. Even at one o'clock or two o'clock in the night at every station you find people hawking *chai*, *garam chai* and all kinds of things. I can understand people travelling in third class with all that overcrowding wanting to get refreshment now and then to keep themselves up, but that should be possible without taking these on trolleys up and down the whole length of the train all the way. They can set up their trays in front of the third class compartments and the passengers could get what they want. There is absolutely no reason why all these things should be taken up and down the whole train. And this makes one suspicious that the railway station authorities get some commission in this respect or otherwise I feel that they are not able to enforce discipline. The station masters should not be station masters if they cannot enforce discipline.

One thing I would like to say about ticketless travel. Sometimes I find that there are as many as 20 uniformed railway attendants on a platform at a big station like, for instance, Allahabad but people do not get any attention unless they go and ask them by shaking their hands, "will you please tell me this or that?". They are not attentive and they do not care to see what group of people are in difficulties and who wants attention. Secondly, people are allowed to get out of the gate without the tickets being checked and the staff usually complain that they are very much under-staffed and that they cannot

[Dr. Shrimati Seeta Parmanand.] help it. I can say that there is no question of any bribery or anything there but people have become just careless.

I would say one thing about the literature that is sold on the railway platforms. If anybody is responsible for the spread of indecent literature or of such literature being sold openly, I think it is the Railways. The Railways have been very particular to break the monopolies in the case of catering—if anyway the quality could have been improved, that would not have mattered—but in the case of these book-stalls there is a complete monopoly and in reply to a question, I think, they said that out of 500 stalls some 392—as big a percentage as that—were given to the Wheelers for their book stalls.

Unpunctuality of trains is another thing that they have to attend to. And I would request the Railway authorities to stop this because Railways in my opinion can do a good deal of educative work with regard to punctuality. We often find that at stations the trains would stop for nothing at all. If a train gets late somewhere there would be no attempt to make up the time lost because there is usually complacency, and I think there is one rule—whatever it may be—which requires to be re-examined. That rule is that a train which has once become late will always be given second place and the trains running to time more or less must get precedence. So the question is one of mathematical equation; which is half an hour late or which is 20 minutes late? The half an hour late train may get late by two hours by waiting for a train which is just expected to come any minute because the latter is only 20 minutes late.

Now, with regard to amenities very often it is found that the passengers have to complain that the staff go on using the amenities meant for the passengers with regard to bath rooms

etc. and on enquiry it is found that there is no bath-room provided for the staff at a.m. It is difficult to understand. I would here give the example of Amla station and perhaps Parasia is another example. I think these things should be attended to and then the passengers could be taken to task. With so much railway staff on the platforms, they should consider the question of sanitary arrangements on the platforms. I am very sorry to point out that it is almost impossible to stand near the trains leaving for Lucknow, Dehra Dun, etc. very often because of the very bad conditions there. I agree that the passengers are responsible for such a state of affairs, but I do feel that the Railways can do a lot by pointing out to the people, by requesting the people through notices put up in bold letters at appropriate places.

One thing I would like to say about the Railway Protection Force. In spite of this Force thefts on the Railways have increased; thefts of bulbs, cutting of oil cloth etc. are going on and I would suggest that if the condemned goods of the Railways are not sold out in the second hand market it would become difficult for people who steal railway property to sell it and this suggestion, I am sure, has been put to the Railways by some of their staff also but it does not seem to have received any attention.

Lastly, with regard to Bharat Darshan trains, the Railways are certainly rendering a good service by providing these trains, particularly for the working class people and the agricultural people, but what I find is that there is not enough publicity with regard to this. The conditions under which they could be got, the different periods at which they could be got, and other details should be sent for information to the Press from time to time. If there is paucity of trains they could also say that.

(Time bell rings.)

Sir, you are ringing the bell but I thought there was no question of dearth of time today for once to speak on this Bill. I would like to have made a few more suggestions but . . .

MR. DEPUTY CHAIRMAN: There are still half a dozen speakers.

DR. SHRIMATI SEETA PARNAND: Sir, I would say one more thing and that is with regard to overloading of trains. We often find that 15 bogeys are attached to an engine which has only a capacity of eleven or ten bogeys and the result will be that our engines will go out of order soon. And this is what happens possibly at all stations; in Bhopal the train is about 200 feet out of the platform and it results in serious inconvenience to passengers. Thank you.

SHRI DAHYABHAI V. PATEL (Bombay): Mr. Deputy Chairman, Sir, reference has been made again and again to the aspect of tightening discipline among railway servants. Sir, I think this aspect of the question cannot be emphasised too much. The Railways are a State-owned undertaking and as such the Railways should not be indifferent to the welfare and to the basic needs of the employees. That has been done. Since the national Government has taken over, the employees on the Railways are getting a fair deal. Is the 4 P.M. railway run efficiently? That is the question. Repeatedly we are told that this thing happens and that thing happens. If you ask for the reason, it is human failure. Sir, the English language is adaptable to be used in many ways, as people find it suitable. Instead of using a simple expression such as negligence, carelessness or lack of supervision, a nice high-sounding expression is used, human failure. What is the reason for loss of lives due to accidents? Human failure. In that I think, Sir, the rail-

way administration comes in for a good deal of comment, although I must admit side by side that there has been a great improvement in recent times and in the matter of preventing accidents also there has been considerable improvement.

Sir, the Railway Minister is a very amiable gentleman. He is reasonable. He listens to complaints. I do not know why he was unnecessarily angry with our friend, Dr. Raghbir Singh, when he was mentioning something about the dining cars. Sir, I support what the hon. Member opposite said. That is also my experience. Dining cars are filthy. Very often the waiters—their uniforms and their hands—are filthy. I grant, Sir that they have to work under such conditions serving the people in running trains, going up and down all the time. Their work is of such a nature, I am not denying that. But there is the passenger who pays and he is entitled to the service that he pays for. He is entitled to a clean service on the Indian Railways. If he cannot expect the railways to set an example in cleanliness, whom else can he expect? Sir, the Railway Minister has done a good thing in doing away with contracts in the matter of catering and things like that. But I am still not sure that the railway passengers have got the benefits that they should have as a result of doing away with this system. I am not for the system of contractors. Sir, I would like the Railway Minister to persuade his colleague, Mr. Reddy, to do away with the contract system at the Western Court. From the time the morning starts we have trouble with the contractor. From the morning when he brings tea we have trouble with him. If you look at his staff and his kitchen, they are all horrible. Sir, Members of Parliament are subjected to this sort of treatment. We are thinking of improving the services everywhere. Sir, I have been writing

[Shri Dahyabhai V. Patel.]

to the Speaker asking for his protection and his intervention, so that we may discharge our duties properly as Members of Parliament. We should not be inconvenienced like this starting with bad tea in the morning and then in the day with unclean and unwholesome food. There is a contractor who is a protege of somebody higher up. You may say anything, but nothing happens and he will continue. On the first day I came—I complained. I was told: "You can do nothing about it. He has got somebody to back him." Sir, after two years' experience I say that that person was right and I was wrong.

Sir, I wish to make one or two suggestions to the Railway Minister. (Interruption.) The railways should introduce the method of giving complaint books to the inspectors. Just as inspectors go and check passengers without tickets, similarly they should have a complaint book with them in case a passenger wants to register a complaint. If we want to make a complaint, we are told that we can write our complaint in the book. Where is the book? The reply is: "Go to the station master's office". Will the train stop till I go to the station master's office, get the complaint book and write the complaint? It will mean just a little trouble for the train inspector or even the ticket examiners who travel frequently to carry a little book in their pocket in which complaints may be registered. Sometimes there are very serious complaints. Last year I had the experience of seeing the Frontier Mail starting without a whistle. There was a scramble by the passengers to get back to their places. I spoke to the inspector and he said that he would speak to the engine driver to be more careful. But I think, Sir, that such things should be noted. How are we to note them if there is no opportunity to do so? And if such things are not brought to the notice of the railway administration, how will they

be able to enforce the proper type of discipline that is necessary?

Sir, I am still feeling that even with these complaint books and the numerous complaints that Members from all sides of the House make here, there is something left with the railway administration which makes it possible for railway servants to be negligent in their duties and not to be brought to book early. Sir, discipline is a thing that comes if it is enforced quickly. If you give punishment for a fault six months after it is committed, even if you give punishment, a lot of its effect—its deterrent effect—is lost. Sir, there is a very simple saying that we learned in school or a little later after that: "Spare the rod and spoil the child". Is not the Railway Minister spoiling the whole service by that?

Sir, I have one or two more suggestions to make to the Railway Minister. Oil has been found in Gujarat. Whether the Minister of Mines and Oil wants to recognize it or not, whether he gets the Prime Minister to defend his slow policy in the matter of oil exploration in Gujarat, the fact remains that oil is there. Only our Government is not going fast enough. I do not want the railway administration to be caught slow in this. Oil is coming in Gujarat, and instead of putting yourselves to so much trouble and allotting so many wagons for the transport of coal to Bombay and the whole of Gujarat and Saurashtra, I would ask the Railway Minister to think in terms of switching over to oil which will be available in plenty in a few years in Gujarat and which can be used for diesel locomotives. That will save the railways a lot of transport . . .

SHRI JAGJIVAN RAM: We will be ready for that.

SHRI DAHYABHAI V. PATEL: I am glad to hear that, and I would also ask him, with this adaptable attitude and his amiable nature, to

urge upon the Minister of Mines and Oil to go a little faster on this.

Sir, I have referred more than once to the state of railways in Saurashtra. In Saurashtra administration we had half the number of Indian States as we had in the rest of India, and every little State had its own separate railway, and every little Rajah had his special train and special officer and all that. Fortunately all that has been integrated. Very many of the faults were remedied. When it functioned then as the Saurashtra Government, it was a small unit and it could work efficiently. Now the States have been integrated into a huge State, and the railways also have been integrated into a bigger railway administration. So, the progress in many directions has come more or less to a standstill. There is no efficient Chief Minister of Gujarat to push the case of Saurashtra before the Railway Ministry for improving things—I hope he will come very soon, but I also hope that the Railway Ministry will take a reasonable view of things and do something about improving the railway lines. That is one place in India where we have got a number of obsolete narrow gauge lines. Many of them are totally useless, worn out. Whether they will last a year longer—is the question. I would request the Railway Minister to see that steps are taken to replace these early by a metre gauge line wherever possible. He has established at great speed the metre gauge link between Northern and Southern India. But Western India is left out of that link very largely because the Saurashtra Railways and the Baroda Railways were all meter gauge and the rest of Western India and Gujarat were served by broad gauge. Of course the Kandla line is by itself already overloaded. The Kandla line after all is linked to the old Ahmedabad line from Palanpur.

That line is already loaded to its full capacity. You have linked it

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with the Kandla load. Last year I went on that line and I was told that twelve goods trains were going up and down over it between Delhi and Kandla. So much additional load has come over that line. What is happening to that line? We were hoping that a broad gauge railway would be built there. Is it going to be built? I hope that the work of connecting the Ahmedabad-Viramgam line or any other line from Ahmedabad with Kandla is progressing fast enough. There are numerous connections of the railways of the different States in Saurashtra as well as in Western India which need a little attention. I know, Sir, that there have been provincial or local rivalries and jealousies and that the Railway Minister is flooded with representations asking him to bring a particular line this way or that way. In view of that, for several years no work has progressed. I would request him to take a quick decision and give quick connections. If they want any additional lines, they can do it afterwards. But because of this quarrel that a line should touch this place or that place, it must run twenty miles this side or that side, the work is at a standstill for several years in several cases. I would request the Railway administration to move faster in this matter.

Sir, what are the railways doing to relieve overcrowding on the suburban lines of Bombay? Last year I had suggested one remedy. I do not know whether the Railway Minister has yet had time to get it examined. I suggested the linking of the meter gauge line with Western India, Saurashtra and Gujarat. Perhaps, a meter gauge railway line to Bombay which has no meter gauge connection would be a third link and it would help also that region very much. We have got the narrow gauge lines which are obsolete and which are to be removed and substituted by meter gauge lines. Bombay has no connection with any meter gauge line. The nearest connection is at Poona. Now, Sir, how can Bombay function as an

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efficient port if it is not connected with the rest of India which has now been connected with meter gauge? Also Bombay needs an additional outlet to the suburban areas. I believe, the State Government has its own plans for highways and all sorts of things. Would not the railways talk to the State Government and see if it is possible to connect it with an additional line of meter gauge?

Sir, sometimes, the railway administration is not at all inclined to talk with the local administration. A year or two before the huge structure of the Church Gate Station was to be put up, as Mayor of Bombay, I sent a request to the railway authorities—and had a talk with the administration—that they should build a sub-way along the road which was very crowded and where there was a heavy traffic of suburban passengers so that they could move out. I requested that an opening should be allowed on the main platform so that people could get into it from the train. Bombay has a very heavy rainfall. The railway authorities said that they could not touch that structure, being a very old building. In two years' time they put up a new building and that sub-way, which the Municipal Corporation built at a cost of a little over Rs. 10 lakhs, is practically useless. It is used because people have to get through it. But the convenience expected of it is not there. Its utility is much lost because the plans of the railways did not co-ordinate with the plans of the local civic administration in the Municipal Corporation of Bombay. Sir, in regard to all their plans of this type for buildings and for remodelling particularly in the large cities of Bombay, Calcutta and Delhi, I think the railways should consult not only the State Governments or the Central Government but also the local administration. We are a democracy. We want the people to govern themselves. If you do not consult the people whose government you are carrying on, how can you call it a democracy?

I hope, Sir, that the Railway Minister who has been present here and who has been listening to me will pay sympathetic attention to the points that I have raised.

Thank you.

DR. M. D. D. GILDER (Bombay): Sir, if the railway authorities were as careless with their finances as they are with the land round about the lines, they would have gone into bankruptcy a long while ago. The country is going to spend over thirty crores of rupees to banish malaria and yet, the railway engineers are going on increasing man-made malaria. Some years ago a committee of well-known doctors appointed by the Government of India reported on the way in which the railways were borrowing the soil from lands just by the side of the lines to make their embankments. They are called 'borrow-pits.' Inside all these borrow-pits, there are technical structures which are known as 'deadmen' and there are also structures which are known as 'matams.' I suppose there would be a *mahetam* when there are 'deadmen' there. But these pits are always full of water for months together after rainfall. Two years ago Rajkumariji and one of the doctors took up this point and the hon. Minister promised to co-operate with the Health Minister in this matter. At a meeting of the Consultative Committee of the Health Ministry we found that there was no co-ordination between the Health Ministry and the Railway Ministry. To date, there are plenty of borrow-pits. If you go from Bombay to Delhi or from Bombay to Ahmedabad, you will find that after a rainfall the borrow-pits on both sides of the line full of water for months together. Mosquitoes breed there, especially round about the 'deadmen', and malaria will not be prevented or will not be removed from the country if this sort of thing goes on. The mosquitoes will be there. In fact, I was talking to one of the authorities of the Health Ministry the other day. The present Director of Health Services himself is

an expert on malaria. He was despondent about the co-operation that he could get from the Railway Ministry. A high authority of the Bombay Government told me, "The railway engineers are persisting in neglecting it. Let them do their worst and let us see how, in spite of them, we get rid of malaria." Well, Sir, the hon. Minister will say that the Railway Board has laid down certain rules in this connection. But I would request him to see that those rules are followed.

There are several other rules that are also not followed. I would request him to go into the platforms of the Delhi Main Station any day and see the number of beggars that are there. The railways had made a rule long long ago that beggars should not be allowed to enter the railway platforms. And the station master and the staff see that the beggars are there. Only when you draw their attention to this pointedly, do they chase out that particular beggar; the others are left behind.

Another railway rule that is there is that the luggage should be carried in the brake van and not in the passenger compartments. And yet, one finds that the passenger compartments are more full of luggage than of passengers. Once I made a complaint at Jhansi—the hon. Mr. Dange of the other House and myself were travelling together—and the station master said that there was not enough room in the brake van. Sir, even in the air-conditioned trains, so much luggage is allowed to be carried and so much luggage is put on the rack at the top that trunks have fallen. Last time when I came here, a lady who was sitting luckily had gone to the dining car when her trunk fell on her seat from the top.

DR. RAGHUBIR SINH: Dir the seat break?

DR. M. D. D. GILDER: The seat did not break. It required a very heavy

trunk to break the seat, but the head of the lady would have been broken if she had been sitting there. (Interruption.)

AN HON. MEMBER: It would have been a case for a doctor.

DR. M. D. D. GILDER: Yes, it would have been a case for a doctor, but he would not have received his fee from the passenger or the railway.

Sir, it was last year, I think, that there was a trunk, containing the body of a murdered woman, found in a Third Class compartment in Poona. Sir, if such a big trunk is allowed to be taken in a Third Class compartment, where would the passengers sit?

The hon. Minister said the other day that the security police had been increased. And yet thefts are constant in the trains. Last month I was travelling from Delhi to Bombay, and when I travel, I empty all the pockets of my coat, put the contents in my trunk and leave it under the seat open, without being locked, so that if anyone opens the trunk he would get one or two dirty pieces of dirty linen that I always place on the top of the trunk. But if he pulls the trunk out, the lid will fall open and everything will be scattered in the compartment. On that occasion I put my coat on a nail, put my overcoat around it and went to sleep.

SHRI BHUPESH GUPTA: Don't say this thing because others will come to know of your method.

DR. M. D. D. GILDER: Then, Sir, somewhere between Dohad and Baroda, possibly near Godra station, I woke up and I found my coat lying on the ground. My overcoat had its buttons torn off, but the man could not get anything from the pockets of my coat. It was only a Khadi coat, very much the worse for wear. Whether it slipped out of his hand or whether he purposely left it

[Dr. M. D. D. Gilder.]
on the floor, I do not know. The windows had been locked by me and still I found a window open. I came to know that from the next compartment two or three ladies' hand-bags and so on had been stolen. This all happened only last month. And yet the hon. Minister will say that the security police has been increased.

Then, Sir, there was a complaint that there is favouritism in the department in the matter of promotions. If promotion goes only by seniority, then no charge would be brought, but if it goes by seniority and efficiency, then however efficient the man may be, if he is promoted over the heads of others, the charge will be made by those senior to him that there has been injustice. If we agree that there should be promotion based on efficiency and seniority, both being taken into consideration, I do not think the Minister ought to attend to the complaints made by people who had been superseded in the process, because we have thrust on him that efficiency also should be secured.

The question of the retirement age has also figured in the debate. I would ask the hon. Minister how many people, who have retired from the Railway Board, have found employment in private concerns on higher rates of pay. So the question of their retirement from the Railway Board earlier than their retirement age does not arise, and their services at the rates of pay, that they get from the Railway Board, should have been very valuable to the Railway Board.

Now, Sir, coming to the dining cars, an hon. Member opposite said that the dining car was running empty. I would ask him to travel by the Third Class air-conditioned De-Luxe train. There are three bogies each consisting of 80 seats, I mean there is accommodation for 240 passengers. They are generally full and yet the dining car can accommodate only 32 at a time, and I myself had to stand in a queue outside the din-

ing room for thirty minutes before I could get any food. Sir, my neighbour complained about roast mutton and the knife. But he did not tell us whether it was the fault of the roast mutton or of the knife . . .

SHRI S. V. RAMASWAMY: Or of his teeth.

DR. RAGHUBIR SINH: I did not venture to put my teeth in it after the knife had failed.

DR. M. D. D. GILDER: I travelled only yesterday by the Third Class De-Luxe train, and they did not supply us with knives; I should say they supplied us with saws; the knives looked more like saws, and I suppose that was his experience too. The one thing which I object to very much—it was not on that train but on other trains—is that the kitchen staff is allowed to move about in the dining car where the passengers are sitting and eating. They do so, in their kitchen dress and in their movement their dress comes in contact with the dress of the passengers and unconsciously they even clash with the passengers. I objected to this and I told the manager of the dining car. He cautioned them but the prevention of this was only short-lived.

Then, Sir, my hon. friend, over there, complained that their hands were dirty. Yes, one objects to that, but the horrible part was that their thumbs were inside the soup that they served the passengers.

DR. RAGHUBIR SINH: "You are in soup then."

DR. M. D. D. GILDER: I have seen that very often. This should not happen.

Then there was the question of literature supplied at the stations. I would ask the hon. Minister to provide us with literature about the railway of each region showing the important places, depicting the scenic beauty of the Ghats and so on. He

can illustrate the important places of scenic beauty and provide the same to the passengers at a very small cost.

With these words I support the Bill that has been brought before us—as a Member from the Opposition said—by our amiable and gentle Minister, and I hope that he will attend to all of the suggestions that have been made here.

SHRI BISWANATH DAS (Orissa): Sir, I stand to support the Bill regarding Railway Appropriations. Barring Soviet Russia, I believe, the Indian Railways are the biggest State-owned industry in the world of which any adult person, in this country, is a shareholder. Sir, taking a broad and general view of the railway administration under the stewardship of my hon. friend we must frankly confess that a fairly good deal of improvement has been effected under the stewardship of the hon. the Railway Minister in the sense that passenger amenities have been very much increased, and today any person, travelling on railways, has to admit that he has more amenities than what we used to have before. Sir, another more important thing has happened about the absence of which one of our great leaders agitated at the beginning of this century that the Indian Railways were feeding foreign industries, specially of Britain, and also other European countries. From literature supplied to us by the Railway Ministry and I think we should thank our hon. friend for having done a good deal in replacing purchases made from abroad by India-made goods—I mean rolling stock and other plant and equipment used by railways—either manufactured in the railway workshops themselves or in other workshops run by industrialists. Sir, there is a distinct tendency in this regard and this tendency is rising from year to year. Sir, let me hope that my hon. friend, in the course of his stewardship, will be able to achieve our great leader set before us, namely that we succeed in supplying all

that the Railways want through our own manufacturers and through our own industries. Let me hope that the day will soon come when we, on our part, will be glad to present to our friend a pair of white gloves in honour of this great achievement which our great leader had in view.

Having stated so much, let me state that I would have been delighted to speak in the same strain about our friends, the members of the Railway Board. Sir, a number of allegations have been made against the Railway administration, and I strongly hold the Board responsible for most of these. Sir, the Pay Commission have made certain recommendations. Railway officials, looking at Indian standards, have been properly and well paid. There have been additions to the pay roll. My hon. friend has gone further to accommodate them by taxing the goods section of the railway users to meet the increased demands of the railway labour and the officials. Under these circumstances, I must frankly say that the necessary discipline in the railways is not being enforced. Let me appeal to my friends, and through them to the Railway Board, that time has come when stress must be laid on the duty side, कर्तव्यज्ञान of the railway employees, as different from assertion of rights. Sir, we hear so much about assertion of rights. I represent a culture which has never thought of rights, which has always thought of responsibilities—कर्तव्यज्ञान which also includes all the rights conceivable. Sir, I must frankly say that the Railway Board has not been able so far to evolve a formula to place before them—and if necessary by even changing the service rules—to see that this sense of कर्तव्यज्ञान is also being implemented. That is why I am not able to speak in the same strain as regards the activities of the Railway Board and its responsibilities through the Ministry, and through the Ministry to this House.

[Shri Biswanath Das.]

Sir, another question about which I join issue with the work of the Railway Board is this. Sir, we have been representing that we, as a state, have been hopelessly and thoroughly neglected. Ours is the one State which covers the whole South-Eastern Railway. We represented that the stations were so dirty, that amenities that were available in the smaller stations in Orissa were not at all satisfactory. The representations were discussed. After an enquiry, the Railway Board accepted the recommendations by fixing minimum amenities over all railway stations. Now, five or six years have elapsed but to no purpose; it is not implemented. Why should it not be implemented? The Railway Ministry has accepted it. Now it is the responsibility of the Railway Board to put it into operation. There is no meaning, no justification whatsoever, as to why the decision of the Ministry should not be implemented.

Then I come to another aspect of the question. Sir, it is no use stating that the people are the masters of the railways and every blessed person in this country and every blessed adult is a shareholder in this great endeavour, unless and until you provide proportionate conveniences to the people in the different States. I would beg of my hon. friends to consider for themselves whether it is fair to this State not to have any opening in development in the course of these ten or twelve years. I know Orissa is a State which covers an area of about 60,000 sq. miles. Considering the present length of the railway lines—about 35 to 36 thousand miles—Orissa should have about 1,600 to 1,700 miles of rail lines. But what is it that we have? We have got only about 800 miles. I would ask my hon. friends to judge whether it is fair to the State, whether it is fair to the so-called shareholders, whether it is fair to the people living in these areas.

We have got huge areas, unexploited and not open. How are you going

to develop them if you do not pay attention to these neglected areas? Sir, the Railway Board will come and say, "Well, you have a double line." Yes, you are having a double line between Rourkela and Bhilai for purposes of steel. You are also having a double line between Ranchi and also Tatanagar and the rest, but that is all for purposes of steel industry. You will say that you have spent more money in Orissa. It is true, but it is not to benefit the transport facilities of the State or of the people of Orissa.

In this connection I must say that you have today railways in Orissa which run at a lesser speed than even your tongas. Will you be surprised to learn that you have today certain lines in Orissa which are run at the rate of 7 to 8 miles per hour? It takes full 8 hours to cover 54 miles or 52 miles from Nowpada to Gunpur. The same is the case about Mayurbhanj line. A small little connection can link both these lines and open up the district of Mayurbhanj, but nothing is being done. If you cannot have railway lines in this section, you can connect them through bus transport. Let the Railways have negotiations with the State. But nothing is being done.

You are now opening a line through Kattavalsa to Baladila. Why not do it from Raigada which will be cheap and at the same time open a great area which suffers from want of transport? Why can't you do it? Nothing is being done.

Therefore, I feel that it is time that the Railway Ministry as also the Railway Board should see that people are consulted. If you say, "Well, brothers and sisters, you are all co-shareholders with everyone." Yes, co-shareholders, only to be neglected. That is unfair. That would not be fair, especially when it is to be admitted that Railways make the largest income from Orissa because of export of ore.

Sir, having stated this, I come to the other question, namely, the question of decentralisation and regionalisation of railway workshops. Sir, as the biggest industry, the Railways have to take steps to carry out mass training of technicians in this country. How can you, by Jove, achieve such a huge programme unless you decentralise your workshops and spread them in the various States constituting India? You do not do it? I would beg of my friend to see and recognise that nothing has been done in this regard. You have in Orissa all the conveniences—you have electricity, you have water, you have transport and you have the other facilities—and yet you go on starting Railway workshops in different places and creating congestion and many other problems—social and economic—which could easily have been avoided. Under these circumstances I would plead with my brother and his Ministry to see that this aspect of the question is given a fair deal to the advantage of India and also to the advantage and convenience of the Railways.

Then I go to discuss another equally important issue and that is the question of rail-road co-ordination. There has been a certain amount of competition between the Railways and road transport. Nowadays in the States, the tendency is to have State transport. It is only in very few cases that you have private owners. So the question is that State transport is the order of the day and private transport proves only the exception. That being the case, where is the case of competition, rail-road competition? There is nothing of the kind. We have to admit that people from Bombay, businessmen from Bombay, are carrying their goods in trucks upto my State, Berhampur, a distance of about 1200 miles or so. Why do they waste their money and energy to carry goods from Bombay to Berhampur? It is because of faults which are our own, I mean those of the Railways. That the Railway Board must see and

visualise. What are those? They are, corruption at the lower levels, careless handling and inconvenience. Where people could take goods straight they are not allowed and the result is that they have to go in a side line and that causes grave and serious delays, making the trade difficult, if not impossible. These three causes are there and added to these is pilfering in the train which is a serious problem by itself. All these are responsible for the so-called rail-road competition. Therefore if there is rail-road competition today, I would appeal to the Ministry and my hon. friend, the steward who guides the whole administration, to hold the Railway Board responsible for this. If the truck-owners could find it convenient and paying and the businessmen find it easy and to their advantage to carry things through trucks from Bombay to Berhampur and other places, they must hold the Railway officials responsible for the purpose more than the so-called competition because there is practically no competition. It is the State transport on the one side and the State venture on the other. Therefore I would plead with the Minister to consider this aspect and dive deep into this question and hold the people really responsible rather than to console himself with the idea that there is this rail-road competition.

Great attention is being paid to places of religious importance. Puri is a place of renowned religious importance. We have been requesting my hon. friend, time and again, to look to the convenience not only of M.P.'s from Bengal, Bihar and Orissa, but also that of the pilgrims of India and to see that we have at least one or two coaches from Delhi to Puri. You have the Asansol train to Puri. You can convert it into Express and have one or two direct coaches from Delhi to Puri *via* Cuttack so that you add to the convenience of the travelling public and at the same time do it without any loss to yourself. (*Time bell rings.*) Have I completed my time?

MR. DEPUTY CHAIRMAN: You have taken 17 minutes.

SHRI BISWANATH DAS: I do not want to inconvenience you. If I have completed my time, I will sit down.

PROF. A. R. WADIA (Nominated): Mr. Deputy Chairman, Sir, since I spoke on the Railway Budget, there are very few points to which I would like to refer now. One small point, but a very important point is that before a train leaves a terminal station, it is the responsibility of the Railway authorities to see that all the fittings are in perfect order. Unfortunately it is not so. Sometimes you find that water is not there from the very beginning. Of course, you do not go to the bath room as soon as you enter the compartment. You go there only after the train leaves. Then you suddenly find that there is no water or you find that the commode is not in proper order, it is cracked or you find—and that was my experience yesterday—that even while travelling in an air-conditioned compartment, the little almirah there would not open and I had to call in the assistance of the man in attendance. He had somehow a certain trick by which he could open it but nobody else could, the ticket examiner could not, I could not, the restaurant boy could not—and now I had to call him half a dozen times in 24 hours and then he coolly told me that this was not the case with only my compartment but the same was the case in every compartment. There should be something radically wrong about the sort of fixture put up. I do recognise that in an air-conditioned compartment, which is really free from dirt and dust, there is no need for an almirah and we can afford to have our clothes and coats in the open train but if you supply an almirah, we are thankful for it but it must be in a position to work . . .

SHRI BHUPESH GUPTA: The hon. Minister gives them more than they want.

PROF. A. R. WADIA: Another thing which I need to complain about is the dimness of the lights. I do not know why the Railway authorities are economising on that. Now, for example, a man like me, who is fond of reading till late at night, naturally cannot expect the lights to be kept on in the whole compartment. They have to be put off and I have to depend on the reading lamp for reading and if the reading lamp is so dim that I cannot read without straining my eyes, compulsorily I have to go to bed very early and I think that is a hardship that has to be looked into.

There is another thing to which I would like to draw your attention. In the olden days there were numerous railway companies and one of them was really competing with the others in order to maintain a high standard and I think competition has certain advantages. After the nationalisation of Railways, you have got a unified system or you are expected to have a unified system but unfortunately I find that the old mentality of running different lines is still there. Curiously enough last time it came out in a remark of one of the Ministers when I complained about the lateness of the trains. I said that it was the duty of the authorities to punish the driver or the guard or the station master, or whoever it be, who was responsible for the lateness and then it was said that the lateness was due to the late arrival of the train from the other line.

Now it could be said that this might have been some excuse in the old days but when you have got a unified railway system at the present moment, that sort of excuse should not be given, because if the lateness of one train is caused by the lateness of another train from another line, it is the business of the Railway authorities to look into it and prevent it and it should not be an excuse for running the trains late.

Next, I want to say a few words about the general policy concerning the air-conditioned carriages. I remember on the floor of this very

House, when the first class was abolished, that is to say, when the genuine first class was abolished and the second class was promoted to the first class and we got not the real but the present spurious first class, at that time, it was definitely promised that air-conditioned carriages would be introduced in the trains so as to take the place of the real first class compartments. But unfortunately that has not been done. On the contrary I find that there is a tendency, perhaps in the interest of the third class passengers, to reduce the air-conditioned carriages.

SHRI JAGJIVAN RAM: They are not demanded.

PROF. A. R. WADIA: There is another paradox to which I would like to draw attention and that paradox is that I find that the air-conditioned carriages are not being made so much use of as one might expect. And that is because, as the Railway Minister himself says, they are not in demand. But the reason for there not being a demand is very palpable. The rates are very high. And they do not compete well with air travel. So naturally people would go by air, get free meals and be saved all trouble. They prefer air travel to travelling by air-conditioned carriages. Why pay almost as much as for air travel and also pay extra for food and spend longer time in travel? Therefore, there is real competition between the air services on the one hand and the air-conditioned carriages on the other.

SHRI JAGJIVAN RAM: We are not adversely affected by that.

SHRI BHUPESH GUPTA: Unfortunately there are people who have blood pressure.

PROF. A. R. WADIA: I do not know whether you are affected by it or not. But the point I am making out is this. For example, in the Frontier Mail, you have two big air-conditioned carriages. They may be empty or only half full. The Frontier Mail covers areas which are

also really covered by the air services. Would it not be better to have the air-conditioned carriages rationed? That is to say, take out one from here and use it on lines where there is no air service possible? I think that would be really rendering a service to that type of people who will be travelling in the other parts. That is worth considering. Instead of two big carriages going empty or almost empty, you might have one carriage and the other carriage could be used in areas where there is no air service.

I forgot one point when speaking on the Railway Budget and I would like to take this opportunity to mention it. In his speech the Railway Minister had referred to the competition of buses, the competition of road transport. I personally feel that that was a very unhappy expression to use in connection with road transport, because road transport caters to the needs of the poorer sections of the people and since the Railways are not able to give even sitting accommodation to all, it is but fair that road transport should be encouraged.

SHRI JAGJIVAN RAM: I never complained about any competition as regards passenger traffic.

PROF. A. R. WADIA: I remember the hon. Minister made that point last year and this year also he raised that point and he used the word "competition" and the point I am trying to make out is that with due deference to the hon. Minister, the word "competition" was used and I venture to suggest that the word "competition" was rather unfortunate. On the contrary, there should be a spirit of camaraderie, of co-operation, since the Railways are unable to satisfy the needs of the people. However, that is comparatively a small point. I say the real competition is between the Railways, especially as far as the higher class passengers are concerned, and the air services.

[Prof. A. R. Wadia,]

Dr. Gilder referred to over-crowding of the compartments with luggage. There is considerable truth in that complaint. But there is a reason for that. The reason is that passengers are really afraid of entrusting their luggage to the care of the brake van, because things are lost. I am sorry to say that it is clear that only the railway staff could be responsible for this sort of theft. But it is there. And as a result people are anxious to take as much luggage as possible with them in the compartment, and or course, that causes tremendous inconvenience to the passengers there.

Now my hon. friend Shri Dahyabhai Patel referred to the catering in the Western Court. I do not know whether it was quite relevant for him to have done it or for me to reply to that point. But there is just one thing I want to say. The Western Court is supposed to be a little more aristocratic than the Constitution House pretends to be, though the caterer is the same.

SHRI BHUPESH GUPTA: Is the hon. Member in the aristocratic place?

PROF. A. R. WADIA: I belong to the plebeian set and I am in the Constitution House. Anyway, I think in fairness to the caterer, we have to bear in mind the amount we pay for catering for the whole day. If you want a good lunch or good dinner in Delhi in any restaurant, you have to pay much more for one meal than you pay for the whole day for the food supplied either in the Western Court or the Constitution House.

SHRI DAHYABHAI V. PATEL: I do not get better food even on payment and there is no choice before me. Even on payment we do not get better food.

SHRI BHUPESH GUPTA: Then he must be making a profit?

PROF. A. R. WADIA: Of course, he makes a profit. Otherwise he is not such a fool as to continue there year after year.

SHRI DAHYABHAI V. PATEL: Why is he being protected by somebody in the Congress again and again? That is the complaint.

SHRI N. M. LINGAM (Madras): Sir, is it suggested that the Railways should take over the catering in the Western Court?

SHRI DAHYABHAI V. PATEL: The residents of Western Court would, I am sure, support it.

MR. DEPUTY CHAIRMAN: Order, order, let him continue.

PROF. A. R. WADIA: Well, Sir, these are the few points that I wished to make in connection with the Railway Administration. I need hardly say that on the whole I do appreciate the work that the Railways have been doing and I complimented the Railway Minister and his colleagues when I spoke last and I would do so again today. Thank you.

MR. DEPUTY CHAIRMAN: Shri T. Pande. You may begin your speech today and you can continue it tomorrow.

श्री टी० पांडे (उत्तर प्रदेश): उपसभापति महोदय, रेलवे के प्रशासन में जनता की भावनाएँ, उसकी आवश्यकताएँ इस कदर बढ़ गई हैं कि मैं अपने विचार से यह कह सकता हूँ कि रेलवे के प्रशासन ने जहाँ तक संभव हो सका है उन्हें पूरा करने की कोशिश की है। यातायात के सम्बन्ध में, इंजिनियरिंग के सम्बन्ध में श्रौप स्वास्थ्य के सम्बन्ध में तथा जहाँ तक जनता की सुविधा का सम्बन्ध है उसमें भी काफी उन्नति हुई है। और रेलवे प्रशासन के नीचे से ऊपर तक जिस प्रकार से संगठित है और दत्तचित्त होकर काम कर रहा है उस को देखते हुए मैं यह आशा करता हूँ और देश

यह विश्वास करता है कि जैसी हमारी भावनायें और जैसी हमारी आवश्यकतायें हैं उसी प्रकार देश की कमी को यह विभाग अवश्य पूरा करेगा। मनुष्य गलती करता है और जिस प्रकार की कमियां देश में हैं उसी प्रकार की कमी रेलवे के प्रशासन में भी है। लेकिन मैं एक छोटा सा सुझाव जरूर आपके सामने उपस्थित करना चाहता हूँ।

उत्तर प्रदेश, बिहार और आसाम का वह अंचल जो हिमाचल प्रदेश और नेपाल से मिला जुला हुआ है उसमें हमारा बहुत बड़ा

भूभाग छोटी लाइन से घिरा हुआ है। जिनको निजी तजुर्बा होगा वे इस बात को आसानी से समझ सकते हैं। रेलवे बोर्ड के उच्च अधिकारी और रेलवे मंत्रालय के लोग भी इसको अच्छी तरह से समझ सकेंगे, मुझे इसमें कोई संदेह नहीं है।

MR. DEPUTY CHAIRMAN: You may continue tomorrow. The House stands adjourned till 11 A. M. tomorrow.

The House then adjourned at five of the clock till eleven of the clock on Wednesday, the 9th March, 1960.