

- (x) Statement showing Notices Nos. AP(DECL)/1/58-1 to 128 issued on the 15th January, 1958.
- (xi) Statement showing Orders Nos. AP(REQ)1/57-1 to 30 issued between the 12th and 30th August, 1957.
- (xii) Statement showing Orders Nos. AP(SALE)1/57-BZA-1 to BZA-7, issued between the 26th September and 10th October, 1957.
- (xiii) Statement showing Orders Nos. AP(SALE)1/57/K-1 to K-183, issued between the 16th September and 18th December, 1957.
- (xiv) Statement showing Orders Nos. AP(REQ)/3/57-3 to 16 issued between the 19th and 30th August, 1957.
- (xv) Statement showing Orders Nos. AP(SALE)1/57/WG-NDD-1 to NDD-35, issued between the 16th September and 20th December, 1957.
- (xvi) Statement showing Orders Nos. AP(SALE)1/57/WG-TA-1 to TA-18, issued between the 19th September and 8th December, 1957.
- (xvii) Statement showing Orders Nos. AP(SALE)1/57/WG/PG-1 to PG-3, issued on the 24th September, 1957.
- (xviii) Statement showing Orders Nos. AP(SALE)1/57/WG-AK-1 to AK-30, issued between the 16th September and 13th December, 1957.
- (xix) Statement showing Orders Nos. AP(SALE)1/57/WG-NAS-1 to NAS-13, issued between the 16th September and 17 December, 1957.
- (xx) Statement showing Orders Nos. AP(SALE)1/57/WG-PA-1 to PA-29, issued between the 17th September and 5th December, 1957.

- (xxi) Statement showing Orders Nos. AP(SALE)1/57/WG-EE-1 to EE-16, issued between the 19th September and 17 December, 1957.
- (xxii) Statement showing Orders Nos. AP(SALE)1/57/WG-BH-1 to BH-53, issued between the 16th September and 13th December, 1957.
- (xxiii) Statement showing Orders Nos. AP(SALE)1/57-WG-TDD-1 to TDD-181, issued between the 15th September and 20th December, 1957.
- (xxiv) Statement showing Orders Nos. AP(SALE)1/58-K-1 to K-38, issued between the 22nd May and 31st May, 1958.

[Placed in Library. See No. LT-1207/59 for (i) to (xxiv).]

THE BUDGET (RAILWAYS), 1959-60—

General Discussion

SHRI LAVJI LAKHAMSHI (Bombay): Mr. Chairman, first of all, I would like to congratulate the hon. Minister for proposing no increase in the passenger fares and also for proposing no increase in the freight rates. Of course, the freight rate increase has come into operation only very recently, namely, on the 1st October 1958. I also would like to congratulate the hon. Minister for this that in the current year, there had been no major accidents. I would also like to appreciate in this regard the due care and caution taken by the Railway administration in so far as there have been no major accidents this year.

I would now go to the question of total investments. In the year 1950-51, our total investments on railways had been about Rs. 800 crores. Today, they are round about Rs. 1,600 crores and by the end of the Second Five Year Plan they are likely to be about Rs. 2,000 crores. So, you will see that from 1950-51 to this year, that is 1958-59, we have doubled our

investments on railways. We find that the net earnings of the railways, which stood in the year 1950-51 at round about Rs. 50 crores, are likely to be in this year about Rs. 75 crores, that is an increase of 50 per cent. At the first glance of these figures one would conclude or one is tempted to conclude or ask: 'Has the law of diminishing returns come into play or has the economy of the country gone to the stage of stagnation?' Obviously, that is not so. If we remember, we will appreciate that the railways had been neglected during the war, that is, everything had been overworked and in the period after the war, the expenses were mainly on replacements and repairs. We might say that during the last 9 or 10 years, out of the Rs. 800 crores that we have invested, more than half of it has been invested in replacements and repairs and also a very large and appreciable portion was spent on the amenities for the railway users. These amounts that had been spent do not directly bring any earnings and therefore that much of less net earning is attributed to these non-income earning expenditure.

There is also another aspect that if we examine from this point of view, we will find that the increase of 50 per cent. in the net earning is not after all a very bad performance. Here we might remember that the net earnings could be much more but for the two factors about which the hon. Minister has complained and about which many times questions were asked in the House. I am referring to the ticketless travelling. This ticketless travelling has assumed very large proportions. In answer to a question in this hon. House, it was suggested that the detected cases ran into some lakhs and undetected cases were bound to be perhaps much larger than those that have been detected. This has assumed such a large proportion that there must be a concerted effort to eradicate this evil. The hon. Minister has appealed to the public to help in the eradication of this evil. I would make two or three

suggestions in this regard. One is the progressive use of inter-communicating coaches, what are known as vestibuled coaches, in the train so that even during the running of trains checks could be carried out without delay in running. Another is, just as we have propaganda pamphlets regarding properties of the railways, we might also have propaganda pamphlets regarding ticketless travelling, inviting public co-operation or passengers' co-operation and saying that wherever they detect any ticketless travellers, they might at once convey the information to the authorities concerned. Another suggestion is that a more deterrent punishment than is given hitherto to the ticketless travellers, should be given. After all, it is at the cost of those who are paying fares, it is at the cost of the paying public that this ticketless travelling is taking place or the ticketless travellers are enjoying and but for this I am sure the hon. Minister would have come out with a proposal to reduce the fares rather than to increase the fares. Therefore, the public should be encouraged and there must be ways and methods whereby the public is encouraged to co-operate in the matter of eradicating this evil.

I would also suggest that but for the connivance or active help rendered by the railway officials, this would not have assumed such large proportion and a concerted action must be taken with regard to that also, namely, instantaneous action should be taken to punish the persons who are involved in helping the ticketless travellers. The other thing which creates this gap in earning is the goods traffic. There has been a complaint that the goods traffic, particularly the high-rated goods traffic, is diverted to motor transport. I was reading, Sir, a statement made by the President of the Road Transport Association the other day. Of course, the hon. Railway Minister has said that this diversion is because of certain reasons, that it occurs mainly in such articles that are rated high in so far as the railways are concerned and

[Shri Lavji Lakhamshi.]

therefore, there is diversion. There is also the facility, that in the case of motor transport, deliveries are door to door mainly, and so there is less of handling and therefore, there is less expense. There is also this reason that by and large, on the railways, there is pilferage whereas in the case of road or motor transport, there is less pilferage. The hon. Minister has stated in his speech that with regard to this particular problem, the Railway Ministry is considering what steps should be taken so as to bring about an increase in this goods traffic on the railways. Apart from these, I would also submit that this problem of pilferage should also be tackled a little more vigorously. Apart from the public taking part in it, I would also suggest that a considerable portion of the blame lies with the railwaymen in this matter. With regard to these evils that are existing, an easier and more speedy method of punishment and bringing to book the persons who are guilty should be taken on hand. At present the manner and the method in which these enquiries are held produce delay with the result that all the evidence is destroyed or manipulated and the result is that the guilty people get away with it. I would suggest that in the matter of these enquiries, a minimum period should be provided within which time the enquiry should be over. I find that in the matter of these enquiries, the method followed is that wherever there is criminal offence involved, firstly, the matter is sent to the criminal court and after securing conviction departmental action is taken. I would suggest that the departmental action should precede rather than follow the criminal action and that departmental action must be instantaneous and very speedy. If that is done—in my opinion, a month should be more than enough—if that is provided, then I am sure this evil will be considerably rooted out. And if these two evils are rooted out, I am sure the net earnings will show a considerable increase. I would not be surprised if they touch the figure of

Rs. 100 crores of net earnings. If that happens, then I am sure our investments, we can say, have been made very economically and that there is no question of the law of diminishing returns coming into play nor of our economy having reached the stage of stagnancy.

Next, I come to the subject of the Second Five Year Plan, so far as our railways are concerned. We find that in the first year of the Second Plan, the outlay was Rs. 179 crores, in the second year Rs. 251 crores and in the third year, that is to say, the current year, it is Rs. 245 crores and in the fourth year it will be Rs. 235 crores and in the last year Rs. 211 crores. At the very first sight we can see that in the first year the expenditure is the minimum, in the second year it is higher and that is the highest, and in the third year it is a little lower and in the fourth still less and in the fifth year it is still lower. I believe our plan scheme is an ever progressive scheme whereby every year that expenditure goes higher so as to show that we are in the stage of development and more development every year. I do not know really why our railways had so phased it that in the first few years the expenditure was higher and thereafter, gradually there is a lowering down of the expenditure. Nevertheless, it is expected that they will spend the amount provided, that is to say, Rs. 1,125 crores. We do find that as a result of the impact of the working or implementation of the Second Plan, today about 1,500 engineers and engineering overseers are working and two lakhs of workmen are working on the various railway projects, and that is a very huge figure. We also find that in the matter of rolling stock, we have made considerable progress at Chittaranjan, at Telco and at the Integral Coach Factory and two new wagon-building firms have also come into operation. Apart from rolling stock and rolling stock parts, in other items of railway equipment also, we have made considerable progress. We also find that more and more wagons, more and

more coaches and more and more locomotives, have come into operation, thereby considerably augmenting our resources and our working operations. I would here make a suggestion. We have been producing some locomotives at Chittaranjan, and Telco which is a public limited concern in the private sector, has been supplying some locomotives for metre gauge. Now, that we have begun to introduce more electric power and more electric energy, we can think of a change. In the year 1960-61 we will be producing some six times more of electric energy than what we produced in 1950-51. We have also struck oil at Assam and oil has been found in Gujerat and also in the Punjab. Therefore, should we not take to the production of electric locomotives and diesel locomotives? In modern times these steam locomotives are things of the past and today we must, in order to secure more comfortable and faster travel, take to the production of electric and diesel locomotives. I am sure that the Railway Ministry is alive to this idea and they will be thinking or they will be putting into operation schemes whereby such locomotives could be produced by the time the electric supply position becomes much better and oil is struck in larger proportions. I would also suggest that in the matter of coaches, we should now have more and more inter-communicating ones, that is to say, the vestibuled coaches, because apart from the reasons that I have mentioned, namely, for checking ticketless travel, for the sake of securing safety in railway travel, this is necessary. This is a problem to which the hon. Minister has drawn attention and he has tried to secure the co-operation of the various railway forces and also the States' co-operation in the matter of providing security and safety in travel by rail. I submit, that if we put into commission these vestibuled coaches, this problem will also be considerably relieved.

While working fully the Second Five Year Plan, one finds, in this year's budget estimates, the Railway

Minister preparing to put into commission some new projects which will be completed in the Third Five Year Plan. More important of them is the construction of about 500 miles of new lines. More important of them is the construction of a line from Madhopur, crossing the river Ravi and going into the State of Jammu and Kashmir. It was not known to anyone and we were all the while wondering as to whether we can take the railway connection to the State of Jammu and Kashmir. It appears that in the Third Five Year Plan we will be connected to the State of Jammu and Kashmir with railways. The second important item—this touches my State, my part of the area—is the Jund-Kandla section. As the hon. House is aware, the only scheme that we have had in one particular line is the building of a major port at Kandla. This is the only scheme that has so far been completed, the development of Kandla as a major port. This scheme was taken up in the year 1948 and, as an integrated scheme, it was suggested at that time that in addition to developing the port, there should be two railway connections, one of the metre gauge and the other of broad gauge, the metre gauge line connecting Deesa and Kandla. This line was ultimately to connect these places with Palampur and Delhi. The metre gauge system was opened to traffic in October of 1952. We were looking forward to this broad gauge connection. Even though the port has come into being, the construction of this broad gauge line could not be taken up, mostly I believe, due to foreign exchange difficulties. In this year we find that some steps are going to be taken to put into commission this particular line, that is, connecting Ahmedabad—Jund is only about forty miles from Ahmedabad—with Kandla. This covers a distance of roughly about 160 miles. Ahmedabad, which is being served by the port of Bombay, will look forward to being served by the port of Kandla because Kandla is nearer to Ahmedabad than is Bombay to Ahmedabad.

[Shri Lavji Lakhamsi.]

I would like to make one suggestion with regard to this. Now that in the Third Plan period Kandla will be connected to the other parts of the country by a metre gauge as well as a broad gauge line, will it not be proper to shift the General Manager's Office there? After all, Bombay happens to be a very crowded city . . .

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM): Let traffic be generated.

SHRI LAVJI LAKHAMSHI: Yes, Sir, but for the hope of traffic generating, the hon. Minister would not have suggested the taking up of this particular line. I am only anticipating events and while anticipating events could we not at least do some preliminary preparations? Certainly traffic will have to be generated and because the port is there, it will be generated. Anticipating traffic generation, we have so far spent about fifteen crores of rupees on the port and are going to spend another twelve crores of rupees on the railway connection. Many more crores will also be spent. Naturally, traffic will be generated and this is assured because Kandla is going to take the place of Karachi that has been lost to us. The hinterland for Kandla is the whole of North West India. Therefore, traffic is bound to be generated. If that be so, if that be the assumption on which monies are spent, I feel more hopeful that during the Third Five Year Plan, the hon. Minister will take up the question of shifting the office of the General Manager from Bombay to Kandla.

I now come to the question of punctuality of the trains.

SHRI D. A. MIRZA (Madras): They have improved quite a lot.

SHRI LAVJI LAKHAMSHI: There is no doubt about it. I entirely agree with my hon. friend, Mr. Mirza.

SHRI N. R. MALKANI (Nominated): Even the G.T. has improved very much.

SHRI LAVJI LAKHAMSHI: They have improved very much but even during this session in the other House a complaint was made about the unpunctual running of trains. In one of the publications issued along with the Budget papers, at page 29, Table XIII, a statement is given showing the comparative figures for the years 1938-39 right up to 1957-58 and we find from these figures that the condition was a little bit worse on the broad gauge and considerably better on the metre gauge for the year 1957-58. This year's figures, of course, have not been given but we do find that the railways have more or less . . .

SHRI V. K. DHAGE (Bombay): This has been done by increasing the running time.

SHRI LAVJI LAKHAMSHI: I was just coming to that.

This is so because they have extended the running time on almost all the railways. Anyway, it is better and more realistic to extend the running time and try to run the trains punctually because unpunctuality causes any amount of trouble and irritation to the public at large. Therefore, it is better to extend the running time and run trains punctually than to give false time tables. In this connection, what I have not been able to understand is the scheme of prizes to be given to persons who bring in the trains in time. This is rather a novel scheme the results of which are not known yet. Some questions were asked of the hon. Minister but he was not able to say anything because the full results have not yet been assessed. The Minister was also not able to give the number of prizes that have so far been distributed. If, however, these incentives are thrown in the way, it is possible we will have greater and greater punctuality and ultimately you will not have to give these incentives which, in my opinion, are of a doubtful character.

Then, Sir, I come to the question of facilities to the railway staff

SHRI V K DHAGE To the passengers or to the railway staff?

SHRI LAVJI LAKHAMSHI For the railway staff I shall come to the passengers later on. Naturally, the persons who work in the railways have got to be looked after. We find, Sir, that during the first two years of the Plan, there has been a steady increase so far as housing is concerned. While speaking on the investments, I said that a considerably large portion of the investments has gone to the improving of standards, replacements and repairs. A good amount has been spent on raising the standards of the amenities and other facilities to our railway staff. During the first two years of the Plan, 25,000 houses were constructed, 11,000 more are being constructed during this year and 9,000 more will be constructed during the next year.

[MR. DEPUTY CHAIRMAN in the Chair]

I believe the House will agree with me that there should be better and better housing for all these people and I am also sure that the House will agree with me that this expenditure is worthwhile for providing more and more quarters to the railway workers. There is another proposal. Apart from housing, in the matter of medical facilities, we find that in the railway hospitals, beds have been increased to about 4,500 and facilities are available for treatment of T B patients. There are also dental clinics. In this connection, I would suggest that there should also be facilities for giving education and direction in the matter of family planning. Such centres should be opened in the various hospitals and dispensaries. For the wayside station staff we find that there are ambulance vans or mobile dispensaries.

In the matter of education also we find that the Government are looking after their staff very well. By June next according to the hon. Railway

Minister, in all there will be 500 primary schools put in commission and in the matter of higher education for the children of the staff we find that 13 subsidised hostels have been provided. There is also a provision whereby the children of railwaymen are given scholarships for furthering their technical and other studies.

Then in the various important stations and centres they have provided clubs where the railway staff can take part in indoor and outdoor games and other cultural activities. As a matter of fact the hon. Railway Minister has made a reference in his speech to the national championship being held by railwaymen in hockey, weight-lifting, etc. And I am sure that they are doing very well in outdoor sports like cricket, tennis and other games also. They have also been taking a lively and keen interest in cultural activities like drama, dance and music. These diversionary activities have relieved the monotony of their office duties and they help in their general growth as good men.

SHRI V K DHAGE In their efficiency also.

SHRI LAVJI LAKHAMSHI Naturally when their physical, economic, mental and moral growth is looked after by the Ministry in this way, most certainly it is all done with a view to increasing their efficiency about which there is considerable evidence as can be seen from the constant improvement in the working of the railways in India.

We also find that the co-operative movement has not been neglected either. They have been having considerably large number of co-operative credit societies and consumer societies of which a large number of railwaymen have been taking advantage. Then there are holiday homes and other things also provided. I would also suggest that there should be propaganda among the railwaymen for popularising life insurance. Life insurance, apart from ensuring their

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[Shri Lavji Lakhamshi.] and their families' well-being in the future, also inculcates in them the spirit of saving and as our life insurance is nationalised, the funds collected are used largely or mainly for the development of the country.

Having provided all these facilities of economic, social, physical and moral welfare, I would say that the country would expect from them better efficiency, apart from better efficiency, certainly the eradication of the evils that have crept in and about which the hon. Minister has made a reference in his speech. I refer to misconduct and corruption. I would appeal to them particularly when the country is doing so much for their all round growth that they should yield better service and see that there is no corruption. At the same time as I have suggested already there should be methods whereby this evil is not allowed to grow and the evil-doer is brought to book immediately without any delay.

Coming to the question of amenities for the passengers, here I must congratulate the hon. Shri Lal Bahadur Shastri, the predecessor of the Railway Minister, and the hon. Railway Minister, both of whom have done much in the field of providing amenities for the passengers. As a matter of fact, one of the greatest men in India has written an article on the plight of passengers travelling in the third class on our Indian railways. We were not being treated as human beings but after independence we find that more and more facilities are being provided for the passengers who are travelling in the third class. As a matter of fact, third class has become an attractive proposition. There have been provided at railway stations sheds, waiting halls, latrines, lavatories, and also fans and other facilities in railway compartments, sitting accommodation, sleeping accommodation, drinking water and so on. In every possible direction amenities have been provided and are progressively being provided by the Railway

Ministry for the comfort of passengers, particularly of those who travel by third class.

MR. DEPUTY CHAIRMAN: You have already taken 37 minutes.

SHRI LAVJI LAKHAMSHI: I will take only a few minutes more.

SHRI V. K. DHAGE: He has forgotten the first class passenger.

SHRI LAVJI LAKHAMSHI: The first class as we used to know is no more in existence; the second class is turned into first class and as time goes on there will be less classes.

In regard to relieving over-crowding we find that more new trains have been introduced and some trains have been extended and we must congratulate the Railway Ministry and the Railway Minister in particular for giving attention to this grievance of the travelling public. We find that departmental catering was introduced on an experimental basis at the time of hon. Shri Lal Bahadur Shastri and I am sure, the House will agree with me that departmental catering has been a great success, considerably greater success, than was anticipated at that time. I would, therefore, suggest that this departmental catering should be introduced in all the railways.

One novel feature which was introduced at the suggestion of the hon. Prime Minister is the joy-ride train for children. It has caught the imagination of children and those who are in Delhi have been fortunate to have that. It has aroused considerable interest among the children; it is good for their education; it is good for their entertainment. (*Interruption.*) I would submit children and elder people like my hon. friend are one and the same and I would request that even elder people may be permitted to have joy rides in that joy train. I would like, however, to submit that these joy-ride trains should not be confined merely to Delhi but should be arranged in other centres also.

In the other sphere, Sir, so far as these special trains are concerned and the concessions to students, farmers and workers, I do find that the railways have been very co-operative and very sympathetic. Even in today's answers to a question we find that a very large number of, more than a thousand, special trains were run, and about 40 to 50 of those allotted were for farmers and students. I am sure the farmers and students and people who are interested in seeing the development and progress of this country and in visiting these places of pilgrimage will get many such opportunities, and at any rate I hope the railways would be sympathetic in providing these facilities to them.

With these remarks I conclude my speech.

RAJKUMARI AMRIT KAUR (Punjab): Sir, the railways are one of our greatest assets, and the all-round progress made by them is always heartening, and I would like to echo, what the speaker, who has just preceded me, has said when he congratulated the Minister on a great deal of improvement that has taken place.

There is only one point on which I would like to have some clarification. The Minister said in his budget speech that "the diversion of high-rated traffic to road transport on routes parallel to the railways, where railways have enough capacity to move additional traffic, is receiving attention with a view to seeing what readjustments are necessary in order to ensure the maximum utilisation of our limited transport resources". Members of the Railway Board have further stated that road transport has taken away during the last year a great deal of the high-rated railway traffic, and that, therefore, a case has been made out for a stricter regulation of road transport and for achieving rail-road co-ordination.

An impression has, therefore, been created that road transport was caus-

ing a loss to the railways which were rendering a great national service—of course they do—and that the railways were thus in need of protection. Road transport people are naturally wondering whether more restrictions are going to be placed on them than are already there.

I would like to ask whether it is a fact that railways have much, if any, idle capacity. Are their wagons always available when they are needed? I have my own doubts.

The average speed per day of a railway wagon is 48 miles. A truck on the other hand can easily do 150 to 200 miles per day. There is therefore considerable saving in time and money, quicker movement from godown to godown, door to door service and more flexibility in road transport. Moreover, this mode of conveyance does not lend itself to loss on account of pilferage—which the speaker who has spoken before me has already referred to—or indeed other waste.

The Motor Vehicles Act of 1939 was brought on the Statute Book to protect the railways. The railways are represented on the Inter-State Transport Commission as also on the Road Transport Advisory Committee and indeed on all State Transport Authorities. They would therefore seem to be amply protected.

Of course, the railways contribute greatly towards industrialisation by moving raw material over long distances. But with the ever expanding needs of transport, both of passenger and goods, there should surely be room for both rail and road transport to run side by side without coming into conflict. Like the railways, road transport too, I submit, has a role to play in development. It can and does help to move finished products of industry to markets without a loss of time, and marketing is all in all for the prosperity of any industry.

Co-ordination between the railways and road transport is, of course, essen-

[Rajkumari Amrit Kaur.]
tial. Today we cannot afford any duplication or wastage. But there are inherent advantages which road transport offers to the user, and I plead that these should not be sacrificed simply in order to help any one particular mode of transport.

The taxes on road transport today are, I am told, equal to, if not more than, the average freight rate per ton mileage of the railways, and therefore any fears that road transport will take away anything from railway traffic would really appear to be without basis.

In any event, healthy competition is at all times good and cut-throat competition bad for proper growth and development, and I trust that when the matter is considered, a fair deal will be assured to those who are serving the cause of road transport. No one who serves should be penalised simply because the industry is not State-owned, and road transport is already facing many difficulties which need sympathetic consideration both from the Railway Minister and from the Minister of Transport and Communications. I imagine, and I would like to put forward this suggestion to the Minister for his consideration, that perhaps the time has come for the constitution of a Central Road Transport Board just like the Railway Board on which every interest should be represented.

That is all I have to say, Sir.

DR. H. N. KUNZRU (Uttar Pradesh): Mr. Deputy Chairman, I should like to begin like the two hon. Members who have already spoken by referring to the progress made during the last year or so.

It is, Sir, a great pleasure to me to note from the speech of the Railway Minister that in respect of rolling stock we have become almost self-sufficient. It is also a pleasure to note that not merely in the matter of rolling stock and rolling stock parts but in other

respects also considerable progress has been made. "There was significant increase", he says, "in the domestic production of important railway equipment such as mechanical signalling, thermic syphons, pressure castings, signal glasses, vacuum and steam pressure gauges" etc.

It is a matter of satisfaction to all of us, I am sure, to note that the Railway Board and the Railway Ministry are trying to reduce the pressure on foreign exchange and to provide for the needs of the railways as well as for more employment by manufacturing as many things as possible in this country. I should also like to refer to one other thing which is not generally known, and that is to the effort that is being made to introduce new types of wagons in order to lift more traffic. A new type of broad gauge wagon has, I understand, already been designed and ordered. As regards the metre gauge, efforts are being made to design a new standard wagon whose capacity will be equal to that of the broad gauge wagon. If this can be done, Sir, the movement of traffic and the break of gauge at transshipment points will become much quicker and much easier than it is at the present time, and I suppose the cost of handling traffic at the transshipment points will also decline.

Again, Sir, it is a pleasure to refer to the attitude of the railway administration towards its employees. The efforts that are being made to improve and expand welfare and medical facilities, to open more secondary schools, to have subsidised hostels to which reference was first made by the Railway Minister last year and to provide other facilities are a welcome indication of the earnest desire of the railway administration to make railway workers feel that it is the aim of the railways not merely to earn more money, but also to improve the amenities available to and the living conditions of those who help in increasing railway earnings.

Now, I shall pass on to consider certain aspects of railway administration which, in my opinion, require considerable attention. As I have already borne testimony to the general attitude and outlook of the railway administration, I am sure I have **earned the right to point out some of the defects that require careful consideration.** I shall first refer to the financial results of the railways. I find that the operating ratio which declined in 1956-57 and which made us hope that it would decline further has gone up again. It was 79·9 in 1956-57, but was 81·21 in 1957-58. Now, I know that in 1957-58, more expenditure had to be incurred on coal because of a rise in the price of coal and the greater provision that had to be made for dearness allowance on account of the rise in it following the interim recommendation, I think, of the Pay Commission. All this, I think, cost the Railway Board about Rs. 9 crores. For this reason, Sir, I looked into the figures not for one year, but for the years during which our Five Year Plans have been in operation. Railway earnings in 1950-51, that is the last pre-Plan year, amounted to about Rs. 262 crores and in 1957-58, they amounted to about Rs. 381 crores. That is, the earnings amounted to Rs. 119 crores.

AN HON. MEMBER: Excess.

DR. H. N. KUNZRU: Excess.

And on the other hand, the working expenses in 1950-51 amounted to Rs. 212 crores and to Rs. 310 crores in 1957-58. That is the expenditure increased by about Rs. 98 crores, or there was a surplus of Rs. 21 crores. This is, I think, is a little less satisfactory than I should have expected it to be. When we open new lines, handle more traffic, the expectation is that the unit of cost will be lower than in the older sections of the railway. But that hope has not been fulfilled.

Again, Sir, there is one other factor which requires attention. In 1956-57, the earnings amounted to Rs. 348·9

crores and in 1957-58, to Rs. 381·4 crores. There was a net increase of Rs. 32·5 crores. On the other hand, in the expenditure there was an increase of about Rs. 31 crores. I mean, the entire increase was swallowed up by the expenditure. Now, is this altogether completely explained by the fact that extra expenditure which was not altogether unforeseen was incurred in the year 1957-58? Besides, new demands come on us every year and some provision has to be made for them. This has been so—I do not know—for how many years, and it is not enough, therefore, in my opinion, to say in defence of what is happening that certain unexpected expenditure had to be met. I do not want to stress the point unduly. But I do think that a state of things has been reached when the financial side of the question requires much more attention than has been given to it. Now, how is this done? I do not know whether it will be possible to reduce the working expenses. But it should be possible to raise railway earnings. There are various ways of achieving this object. One is, of course, to increase the speed of goods trains. But unfortunately, there was deterioration again in 1957-58. On the broad gauge, the speed declined from 9·6 to 9·28 and on the metre gauge from 8·27 to 8·23. The decrease is not much particularly on the metre gauge. But it is disappointing to find that notwithstanding what was said in this House and the undertaking given repeatedly by the Railway Minister that the railway authorities were not satisfied with the present speed of goods trains and that efforts would be made in the coming years to bring about an improvement, the steady decline in speed continues.

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): Goods trains are carrying much heavier loads.

DR. H. N. KUNZRU: Well, Sir, if this was known, why did the Railway Minister last year say that he was not satisfied with the present speed of goods trains and that he and the railway authorities generally would make

[Dr. H. N. Kunzru.] every effort to bring about an improvement? I think that my hon. friend, therefore, is trying to prove a little too much. I can also point out that this decrease in speed cannot be completely explained away in the manner in which the Railway Minister tried to do last year. I pointed out last year—and I point out again—that there are certain railways in which, notwithstanding the increase in the density of traffic, the speed has increased. On the other hand, there is at least one railway where both have gone down. That is, there has been a reduction in the speed along with the reduction in the density of traffic. If he likes, I can mention the railways. But I dare say he has got all these figures with him.

SHRI V. K. DHAGE: Which is the railway?

DR. H. N. KUNZRU: Well, my hon. friend, Shri Dhage, wants to know which these railways are. We will take the Southern Railway. On the Southern Railway, the density of traffic has declined from 21·7 to 21·6 and the speed too has declined from 8·26 to 7·98. Again, Sir, take the South-Eastern Railway. The density of traffic in both 1956-57 and 1957-58 is the same—16·4—but the speed has come down from 8·26 to 7·98 per hour.

MR. DEPUTY CHAIRMAN: You can continue after lunch.

DR. H. N. KUNZRU: Yes, Sir.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2-30 P.M.

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

The House reassembled after lunch at half past two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

DR. H. N. KUNZRU: Mr. Deputy Chairman, I was dealing with the speed of goods trains when the House

adjourned. Before going further I should like to point out that during the last few years many improvements have taken place, which should have led to an increase in the speed of goods trains. Improvements have been made in the marshalling yards. Although the major works connected with it may not have been completed as pointed out by the Railway Minister last year, yet, if you take up any railway report relating to, say, the last 4, 5 or 6 years, you will find a list of the improvements made in the marshalling yards. Then—4 or 5 years ago—Shri Lal Bahadur Shastri told us that the pooling of engines within a railway zone was accepted by all the railway authorities, and was the practice. The Railway Minister had said in his Budget speech that the track renewal programme would be considerably stepped up in 1958-59 owing to the availability of steel and cast-iron sleepers. We also learn, Sir, from the Railway Minister's latest speech, that it is much easier now to get signalling equipment than it was last year. In spite of these improvements the speed has gone down. When the Railway Minister points out the factors that stand in the way of an increase in the speed of goods trains, he should also take into account those factors which should naturally have led to an increase in their speed. I have already pointed out that the speed of goods trains has declined. This naturally affected the turnround. The turnround in 1956-57 was 10·4 and I think in 1957-58 it was 10·8.

Now, Sir, take engine usage. On the broad gauge it can be said that goods engines had been better utilised in 1957-58 than in 1956-57. The engine miles per day for goods engines were 94 in 1957-58 as compared with 93 in 1956-57, but in the two years previous to 1956-57 the engine miles per day were also 94. It will thus be seen that there has been no real improvement here.

Now, take the metre gauge. On the metre gauge the position in 1957-58 was as in 1956-57—the engine mileage

per day was 82, but compared with the two previous years, that is, with the performance in 1954-55 and 1955-56 there was a decline, because in these two years the engine mileage per day for goods engines was 85. Now, I can point out that on the metre gauge in the case of the passenger lines also the engine mileage has gone down from 76 in 1956-57 to 74 in 1957-58.

I shall now come, Sir, to the track renewal programme. As this is a very important matter and has been referred to several times in this House. I should like to point out that here too there was a setback, if I may say so, in 1957-58 as compared with the year 1956-57. While in 1956-57 the track miles under rail renewals had gone down from about 6,500 to about 4,900, in the year 1957-58 there was again an increase and the track miles under rail renewals amounted to about 6,500, which is practically the figure of the year 1955-56.

Then, Sir, let us take the track miles under sleeper renewals. Here there has been a reduction. Here again there has been an increase in the year 1957-58 as compared with 1956-57 although in 1956-57 appreciable improvement had been made as compared with the previous year.

Now, it was said that steel sleepers were not available on account of the shortage of steel, and that even wooden sleepers were difficult to obtain. Now, the Estimates Committee considered this question and said that it felt that if greater efforts were made to secure wooden sleepers they would be attended with success. It further said that the utilisation of cement concrete sleepers should be carefully considered. It said that the French railways were successfully using such sleepers, and it thought that there should be no insurmountable difficulty in the way of the Indian railways following the practice of the French railways. I should like to know why cement concrete sleepers are not being used. Prestressed

cement concrete sleepers, it seems, can be utilised without any risk. This is an important subject. I cannot refer to it in detail now, but when the Railways (Appropriation) Bill is considered I shall have something more to say about it. But, I should like to have some information on this point.

SHRI JAGJIVAN RAM: Just now I gave the information to the hon. Member that we are trying concrete sleepers in some of our yards, and we have placed orders on Housing Society and a few others also for these sleepers.

DR. H. N. KUNZRU: I am glad to hear that it is going to be used. That will enable Government to step up the track renewal programme considerably. The possibility of use of prestressed concrete sleepers should also be investigated because they would be cheaper than cement concrete sleepers as they require less steel.

Before I finish, I should like to point out that the mileage subject to speed restrictions has been happily reduced. This again makes one wonder why the speed of goods trains is continuously going down.

Sir, there is just one more point in this connection that I should like to refer to before I deal with the important question of new rail construction. The Railway Enquiry Committee, which reported in 1948, recommended that three years later a Committee should be appointed to consider the difficulties at the break-of-gauge transshipment points and to consider whether in some places the conversion of the metre gauge into the broad gauge was not practicable. The Estimates Committee also recommended the appointment of a Committee to consider this matter. The Railway Board appointed a Committee only in April 1957 to consider this matter or rather placed an officer on Special Duty to investigate the matter. His report was submitted to Government in January 1958. This officer has

[Dr. H. N. Kunzru.]
reported against the conversion of the metre gauge into broad gauge on various grounds. We are not concerned really with the question of gauge so much as with the question of better handling of traffic at the transshipment points. The officer concerned has made a number of recommendations which, in his opinion, would improve the performance of the metre gauge railways. He has suggested an increase in the capacity of the M.G. goods wagons. I have already referred to this matter.

He has also said that the loading per wagon should be improved and that bigger train loads should be attempted. But this would require the replacement of the present locomotives by new and more powerful type of locomotives with a higher hauling capacity. He has also recommended that the time is now opportune for raising the metre gauge rail standard from 60 to 70 lbs. He has also indicated the advantages of mechanisation at large sheds by the use of some types of mechanized equipment. Sir, these are very important recommendations. The report of the Officer on Special Duty has been with the Government for more than a year. I should, therefore, like to know Government's decision on the recommendations made by the Officer. This is a very important matter which comes up in this House year after year. If the acceptance of these recommendations will lead the authorities to deal more expeditiously with the traffic at break-off-gauge transshipment points, perhaps it will be possible to increase the speed of goods trains also. The Officer, to whom I have referred, has recommended the use of a more powerful type of locomotive, not merely because of its higher hauling capacity, but also because it will be possible to increase the speed both of passenger and of goods trains even.

I shall now come to the question of new railway construction. Sir, it is very difficult to understand the rail-

way construction programme without a map showing where new railway lines are going to be built. I suggest that we should be provided with a map every year showing what is intended to be done in the way of construction of new railway lines.

Apart from this, I should like to know whether there has been any prospective planning, i.e., any long range planning and if a programme for the construction of new lines, money being available, has been thought out for some years. I think this information should be supplied to hon. Members. We shall then be in a better position to make such suggestions as we may like to.

Now, I shall refer to the present construction programme of the railways. The construction of new line has virtually come to a standstill. If we take, say, the past hundred year we find that about 34,000 miles of railways were constructed during this period. Speaking very broadly, the annual average construction amounted to 340 miles, but since 1950-51 the total mileage has increased only by a few hundred miles. Perhaps, the annual construction amounts to 11 miles. Sir, I know that the Planning Commission was unable to give the Railway Ministry the money that had asked for, but the country needs railways in certain important places.

While I am all for consolidation before we undertake the construction of new lines, the logical consequence of the reorganisation of States must also be borne in mind. Take, for instance, Madhya Pradesh. If the new Madhya Pradesh State is to be reality, if the people living there are to feel that they belong to one integrated whole, increased railway communication is necessary. Formerly when Nagpur formed part of the Madhya Pradesh State and it was the capital of Madhya Pradesh, one could reach places like Raipur and Bilaspur very quickly. But now in order to go to Raipur and Bilaspur from Jabalpur it means very roundabout travel.

ling. There is, I know, the Jabalpur-Nampur-Gondia line but it is a narrow gauge. It is one of the most worthless lines that I have come across. And it is one of the most merciless lines that I have ever come across. I think the time has come when this narrow gauge line should be converted into a broad gauge line.

SHRI V. K. DHAGE: Everywhere.

DR. H. N. KUNZRU: But here it is absolutely necessary, if the people of the new State are to have any rapid means of travelling from one part of the State to another.

Now, Sir, my second recommendation is that Raipur should be connected with Jagdalpur, which is the headquarters of the Bastar District. There is mineral wealth there, and as it forms part of the Madhya Pradesh State, it is necessary to connect it with Raipur, so that, as I have already said, Madhya Pradesh may become a fully integrated State.

Now, Sir, I know that it is proposed to construct a railway line from Bailadilla to Kottavalasa, which will pass through Jagdalpur and connect it with Visakhapatnam. It will be possible, therefore, to transport the mineral ores from Jagdalpur to a port by this line. But for the other reasons that I have given, I think some connection between Jagdalpur and Raipur is also essential. Well, I have a suggestion to make with regard to this new railway line that is proposed to be constructed. It passes through the Koraput District, and it also passes through Jeypore. There is only one important town in the Koraput District, and that is Raygada. It is on the Vizianagram-Raipur line. It is probably a broad gauge line. I have had the misfortune, Sir, to travel from Vizianagram to Raipur. There is a broad gauge connection between Vizianagram and Raygada. But if a man living in Raygada wants to go to any other part, he must come to Visakhapatnam in order to go to Koraput, which is in Orissa, and to

Jeypore. If this line could pass through Raygada also, the Koraput District would be fairly fully opened up.

Before I pass on from this subject, I should like to say that I am very glad that Kandla is going to be connected with Ahmedabad by means of a broad gauge line. When this traffic increases, it will be necessary to prevent congestion at Kandla, and it is also desirable that that port should be able to serve not merely Rajasthan but also other States in the north.

Lastly, Sir, I should like to say a word—I hope my time is not up—with regard to rail-road competition. This is not a new question. We have dealt with this question in the past also. Nor is it, Sir, peculiar to India, because other countries have also had to face it. I grant that it is necessary to bring about some co-ordination between rail and road transport. I hope, Sir, that what the Railway Minister calls the regulation of transport does not mean the prohibition of private road transport. There is no case for it. All that is needed is co-ordination. It ought to be seen what the difficulties are. Are the rates charged by the buses, that carry goods traffic, too low? Are they being made intentionally low in order to undercut the railways? Is there any reason why people prefer to despatch their goods by buses rather than by rail? Is that method quicker than transport by rail? Are there any other advantages that tell in favour of road transport? All these questions must be carefully considered before any solution can be found out.

Now, Sir, I should like the authorities also to remember that they have in the past deprived people of employment by constructing new railway lines. They have not realised their responsibility in this connection. Here too, therefore, if any step has to be taken to the prejudice of the road transport owners or users, some attempts should be made to bring about a settlement by agreement and also to secure employment for those

[Shri H. N. Kunzru.]
who may be thrown out of employment Sir, these are some suggestions that I venture to make on this occasion. I shall have to say something more about our railways when the Railway Appropriation Bill is placed before this House.

SHRI ANSARUDDIN AHMAD (West Bengal): Mr. Deputy Chairman, Sir, I must thank you for the opportunity given to me to speak on this occasion.

At the very outset, Sir, I might submit that I have no hesitation in offering my congratulations to the Railway Minister for the good financial position of our railways, as indicated in his speech on the Railway Budget for the year 1959-60. There has been all round increase in our receipts. The gross income has increased to the extent of Rs. 27.65 crores over the revised estimates of 1958-59. The net receipts also show, after meeting all expenditures, an increase of Rs. 12.57 crores over the revised estimates of 1958-59. In respect of the dividend payable to the General Revenues also there is an increase to the tune of about Rs. 4.38 crores. The surplus shows an increase of Rs. 8.19 crores in the year 1959-60. Sir, this is all good, and there can be no doubt that the financial position of our Railways is a stable one. But there is the other side of the picture also. The

expenditure has increased considerably, by 15.28 crores of rupees. There has also been a fall, as speakers have mentioned before, in railway goods traffic and in income from passenger traffic. The fall in goods traffic has been attributed by the railway authorities to unfair competition from private operators or transport working on lines parallel to the railways and the passenger traffic decline has been attributed to natural economic conditions prevailing in the country. In regard to fall in goods traffic I agree that it is the concern of the railways to ensure that the income should not fall but it should be seen that they do nothing so that the private operators of transport who do a national service would go out of existence.

It is true that the private operators have been able to defy competition by the railways but it must have happened because the private operators have given economic and operational advantages which the railways could not give and I incline to say that if the Railway authorities give the same advantages, economic as well as operational, I am sure that they will get back all the clients who have gone away from them. I hope the railway authorities and the Government would look into this matter in this view and do nothing so that the private operators go out of existence. There is great need for these private operators and so I repeat that the railway authorities should think twice and should give their due attention before taking any wrong step that would drive these operators from their operations. The fall in passenger traffic, I hope, is a temporary feature and I hope also that it will be all right when we recover from the conditions which we passed through last year.

The speech of the Railway Minister introducing the Budget has been a very pleasant and good one. There has been improvement in every sphere and activity of the railway administration. The rolling stock has increased considerably and practically we have met all the demands in this respect. There has been a very good increase in manufactures in workshops. I make a special mention of the engines and locomotives which have come out of Chittaranjan Workshop and Telco Workshop. Their numbers of output show that at no distant date India will be independent from imports in this respect. The Integral Coach Factory at Perambur is also doing very good work. There has also been better result shown in the payment of compensation for loss of goods. The loss of goods also has decreased considerably. This is a great credit to the railway administration that this problem is on the way to solution. There has been increase of amenities to passengers which is evident every day when we travel on the railways.

The welfare of railway officers working in the railway administration has been considerable and all our thanks are due to the railway administration for this care of their officers. This happy position should not however lead to a sense of complacency and undue safety on the part of the railway authorities. The Railway Minister has many problems ahead which have defied solution up-to-date and he has to work hard and long for solving them. I would only refer to overcrowding in railways, failure of trains to travel in scheduled time, increase in accidents, ticketless travelling, insanitary condition of rest houses for lower class passengers and poor quality of food.

As regards overcrowding in trains, it is plain to everybody who goes by train that there is overcrowding today everywhere. This is specially noticed in suburban trains. Sights of passengers hanging on whatever support is available in the trains or travelling on foot-boards are not rare and during the holiday season and on special occasions the roofs of trains are also taken into service. I know that some passengers take to these dangerous modes of travelling to avoid payment but it can be safely said that these would disappear if there was no overcrowding. I referred to amenities to passengers provided by the Railway administration but all that they do lose their value when we see the travellers being huddled together in conditions which are more fit for animals than human beings. I hope this question, which is of very great importance to the railways, should be seriously looked into by the hon. Railway Minister. The failure of trains in reaching at the scheduled time is a matter which has been, more than once, before the House and elsewhere and when the Railway Minister tried to explain away the situation, there were peals of laughter which showed that the Minister had not satisfied us. I would not like to speak much on it but this should also be attended to seriously and the sooner it is done, the better.

The railway accidents have increased, which is most unfortunate. I know that the railway authorities do realize the importance and gravity of this question and are trying to consider the matter seriously from a three-pronged attack, namely, psychological, educative and punitive. If punitive measures are required, I feel that punitive measures should be taken severely and effectively. Any light-hearted punitive measures will not help at all. At the same time, I feel that, there is something lacking in the railway organisation which helps to increase these incidents. I am inclined to think that the training of the men who operate the lines and especially in the lower ranks, is not sufficient. This should be done more thoroughly as it should be and at the same time a sense of responsibility should be instilled into the minds of men who operate these lines for the safety of the passengers who travel under their care. About ticketless travel, others have spoken. It has grown so much that it is more a social evil than an evil of the railway administration. The root causes for it must be found elsewhere. They are to be attributed to the general indiscipline which we find in every walk of society, especially amongst the youths but at the same time I feel that if the railway officers were not so corrupt, as is very often the charge against them, the ticketless travel would have disappeared. I was more than shocked to see the condition of the third class passengers' rest houses. Sir, these third class passengers give the greatest amount of income to our railways under passenger traffic. I know and appreciate that many amenities have been given to them for the comfort of their travel. But at the same time, I cannot understand why there should be any such insanitary condition prevailing in these rest houses. I think that if the officers in charge of these places take greater care, then this evil will disappear soon.

Food position has improved considerably since some time, but I think

[Shri Ansaruddin Ahmad.]
there is still further scope for better food being supplied and for supply of cheaper food also.

The Railway Minister referred to the many surveys done recently, one of which is of the Domohani-Alipur Duar line in the North Eastern Frontier Railway. This line was projected by the Railway administration to make the Assam link railway, which feeds North Bengal and Assam, safe from the ravages of the floods, which nearly swept away this line some four or five years ago. This new line is very necessary to strengthen the weak points of the main line. But I regret to say that the construction of this line has not been provided for in this year's Budget. It is very necessary that this line should be provided for and constructed early. In this connection, I would like to refer to another point. This Domohani-Alipur Duar line crosses the turbulent Torsa river which did so great damage to the Assam Railway link. It has still to cross this river. A bridge has to be thrown on the Torsa river and this bridge has to be strengthened by a bund about 30 miles long and this involves a heavy cost but remains still vulnerable to floods. In this connection I would like to refer to another line, which was proposed by some Members of Parliament from West Bengal and Assam, further down south which would have avoided this Torsa river altogether. This was proposed some three or four years back and the then Minister of Railways gave us the hope that the survey for this line further to the south would be taken up. Unfortunately, this was not done and I do not know why in spite of the fact that this line further south would have avoided the turbulent Torsa river, this survey has not been conducted. I do not know whether even now it is too late for the Railway administration and for the Railway Minister to reconsider this question and adopt this third line in place of the second line referred to above from Domohani to Alipur Duar.

In this connection, I may refer to the difficulties of north Bengal, for want of close railway connection with the metropolis of West Bengal—Calcutta. Before the partition of Bengal and before the independence, the railway connection between the northern-most point of north Bengal and Calcutta was only 250 miles. After partition and since the creation of Pakistan, this distance has increased to over 550 miles; and for doing this journey of 550 miles, you have to cross two districts of north Bengal and then traverse nearly the whole of the eastern and northern portion of Bihar to reach Manihari Ghat and then cross the Ganga there and then travel about 200 miles to reach Calcutta. The crossing of the Ganga is a most troublesome affair and it often takes about 8 to 10 hours. The Chief Minister of West Bengal has repeatedly said that administration of north Bengal has become extremely difficult to manage from Calcutta. Sir, from this point of view also, I would make a humble suggestion for the consideration of the Railway Minister and of the Government. The integrated scheme of the Farakka barrage with a bridge over was devised and suggested to the railways mainly for the safety of the port of Calcutta. This has been found necessary also to give closer connection between Calcutta and north Bengal. Sir, this big barrage scheme has been consistently claimed by West Bengal, for otherwise the Calcutta Port would not be safe. But we do not know whether the Government of India has accepted it even now. And this has been so long in the offing that we have nearly despaired of its being accepted by the Government. And even if it be acceptable to the Government, it will not be included before the Third Five Year Plan comes into shape. So far it has not been included and so this barrage with the bridge will take at least some 10 years to come into existence. In the meanwhile, north Bengal will suffer. My submission, therefore, is that keeping this integrated plan of the Farakka barrage as it is, for the consideration of the Gov-

ernment, the bridge portion of it may be separated from the scheme, and a bridge like the Mokameh bridge which has been recently completed and which no doubt will give a fillip to the economy of Bihar, may be constructed downstream somewhere in Bengal, somewhere in Murshidabad district. If this is done, then north Bengal will be served well and the whole State of Assam will also be served well.

I will conclude my speech with a humble request to the hon. Railway Minister for his consideration. I have said before how very difficult it is now-a-days for a passenger to go from north Bengal to Calcutta. This journey is compared to a nightmare and whoever has had the experience of making this journey will never forget the troubles. There used to be a through train from the terminus of Alipur Duar-Cooch-Bihar section to Manihari Ghat, but for the past few years this has been stopped. And I do not know why this has been stopped, to the great inconvenience of the passengers from north Bengal. My humble request to the hon. Minister for his consideration is that this through train may be reintroduced from Cooch-Bihar to Manihari Ghat. This is a small request and I do hope that the hon. Minister will accept it and soon.

With these words, Sir, I conclude my observations.

SHRI K. L. NARASIMHAM (Andhra Pradesh): The Indian railways are the biggest national undertaking, with a capital of Rs. 1119.13 crores employing nearly eleven thousand odd workers, including the construction workers. This is the life-line of our economy. The efficient running of this great national undertaking will go a long way in improving the economic conditions of our country and also in developing our country in all ways. During the First Five Year Plan, the country spent nearly Rs. 423 crores on the rehabilitation and construction works and in the Second

Plan, we are to spend nearly Rs. 1125 crores. After spending so much amount on the railways, the situation that we find today is not very bright. I have to submit, Sir, that this greatest national undertaking is not managed efficiently, is not developed efficiently, and the efficiency is deteriorating every day. I will elaborate this point by mentioning to you some facts and show how the everyday management of this biggest national undertaking is done in a bureaucratic way by the top-heavy centralised administration which does not come up to the requirements of the day.

Sir, I have very carefully gone through the statistics furnished by the Railway Ministry and I find a big lag in them. The Estimates Committee have also pointed out some such thing about the railway statistics that are presented year after year. In paragraph 74 of their Twentyninth Report, they say:

“There are two other directions in which improvement is called for. Firstly the Railways have for some time past adopted the policy of going in for heavier locomotives and wagons of greater capacity in their new acquisitions. There has been consequently a steady rise in the Average Tractive Effort of the Engines on Line, and of the Average Capacity of the Wagons. But the effect of these are not taken into account at present in the statistics used for comparison of performance such as Engine Miles per Day per Engine in use, Net Ton Miles per Engine Hour, Average Wagon Load, etc. If the comparison of performance with previous periods is to be of any use, due weight should be given to these factors.”

By giving due weight to this factor, I have to say that the efficiency of the railway administration is deteriorating on one point; that is, there is little advance in more intensive utilisation of the railway equipment even during the First Plan period.

[Shri K. L. Narasimham.]

Coming to the Second Plan also, I have to say that the administration has failed to utilise the present stock properly. With the present stress on economy and the imperative need to utilise scarce investment resources in the most economic manner, it is very essential that we take into account this factor, that is, the factor of utilising our own resources in the proper way. I can give you the statement of an eminent economist who has studied this problem. In one of his reports he compares our railways with the railways in China. Conditions, of course, are different in China and compared to our system, which is the biggest undertaking in Asia, the Chinese system is just coming up but even then you will find a good comparison. I shall only mention the wagon turn-round and the extensive delays caused in loading and unloading and in shunting wagons in the marshalling yards. These relate to the utilisation of rail equipment in India and China, countries with considerable similarities in the structure of output and scarce resources for development. The figures of achievement in China are shown in sharp relief:

Train miles operating in India (in millions) for 1955-56—120; in China—245.

Wagon number (in thousands)
India—266; China—95.

Ton loads per wagon per year
India—450; China—2,600.

Wagon turn-round time India—10 (about); China—3.

This shows that the wagon turn-round in China is faster and they move more goods with the available resources. With this comparison, I come to our railway system. What do we find here? We find that the speed of the goods train has decreased from what obtained in 1951-52. In that year, it was 10.7 in respect of the broad gauge and 9.22 in res-

pect of metre gauge. In 1957-58, the figure in respect of broad gauge was 9.68 and in respect of metre gauge 8.23. The coal consumed in 1951-52 was 8.15 million tons for the broad gauge and 2.33 million tons for the metre gauge. In 1957-58, it was 10.64 million tons for the broad gauge and 3.05 million tons for the metre gauge. I then come to the total number of the locomotives awaiting repairs. In the year 1951-52, the total number of broad gauge locomotives was 5,233 and out of this, 956 were under repairs. There were 25,987 locomotives in the year 1957-58, out of which 900 were under repairs. There is some improvement here. In the case of the metre gauge engines, there were 2,645 engines out of which 419 were under repairs. There were 5,987 locomotives total number of engines were 3,308 out of which 520 were under repairs. Let us now take the number of passenger coaches, their number and the number awaiting repairs. In 1951-52, it was 6,942 and 931 respectively for the broad gauge and 6,208 and 523 respectively for the metre gauge. For the year 1957-58, in respect of broad gauge, the figures were 8,220 and 741 respectively; in respect of the metre gauge, the figures were 7,555 and 624 respectively. I now come to the question of the number of claims preferred and the amounts paid. In 1951-52, there were 3,89,428 claim cases whereas in 1957-58, it went up to 4,76,856. The amount paid in 1951-52 was Rs. 2,91,80,867 whereas in 1957-58, it went up to Rs. 3,27,48,042. If you take the accident figures, you will find that they also are on the increase in the sense that the number of persons injured, number died, that is, fatal cases, are also on the increase. The figures are given in the booklet circulated to us. The hon. Minister also mentioned how the accidents are happening and, compared to the other countries, he said the figures were not much. If you examine all these things, you will find that the performance of the railways, after the expenditure of so much of money, is such that it is not at all able to cope up

with the traffic that is offering, that it is not at all efficient . . .

SHRI SHAH NAWAZ KHAN: Quite wrong.

SHRI K. L. NARASIMHAM: . . . to utilise the resources properly. As I said earlier, the wagon usage, that is the wagon turn-round, is daily deteriorating. You will find from this how the railway administration, with a top heavy administration and a bureaucratic outlook, without taking the co-operation of the workers and also the persons who are responsible for running the joint enterprises, does things in its own way. It will be interesting for me to quote the figures relating to the number of Class I and Class II officers. This number has gone on increasing during all these years. This figure previously was two thousand odd and now it is over four thousand; the exact figures are 2241 and 4013 respectively, an increase of cent per cent. There is some increase in respect of the other categories of staff but it is not commensurate with the work.

It is better, Sir, I speak a little about the development of railways not in the sense of the great engineering constructions that are to be viewed with admiration but in the sense of the new constructions that are going on and the question of taking such new constructions to the backward areas, giving cheap rail transportation to the people and in that way helping the economic growth of the country. Viewed from that point of view, I would say that the railway administration has no perspective and it is not thinking on those lines at all. Coming to the next point about the progress of the Plan, you will find that during this period we have spent nearly Rs. 675.82 crores and are planning to spend Rs. 235 crores this year and only a sum of Rs. 211 crores is left for the coming year 1960-61. Sir, here we must examine the expenditure and the performance. The objective laid down in the Plan, apart from other things, was to provide for an increase in the originating goods

traffic of 42 million tons over an assessed traffic of 120 million tons at the end of the First Plan and also to take further steps to make the Indian railways self-sufficient in respect of their requirements of stores and equipment by increased manufacture in the country. The Plan also covered construction of 842 miles of new lines, renewal of 8,000 miles of existing track, doubling of 1607 miles, conversion of about 265 miles of metre gauge lines into broad gauge, electrification of 826 miles and procurement of a number of locomotives, coaches and wagons. Now, if we compare this with the performance over all these years when we have already spent more than 50 per cent. of the allotment, I have to say that the Ministry will not be able to fulfil the targets set out in the Plan if they continue to manage and work in this way. New lines opened for traffic and under construction is about 698 miles; doubling is only 1650 and track renewals 4,416. There is an improvement in the production of locomotives, coaches and wagons in the country and I am all appreciation for it. But at the same time I have to say that the targets fixed in the Plan will not be fulfilled if they continue in the same way and if they do not make any change in their administrative set-up and also in the functioning of the railways. Sir, the hon. Minister himself has mentioned in his speech that a loan from General Revenues to finance the Railway Development Fund expenditure has become unavoidable. That is in paragraph 14 of his speech. He has to take a loan from General Revenues because the earnings from the railways are not up to the anticipations and the expenditure is increasing. I will come to that point later but here I have to say that the Railway Ministry is faced with a problem today that with all the allotted amount, the way in which the administration is carried on cannot fulfil the targets set out. They cannot achieve their targets, I would humbly submit, unless they make a definite change in their attitude and functioning.

[Shri K. L. Narasimham.]

Coming to the Budget Estimates, I have to say something about the general economic conditions in the country. The index of industrial production shows that in 1958 it is 141, taking 1951 as 100. There is an increase but the increase is not so marked and it is coming down. The figures of industrial production given by Government show an increase of 41 per cent. but the rate of progress is slowing down. Against an increase of 8 per cent. in 1951, 9 per cent. in 1956, the increase in 1957 was only 3 per cent. At the same time there was a heavy fall in food production. In 1957-58 rice crop declined, also wheat, gram, millets etc. and you will find that while the industrial production increased agricultural production decreased. And the economy in the country is being reflected on the budget figures given to us. You will find every year the Railway Minister is coming forward with supplementary demands and he is asking us to grant additional moneys for the additional expenditure he incurs. The picture of anticipated surplus that he gave last year is not there because the traffic is not even and in some places the traffic is not up to expectations. Having this as the background he estimates for the coming year and in estimating for the coming year he is relying more on steel production and on the new bridge and other factors. He has given a figure that the goods earnings would be Rs. 272.58 crores. I have to say that it is an over estimate because the policies followed by the ruling party, how they are affecting the common man, the freight charges and the passenger fare that are being charged, all these things have to be taken into account when you think of estimating your income. Without that he is posing a problem that there is competition from road transport and suggests by implication that because of road transport the income is affected, whereas the facts are otherwise. From personal knowledge I know that a person who has to go from Nellore to Madras spends less and reaches

quicker by bus than by railway train. What is the reason for it? We must investigate into the reasons for it. You cannot say that you cannot run a local there. If you look into all these things you will find that you want to cover up your inefficiency by posing a problem, the problem of competition by the road transport system. I do not want to deal with it further except to say that I support the view expressed by my friend here who said that we should not take any steps to curb the road transport system which is developing in our country.

Coming next to the point of wastage, I would only deal with some of the matters mentioned by the Public Accounts Committee. The Public Accounts Committee, 1957-58 in its Fourth Report refer to the supply of defective springs in the all metal metre gauge coach body shells which has resulted in an unnecessary expenditure of Rs. 4.74 lakhs. They also referred to a case of purchase of defective axle boxes leading to an estimated loss of Rs. 1,23,000. Coming to the more important item of TELCO and the charges that they are asking the railways to bear, I think it would be better if I read the statement of the Public Accounts Committee given in para 55:

"It may be pertinent to point out here that till the commencement of the fixed price periods (1.2.54 for boilers and 1.7.54 for locomotives) the Railway Board had subsidised the manufacture of boilers and locomotives by the amount standing in the Development Account, viz., Rs. 229.65 lakhs, representing the excess of the actual cost of production of boilers and locos by TELCO over the landed (i.e. ceiling) cost. In addition to this subsidy, the Railway Board had made an *ex gratia* payment of Rs. 7 lakhs, the profit which was declared by the Company to their shareholders in the year 1950-51 before the commencement of price period for boilers although the Company was not entitled to profit during this

period. Further a penalty of Rs. 12.51 lakhs leviable under clause 22 of the agreement for short deliveries of boilers and locomotives was not levied; shares worth Rs. 2 crores in TELCO were purchased. TELCO was allowed the reimbursement of advance payment made by it to a technical adviser (Messrs. Krauss Maffei) for materials etc. ordered on them which advance payment was in effect an interest-free loan, the interest on which, when calculated on the daily balances at $4\frac{1}{2}$ per cent. worked out to Rs. 4.47 lakhs.

Now, it is not a question of bargaining about the price. I humbly submit that the time has come when the Government should take over the TELCO and run it as a Government undertaking instead of allowing a private man to amass a huge fortune at the expense of the country, instead of allowing him to take money from the general revenues in various forms, free of interest loans, etc. I urge that the TELCO should be nationalised and Government should take charge of it and run it efficiently.

Coming to the small Light Railways that are still in existence in our country, for a better co-ordinated railway system, I wish that the Government thought in terms of nationalising and taking over all the railways and improving the system for developing a co-ordinated transport. At the same time I have to draw the attention of the House to the World Bank loan which the Ministry has taken. I am not against taking loans from any country. I am for taking loans from wherever it is possible and from whosoever offers it on terms advantageous to us. But my information is that this loan is taken at an interest of $5\frac{1}{2}$ per cent. I feel this interest is too much, and I have to say that instead of taking it in this form, you had better utilise your own resources with the co-operation of the workers and the

people and enthruse them for becoming Plan-minded, for the efforts at national development and for defending the public sector; in this way, you could have done better. I think that we require more details about the interest and the other conditions of this loan.

Sir, the next point is about the labour policy of the Railway Ministry. I have to say that the Railway Ministry is following an anti-workers policy. I have heard some speakers mentioning about the liberal improvements they have made on welfare measures. I agree with those hon. Members in the statement they made that improvements have been made. Regarding hospitalisation or construction of quarters or giving loans for educational purposes or building hostels for the children of the railway employees, regarding all these welfare measures some improvement is there. But the basic policy is there, the basic policy of the Railway Ministry in dealing with labour. Sir, the ruling party and its Government despite their socialist professions are unwilling to give a decisive voice to the workers and the trade unions in the direction and execution of the Plan. They talk of workers' participation in management but refuse to implement it in respect of these huge undertakings like the railways. I remember Shri Lal Bahadur mentioning that he will implement this policy in some of the railway workshops. I do not know whether it is implemented, but as far as I know this question of workers' participation in railway management is not considered up till now. I wish that the Railway Ministry had evolved a machinery for appointing joint production councils at the workshops, joint committees at the marshalling yards and joint committees at different levels, with the workers and the trade unions given their due right so that they could play their role. If this is done, I think, the Railway Ministry will give a better performance than what they have done now. Here I have to draw your attention

[Shri K. L. Narasimham.]

that the Railway Ministry is only encouraging a particular section of persons, and that section is called the National Federation of Indian Railwaymen. The hon. Minister mentioned in his speech that an arbitrator was appointed and efforts were made to bring about unity in the ranks of the railwaymen. Shri Jagjivan Ram did make that effort. But I have to state here why the effort at unity failed and who is responsible for it. My information is that at Lillooah the Working Committee of the National Federation of Indian Railwaymen passed a resolution stating that no unity was possible with the All India Railwaymen's Federation. They made that statement before the arbitrator. The arbitrator also stated in his award that they cannot go out of the arbitration when once it was mutually agreed and the matter was referred to him. That is the position now. So the time has come for giving the All India Railwaymen's Federation a channel of discussion with the Railway Board. I urge that the All India Railwaymen's Federation, the seniormost trade union of the railwaymen should be recognized and given all facilities, as you give facilities to any other recognized trade union. I do not say that you should not recognize other sections. You recognize them, but give all facilities to the All India Railwaymen's Federation on a par with the Federation which you are recognizing. The lower ranks go a step further and take up an attitude . . .

SHRI D. A. MIRZA: One organisation follows a policy of non-violence. The other pursues a policy of violence. So there can be no compromise.

MR. DEPUTY CHAIRMAN: The Railway Minister will reply to that point.

SHRI K. L. NARASIMHAM: Mr. Mirza is more violent in his words than I, and he talks of non-violence in this House. He had better practise non-violence more.

Sir, the question is about the trade union rights. Recently I came across a circular given by the Divisional Superintendent of the Vijayawada Division. In interpreting the Service Conduct Rules, rule 9, he went to the extent of saying that any contribution given to any trade union was against the rules, whether inside or outside the railway premises. He went to that extent, Sir, and I had an opportunity of seeing that particular gentleman and explaining that his interpretation was wrong. Still he is such a person who never sees reason in words that he only said to me, "I am following the rules". That means that a registered trade union under the Trade Union Act cannot exist by collecting subscriptions. I can understand the position that if allowing a trade union to collect subscriptions disturbs the working of the Railway, it can be stopped. But the directive is that one cannot pay contributions.

At this stage, I think it is proper on my part to ask whether the Railway Board or the Railway Ministry has implemented the recommendations of the Railway Corruption Enquiry Committee Report wherein they have stated that all the properties owned by railway officers should be notified to the administration under the Service Conduct Rules, and that they should be notified regularly. Sir, if you go into these things, you will find that huge amounts which are meant to be spent on works are being misused. I personally know the case about the remodelling of the Vijayawada railway station, for which Rs. 85 lakhs were allotted. Out of that the major portion was spent there but we are yet to see a marshalling yard of that particular station.

SHRI JAGJIVAN RAM: He is making a serious charge that there was misuse of funds at a particular place. Will the hon. Member produce some material so that I can proceed in the matter?

SHRI K. L. NARASIMHAM: I am glad that the Railway Minister has asked me to give him some material.

In one of the previous debates I remember his asking me the same question. I gave him some material about the delay in disposing of papers concerning promotions, confirmation, leave, and some such things. He was good enough to say to me that there was delay and that the matter was being looked into. Here also I will give him the information. Offhand, I can give him information about some works at Bezvada. For remodelling, for track renewal, etc., the amounts sanctioned in 1956-57 and 1957-58 are not utilised fully. There are lapses in them.

SHRI JAGJIVAN RAM: I intervened to enquire not about lapses but about corruption. I want to have the material to know how the money was misused or wasted or somebody took it away, without being spent on works.

SHRI K. L. NARASIMHAM: Lapse is one thing and misuse is another thing, I understand. Lapses are occurring and we can go into them. But here the amount allotted for a particular work is not properly used and for that the Railway . . .

MR. DEPUTY CHAIRMAN: I know you allege misuse of money, but the hon. Minister wants to know the instance so that he may take action.

SHRI K. L. NARASIMHAM: I will give him the necessary information. I can give him the information at my disposal.

MR. DEPUTY CHAIRMAN: That is all that he wants.

SHRI K. L. NARASIMHAM: On the day I left Vijayawada, two persons . . .

SHRI JAGJIVAN RAM: I do not want the material here and now. The hon. Member may pass it on to me through you, Sir.

SHRI K. L. NARASIMHAM: I can give him the necessary information. Now offhand, I can give him some information. Sleepers of the railway

are being sold in the open market at Vijayawada town. The other day when I left it, that happened. I came to know of it. That is, on the 10th of this month.

The other thing I am talking about is a definite labour policy. I submit, Sir, that the All India Railwaymen's Federation should be recognised and its constituents also should be given all facilities of a recognised union. Especially, the circular of the Divisional Superintendent of Vijayawada needs immediate correction. But if that is the interpretation which the Ministry gives, I have nothing to say. But, as far as I understand, the Conduct Rules as they are and the word 'contribution' there do not relate to trade union subscriptions.

The 16th Labour Conference made certain decisions in regard to the same policy of labour. The private sector was asked to agree to that and they agreed. That is regarding the code of conduct and recognition of trade unions, rationalisation, grievances, procedure and so many other factors. On the public sector, in the month of January there was a meeting and they discussed several matters. The Labour Ministry convened that meeting. I do not know what the position of the Railway Ministry is in this regard. I want that the Railway Ministry should also fall in line with them and implement the decisions of the 16th Labour Conference and see that a code of discipline mutually agreed upon by employers and employees is also implemented in the national undertaking which can go a long way to improve matters. They refer about the employer interfering in the day-to-day activities of the trade unions and also the employer favouring a particular union. At the same time, the worker also is asked not to neglect his work, but do his duty properly and also agree to do certain other things. That code can be enforced on the railways also.

We have been bringing the question of victimisation to the notice of this Parliament and the hon. Minister

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[Shri K. L. Narasimham.] every time he replies says, "You give me a list of names of persons who have been victimised for trade union activities". But I have to submit, Sir, that section 148 is being used arbitrarily. It is a section which gives powers to the General Manager to dismiss an employee from his service without assigning any reason. There is the instance of an old case which was reviewed. One man was asked to join duty the next morning. But he was served with a notice under Section 148 and he was discharged from service. I have got a big list of names here and I can pass it on to the hon. Minister. One particularly interesting case I will mention at this stage and that is the instance of Mr. B. N. Das Gupta. He was appointed as Laboratory Assistant. His designation was changed to Assistant Chemist on 24th November 1943. I do not want to take much time by reading the entire portion here. I will only read the following:—

"As the reinstatement order was with immediate effect, he pressed for allowing him to resume his duties on the same date. He was not allowed to do so on the plea that he was to resume his duties on the next morning. On the next morning when he attended office, he was offered a removal notice in accordance with Rule 148 of the Indian Railway Establishment Code, Vol. I, signed by the General Manager".

He was sent out. There are similar cases on the Southern Railway, Eastern Railway and in many other railways. Why should they take recourse to this Section 148? I want to ask this question of the Railway Ministry. He has no right to defend himself and he is summarily dismissed. These methods are adopted because of adverse police reports. The police report is adverse because a certain interested party in the trade union makes certain allegations. You take cognizance of that and say that so and so is undesirable. I think in our

country at this stage this kind of method should be stopped. There can be enough co-operation on both sides to see that this national undertaking is run efficiently.

Coming to the problem of casual labour, I heard when I left my place that the extra labour gang men who were paid at the rate of Rs. 1-4-0 per day stopped their work and they demanded an increase in their wages. I received a wire. I do not know the present developments there. The local market rate was fixed by the Minimum Wages Act and so many other Acts. It is not Rs. 1-4-0. Even for agricultural operations in Andhra Pradesh it is Rs. 1-8-0 per day. Then why should an extra labour gang man who works there on the railroad get only Rs. 1-4-0 per day and that too with no wages on Sundays, even after having worked for several years. I can go into the history of their cases. They are being utilised not only for the construction work, for even regular maintenance. For a number of years, they have been working and there is no separate list drawn out of them wherefrom they can recruit persons.

Coming to another problem of the workshop labour and the loco sheds, I have to say that the Ministry is thinking in terms of the production cell and the productivity campaign. By this, I understand that they are thinking of taking such steps as are necessary to intensify labour work in those places. I would submit here that any change in the working conditions should be made in consultation with the trade unions, with the consent of the workers, so that they conscientiously put in more work. I suggest that double shift can be considered. I also suggest that the railway workshop labour should be taken into account for producing the necessary materials for the railways. We must think in terms of developing the workshops and that development can be considered only with the co-operation of the workers, by organising joint production councils or

joint production committees in the various workshops.

I have to say that the administrative set-up of the railways is more centralised now. The centralised administrative set-up with a bureaucratic mind is mainly responsible for the inefficient functioning of the railways. The Report of the Railway Corruption Enquiry Committee in paragraph 193, page 110, also considered the question of administrative reorganisation and stated as follows:—

“Like most large organisations, the rearranged zones suffer from the defects of over-centralisation, indecision, red-tape and inertia.”

The Estimates Committee also in its Nineteenth Report on page 21, paragraph 29, suggest the appointment of a high power technical committee to study this problem of reorganisation of railway units. In view of the workload on the Southern Railway, I suggest that a separate zone be constituted with Secunderabad as headquarters. Four divisions—Vijayawada, Guntakkal, Waltair and Secunderabad—forming this separate zone will also improve the work there.

Another point is about railway accidents. If you take the figure of railway accidents, you will find that the number of fatalities and the injured is increasing. The question was examined by a Railway Accidents Enquiry Committee under the presidency of Shri Shah Nawaz Khan and that Committee made certain suggestions—shortage of material, training facilities, supervision and so many other factors. Again, the National Railway Users' Consultative Committee—I was also a member of that Committee—took a decision to appoint another committee to review the decisions. That Reviewing Committee also made certain remarks about training and about other matters referred to by the Committee including lack of materials. Sir, even today

4 P.M. there is lack of materials or the stores necessary. Even the small nuts required by the carriage

and wagon depots which are necessary for attending to immediate repairs are not there. This is the kind of complaints especially from the carriage and wagon sections. They say: Today even nuts of $1\frac{1}{2}$ " in diameter which are required for securing the brake fittings or nuts of $1\frac{3}{4}$ " in diameter required for securing the draw-gears or split pins of $2\frac{1}{2}$ " \times $\frac{1}{4}$ ", an indispensable part of the fittings, are not being regularly supplied to the carriage and wagon depots.

So supply of materials and stores is an important factor that should be looked into.

Now, coming to the human factor, Sir, every human failure should not be viewed as negligence of duty or carelessness in work. I know of a case in Machavaram or Kovvur on the Southern Railway in the Bezawada Division where because of a defect in the interlocking system there was a collision or averted collision. The station master at Kovvur informed the district officer of the defect in the interlocking system when it was changed from mechanical to electrical. Then there was some defect in it and the defective system gave room for a collision or an averted collision and the Ministry is trying to penalise the railway men for such accidents. I have got cases regarding Sealdah station where for the wrongs done or carelessness in work shown by supervisory officials you penalise the workers. So I request the Ministry to associate a trade union representative also in connection with its enquiry connected with accidents and also see whether in every accident the reasons are properly gone into and then take measures to avoid these things.

Lastly I have to say that unless the workers are enthused and their co-operation obtained, with the available resources at our command alone we cannot ensure the efficient functioning of the railways, and I hope the Railway Minister will move in that direction.

DR. RAGHUBIR SINH (Madhya Pradesh): Mr. Deputy Chairman, Sir, at the outset I must admit that after a serious temporary setback in the railways during the recent past, for once the railways seem to have turned the corner, but it cannot be denied, Sir, that we are still not yet out of the woods, and it will need much care and definite efforts to see that we do not relapse back into that setback which we had recently.

I do not propose to go into the details or quote figures. I know statistics are very misleading at times, but I would like

SHRI H. P. SAKSENA (Uttar Pradesh): Statistics are dangerous.

DR. RAGHUBIR SINH: I would request him to be a little patient because, before long, I will quote something which will support what he says.

Sir, before I proceed further I am reminded of one incident that happened during the debate last year in this House. An eminent Member from the South was claiming for himself that he had the privilege of having the worst railway in the country in his part of the State. Sir, I doubted that assertion. I was certain that my doubts were well-founded. Still I did make a research tour programme to go to the South, and I travelled in the South, and I found that the journey there in the evenings and nights made it compulsory for me to ensure that I should sit down in meditation and not read anything. The lights were so dim and that was, I think, one of the best trains where this was the case—I am referring to the Madras-Trivandrum Express. There the lights were so dim that I could not read anything. But, Sir, I had worse experience of that in my own part of the country. I assert, Sir, with all confidence that the railway train from Nagda to Bhopal still continues to be the worst line in the Indian railways, and I have travelled there in utter darkness. Darkness has

got its own uses. There you can have meditations, but, Sir, travelling in darkness on a dreary summer night . . .

SHRI SHAH NAWAZ KHAN: I hope you utilised it properly.

DR. RAGHUBIR SINH: I am afraid the railway does not provide all those amenities. Let them provide and then think of our utilising them; I am sure the passengers will then not be found wanting. So, Sir, it was a case of travelling in utter darkness, and the reason was that the batteries had failed. This experience of mine has not been on one railway train only; it has been on more than one train. I want to bring it to the notice of the hon. Minister that the one thing that needs to be definitely and immediately looked into is the proper standard of maintenance. It gave me some satisfaction to read his speech where he says "that efforts are being made to bring into service the old stock by carrying out necessary repairs." So, Sir, I would like to urge the hon. Railway Minister to ensure that the stock that is still good be not allowed to lapse into unusable stock or to become really worse on account of lack of proper maintenance in regular course.

Sir, I have seen railway carriages without lights, without fans, with leaking taps, with broken wooden seat on the commodore and, above all, a jungle of electric wires hanging all over the place.

SHRI JAGJIVAN RAM: You see only these things—nothing else.

DR. RAGHUBIR SINH: Well, Sir, they are unseemly and they strike the eye. I think all beauty is a matter of joy and has to be enjoyed. It is only the unseemly that repels and has to be talked about. Sir, the pity is this that these things are not only to be found in that part of the railway line where things are really bad—I have seen this state of affairs even in the best of the railway lines. In

the most important trains, I mean, even in the Frontier line and even in the Kalka-Howrah Mail I have seen these things.

SHRI AMOLAKH CHAND: (Uttar Pradesh): You mean the Frontier Mail.

DR. RAGHUBIR SINH: Yes, I am quite clear about; it was the Frontier Mail.

So, Sir, this is the state of affairs which I have seen and things have been deteriorating, and I would urge the Railway Minister to pay particular attention to this matter.

In his speech, Sir, the Railway Minister has tried to show what steps they are trying to stop overcrowding in trains. My only submission is this, that I feel that sometimes the railway authorities do not show sufficient initiative and proper foresight. I shall tell you one incident. It was on the 23rd December, 1958. At the Madras Egmore station there were 72 first class passengers on the waiting list. Telegrams for these passengers had been received, I think, quite a few days ahead and I am certain some suitable answer could have been found. I know, Sir, a very senior Government officer of the Indian Standards Institution came down to us and told us that he had got to go by that very train and he was prepared to sleep on the floor. I think if the Railway Amendment Bill, which is probably still to be passed, would have been there, my friend, the Government officer, would have been somewhere else and would not have gone to Trivandrum at all.

SHRI JAGJIVAN RAM: It is there already.

DR. RAGHUBIR SINH: It was not there then; it was not there on the 23rd of December, anyway. Otherwise by overcrowding the first class passengers compartment he would have gone to jail. Sir, there was another case. I am not talking of first class passengers this time. On 12th

January 1959, in connection with some urs Mela some 250 passengers were sitting at Khandwa to be carried on to Ajmer but they could not find a seat. Train after train was leaving Khandwa every eight hours but they could not find any accommodation. I pleaded with the railway authorities at the station to kindly do something for these passengers. These poor people were sitting there for days. They had no money.

As I said, one of the reasons for this overcrowding is also the question of punctuality. The trains have been very unpunctual. I am sure the hon. Minister in his reply will quote from page 29 of the book, Indian Railways 1957-58 showing that the percentage of the trains coming in time has been on the rise. Here my friend, Mr. Saksena, comes in. When he says that these statistics are misleading, I agree with him.

SHRI H. P. SAKSENA: I never said anything like that.

DR. RAGHUBIR SINH: My point is this that my friend, the Railway Minister, sometimes juggles and very rightly so. They have got to show certain figures as to what they have done. On 1st October 1958, the Frontier Mail, scheduled originally to reach Bombay at 9-25 A.M. has been put off to 9-55 A.M. half an hour later. Half an hour of one's life it may not mean anything to the Railway Minister, but to others...

AN HON. MEMBER: What about G. T. Express?

DR. RAGHUBIR SINH: It has been staggered by half an hour. I have travelled on that train recently more than once. There is only one point where it has got to slow down. It wastes time at other places. I can remind the hon. Minister that this very train used to arrive in Bombay at 8-30 A.M., if not earlier, before the war. Now, we have got better engines and improved track.

SHRI SHAH NAWAZ KHAN: Now the trains are running before the scheduled time.

DR. RAGHUBIR SINH: But it is still arriving there an hour and a half later than what it originally did. That is why I say that sometimes these figures regarding punctuality are juggled.

DR. W. S. BARLINGAY (Bombay): Is not life more important than time?

DR. RAGHUBIR SINH: Yes, it is important, but I think the track is not so unsafe. I can still trust the hon. Minister to carry us safe without unnecessarily hurrying it and not waste one's time.

Sir, the Railway Ministry has got a definition of its own about punctuality, viz. that the train should reach the destination in time. Probably the Railway Minister does not know about the series of the missed connections due to the late running of trains. I have to tell him all that specially because the Ministers and the officers who travel in the saloons do not know what the common man thinks in this respect. On many stations when I happened to say that the train was coming in time, every man on the platform said that the train could not come in time. Sir, the railways is a major State undertaking. If there is a disbelief among the common man that the State-owned trains will not be in time, I do not know how the hon. Minister feels. But, associated with the administration—being a Member of Parliament—somehow I was definitely sorry to be told all that; I feel ashamed when every ordinary man says that the trains will not be in time. Therefore, I would like to urge the Railway Minister that a definite effort should be made to ensure punctuality. I was happy to read the statement of the hon. Minister in the papers that lately he is taking definite steps in this respect. I do hope and wish that he succeeds, but still I would urge that a special effort in this direction should be made.

I do not want to go into detail about the various development schemes. I would like only to refer to one or two schemes. Sir, I am happy that there is a proposal to take up the railway line from Udaipur to Himmatnagar. But I rather wonder what has been going on all along in respect of one scheme, namely, the Kotah-Chittor line which has been hanging fire for the last six or more years. It has been hanging fire mainly because the Rajasthan Government could not make up their mind whether it was going to be broad gauge or metre gauge. I do hope that the Railway Ministry will take up the initiative and finalise the thing soon.

In this connection, I would also urge that along with the Udaipur-Himmatnagar line, the other part of it from Dungarpur to Ratlam should also be thought of. It is a very important region. So also those Bhil and Adivasi areas of western Malwa need some attention. I hope that these suggestions also will receive due attention and favourable consideration.

SHRI P. C. BHANJ DEO: Mr. Deputy Chairman, Sir, it is with great interest that I listened to the debate on the Railway Budget in this House. My friends have said about the unpunctual trains and the inconvenience of passengers who have appointments. That event is with us every day in our lives, and I for one, would feel very thankful to the Railway Ministry if some effective remedy to this unmixed evil was thought of and brought about.

Sir, when I think about the unpunctuality of our railways, I am pained to observe that unpunctuality begins at home, very close to us, indeed, in the Ministry itself. The Railway Budget was supposed to have been laid on the Table of this House at 1 o'clock, as announced. We all waited patiently, walking about here and there aimlessly, so that we may be able to carry away the Budget docu-

ments with us, when we dispersed for lunch. Then we were suddenly told that the Budget was due to be laid after lunch at half past two of the clock.

SHRI H. P. SAKSENA: But for that, Sir, the hon. Railway Minister has already apologised.

SHRI P. C. BHANJ DEO: May be so. Sir, the hon. Member should have a little patience to listen to what I am going to say. The remedy for this irregularity is the same which I had suggested many years ago on the floor of this House, namely, that during the Budget discussion, while the hon. Minister is busy laying certain documents on the Table of the other House, his Deputy should do the same function in this House, and not only should he do the same function, but he should also read out the same speech in this House in order to keep the dignity of both the Houses at par. This was the practice in the old Council of States, and I do not see why any exception should be made in the present Parliament. If that is done, there would be no inconvenience, no unpunctuality and no need for any complaint whatsoever. This applies to the Railway Budget as well as to the General Budget.

Now, Sir, I would like to say something about accidents and robberies on our railways. In the old days, Sir, in our railways we did not have any bars on the windows. Since our own fetters and bars have been removed, these bars have appeared on the windows of our railways. But, Sir, has our safety increased because of these bars? I regret to say, Sir, as a recent victim, that our safety has not at all increased. On the contrary, Sir, robberies have increased in spite of such bars. The G.R.P. which is supposed to travel in the trains, at least in my case, was conspicuous by its absence.

SHRI JAGJIVAN RAM: What is that incident?

SHRI P. C. BHANJ DEO: I think the hon. Minister should know about that incident, because it was raised on the floor of the other House. I had published it in the papers also so that everyone might know about it.

Sir, I was travelling from Banaras to Howrah, and between Moghal Sarai and Jhajha a respectable gentleman got into the train.

SHRI JAGJIVAN RAM: An old companion?

SHRI P. C. BHANJ DEO: Not an old companion unfortunately. I naturally could not refuse him. He talked in a friendly fashion with me, and at night, when the lights were off, he took away my purse, my money, my fountain-pen . . .

SHRI JAGJIVAN RAM: Surplus to your requirements?

SHRI P. C. BHANJ DEO: He left me absolutely penniless. Fortunately, Sir, there was another gentleman travelling from Bihar. His name was Gyanusingh. He very kindly lent me Rs. 10 and with the help of that money I could ultimately reach my home.

DR. W. S. BARLINGAY: Did the railways send that person to you?

SHRI JAGJIVAN RAM: I will advise the hon. Member to entrust his wallet to the railways, and it will be very safe in future.

SHRI AMOLAKH CHAND: I do not think there is any provision to entrust such things to the railways.

DR. RAGHUBIR SINH: You will have to pay some insurance premium.

SHRI JAGJIVAN RAM: Of course, those charges will have to be paid.

SHRI P. C. BHANJ DEO: Then, Sir, at Jhajha and other stations I tried to contact the railway police. The Railway Inspector was fast asleep. It was very difficult to get hold of him. With great difficulty, Sir, at Madhupur

[Shri P. C. Bhanj Deo.] station—on the border of Bengal—I was able to get into touch with the railway police. The train was leaving, and therefore I made my small report to it. But since then, Sir, I do not know what has happened about it.

SHRI P. N. SAPRU: When did you discover that you had lost your things?

SHRI P. C. BHANJ DEO: Naturally, Sir, when I woke up in the morning.

SHRI D. A. MIRZA: Mr. Deputy Chairman, if a respectable passenger behaves like that, how is the railway responsible for it?

SHRI P. N. SAPRU: How do you know that he was a respectable passenger?

MR. DEPUTY CHAIRMAN: Order, order.

SHRI P. C. BHANJ DEO: Sir, there were some railway officials there, and I asked them something about this incident. They said "You should thank your stars, because you have escaped with your life. Four murders have taken place on this railway." So, Sir, it is under these conditions that we are trying to survive.

DR. W. S. BARLINGAY: Have the railways created these conditions?

SHRI P. C. BHANJ DEO: Whoever may have created them, the Railway Ministry should be responsible for the safety of travellers in the railways. That is my point.

SHRI D. A. MIRZA: This shows the low levels to which we have reduced ourselves.

SHRI P. C. BHANJ DEO: That is certainly a comment on ourselves, with yourself included.

Now, Sir, I will come to some specific problems regarding the Railways with which I am concerned. During the last Railway Exhibition, Sir, there

was for exhibition a big map of India showing all the railways in lights. The hon. Shri Lal Bahadur Shastri was the Railway Minister at that time. And in that Exhibition, Sir, while talking to him, I drew his attention to a big black patch in the middle where no railways existed at all. And I told him "This seems to be a blot on this great illuminated Republic. It is a pity that the attention of the Ministry has not been drawn to this black, namely, Orissa. In spite of its very rich potentialities, for example, various kinds of iron-ores, bauxite ores, ferro-manganese ores etc., it has been very meagrely provided with the railways." And, Sir, the hon. Railway Minister at that time promised and said "Once we get these steel plants going in various parts of India, and especially in Orissa, we shall be very pleased to make that black patch white with light." That hope of ours, Sir, still awaits fulfilment. With regard to Orissa, Sir, the Government have in view certain railways which have been mentioned in this book given to us for perusal. It is called "The Indian Railways 1957-58." I would like to point out one mistake that has been made here. On page 90, Sir, instead of "South... Sambalpur-Titilagarh (Final location survey)," it should be "South Eastern...Sambalpur-Titilagarh (Final location survey)".

[THE VICE-CHAIRMAN (SHRIMATI MAYA DEVI CHETTRY) in the Chair.]

Apart from these two railway lines, I would like to refer to my own part of the country, namely Mayurbhanj and the adjoining parts of Balasore and Rupsa of Orissa. My hon. friend, Dr. Kunzru, has very rightly pointed out just now the disadvantages of narrow gauge lines. This is doubly pronounced in my part of the country. I am referring to the narrow gauge line from Rupsa to Baripada which is a scandal in my opinion, and for which the Government should abolish and substitute a broad gauge line. This railway is in such a condition that the people riding the railway get left

behind while the engine reaches its destination.

SHRI SHAH NAWAZ KHAN: Which Railway is it?

SHRI P. C. BHANJ DEO: It is part of the South Eastern Railway. It used to be the State railway in the olden days when Mayurbhanj was a State; now this belongs to the South Eastern Railway. This is a patch of narrow gauge line about 32 miles; it is a great scandal; if the Government takes a little trouble and converts it to a broad gauge line, it will not only benefit the passengers but it will open out that part of the country which is very rich with various precious minerals and ores.

Now, I would like to make a few remarks on the Budget before us. Many hon. Members have congratulated the Railway Minister for his mercy in not inflicting further increases in freight rates and in passenger rates. In my opinion, Sir, this event has come about not so much owing to the mercy of the hon. Minister to the people of this country but because of dire necessity. In August last, as this House will recall, the freight structure and parcel tariff on the railways has been enhanced and that enhancement brought to the railways an estimated amount of Rs. 11·6 crores per annum. Then there has been a tax operating on passenger fares. Therefore it was sheer impracticability after this infliction of further burden on the goods or on the passengers in this country which has prevented the Minister from inflicting any further burden because if these further burdens were inflicted, there is no doubt about it that further goods and further passengers would be deflected to the roads rather than to the railways. Already in the current year's Budget, there is ample indication of the effective competition between road and railways. The goods earnings are estimated to record a short-fall of about Rs. 4·67 crores and the passenger earnings record a short fall of about Rs. 8·43 crores. The sum total of

this is that the gross traffic receipts of the railways has a short-fall of Rs. 13·1 crores. The reason for this is attributed to the successful competition of road traffic but in my opinion, I cannot see why the railways should make that an excuse for covering their own inefficiency. I cannot see how successful road-traffic has succeeded in depriving the railways of carrying goods or passengers as efficiently or as cheaply as road traffic. That is a point which I leave for the Ministry to explain when the Minister makes his reply. Since 1939 it has been reported that certain proposals to make the road transport complementary and not competitive to the railways are under the consideration of the Government. I am wondering whether the Government take this matter seriously or not because it has been allowed to gather moss for the last 20 years. The House is certainly entitled to know the tangible results of this long consideration. We see from the Budget that the working expenses and the miscellaneous expenses of the railways have increased. Ordinary working expenses have shown an increase from Rs. 264·18 crores in 1957-58 to Rs. 283·71 crores in 1959-60 estimated. This means roughly an increase of 10 per cent. in the working expenses. On the other hand miscellaneous expenses increased from Rs. 12·56 crores to Rs. 17·61 crores estimated during 1959-60. This means an increase of 40 per cent. now. We would like to know from the Minister what items of expenditure are covered by this omnibus miscellaneous item.

Now, I would like to end my speech on the Railway Budget by pointing out a certain curious insertion in this new time table brought out by the South Eastern Railway in the Oriya script. In this there is a list of the names of the members of the Samaya Sarni Committee or the Time-Table Committee. Here, there is the mention of a name as follows: Raja Shri Krishna Chandra Man Singh Hari-chandan Mardra Raj Bharamarvar Rai of Parikud. I know this gentleman. I

[Shri P C Bhanj Deo.]
I am wondering how in an official document, the Ministry have put the title 'Raja' before this man's name. As far as I am aware, we are all aiming at a classless society and the Government of India, apart from hereditary titles, have abolished all titles conferred on persons by the late British Government.

SHRI AMOLAKH CHAND. Probably the hon Member feels that it contravenes article 18 of the Constitution

SHRI P C BHANJ DEO: Yes and it is strange that in a Government document this sort of mistake and condonation should appear, because the gentleman is an ordinary zamindar of a small island in the Chilka lakes, whose father was given a personal title by the then British Government; his person has got no personal title of 'Raja' in an official capacity . . .

SHRI P. N. SAPRU. The father may have given him this title.

SHRI P C BHANJ DEO. In that case the Government should not recognize that title. That is my point of view. These are matters to which unless the Railway Ministry or any other Ministry that may be concerned, give serious thought, the very idea of a classless society or a socialist pattern of society becomes just ludicrous. They do not carry any meaning to the common man in the street. When the common man sees such things being done and condoned, he does not know what meaning to attach to social equality or when it is said we are all going to be equal. These slogans mean nothing. So I would like the Railway Ministry to effect the necessary correction to this time table and to any other time tables also if such entries appear therein. I thank you, Madam.

SHRI M M SUR (West Bengal): Madam, we have a very well-thought out and well-worked out Budget and on the whole it appears that our railways have made progress, and in

spite of failings here and there, there is all round progress. Of course, there are accidents, but as the hon. Minister pointed out, they are due to human factors. The railways are now expanding very rapidly and we have now a much larger number of new recruits, inexperienced hands now than we had ever before, and unless these inexperienced hands become trained, it is but natural to expect that there will be some failings here and there. But as time goes on and things become settled, all these troubles will be over. We have the problem of ticketless travel. We have the alarm chain pulling. All these little troubles are there and they are temporary only a passing phase which is there in every part of the world just like juvenile delinquency. Here also we find them. But as conditions become settled and when we progress further especially with our socialist pattern of society and when people begin to enjoy the fruits of labour, then as the plans go forward, these difficulties will resolve themselves.

In order to make the people know what the railways are doing, what are the difficulties that are experienced by the administration, and how much they have done for the people, we have these consultative committees, these zonal committees, where people send their representatives to contact the administration directly and to make them learn their difficulties and ventilate their grievances or other difficulties and get them attended to. I represent this House on one of these zonal committees. And I must say that the grievances of the people could have been better attended to. They make suggestions, say, about alterations in the train services or in the time tables, and instead of giving them a proper reply, a more reasoned reply, sometimes the administration is satisfied with giving a curt reply. Now is the time when the administration has to be very careful when dealing with people especially those in the eastern regions where we had so much trouble. First

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there was the great famine and then came the Hindu-Muslim riots and then the partition and the refugee problem. So the people's nerves are on end and therefore, we need very tactful officers to deal with the public. I do not say that all their grievances and all their difficulties can be met. But with a bit more of sympathy and a little more reasoned reply these people would be satisfied. The Members are representatives of the people and they must get enough reasons to go back and tell the people why their suggestions and why their grievances cannot be met. Some of the Members came to me and explained that with all the answers that they had received, they were not satisfied. They cannot explain properly to the people whom they represent, why their grievances are not better attended to. I hope the railways will be careful and the Ministry will be careful in handling particularly those areas where there are demonstrations and where the people get agitated easily. We know how the railway officers, the drivers and guards are in trouble.

Many hon. Members have spoken about road transport and here also I am one with them. Transport cost is the highest in India. Petrol is three times more expensive than in the U. S. A. Trucks are three or four times more expensive than in the U. S. A. Therefore, haulage per mile is very much more expensive in India and that hampers the development of industries. Transport is a big factor in our industrial production cost and if we have to compete with foreign countries, our transport cost should be at par with the transport cost of the other countries. The only factor that is favourable here is the cost of human labour. Our raw materials are mostly imported and they cost more and if we do not reduce our cost of transport then that comes in as another handicap to the development of our industries. The railways have other work to do now. We are now exporting instead of one million

tons, about seven and a half million tons of iron ore, and manganese ore, and our export of other mineral products is also increasing. That can be handled by the railways. And then all the State Governments are taking up the wholesale trade in foodgrains. That is a line which can be dealt with exclusively by the railways.

Therefore, leave alone road transport that has developed with so much of labour. We do not have very many big transport service companies. They are all small companies, people who are buying one or two trucks and try to make a living. So, let us not disturb them. Instead, let us encourage them. We should have tractors in this country, tractors hauling a trailer and this would give less expensive haulage and we can expect that they will beat everybody. We should give encouragement to such development of road transport.

In the Calcutta area, most of the trains for upcountry start from Howrah station and the station is becoming very congested. In the morning when all the trains arrive, it is very difficult to get a taxi, if some trains could start from Sealdah station, or if trains could start from Sealdah, Ballygunge and Dhakshineswar—these three stations—the whole of Calcutta can be covered just as they do in several countries in the continent. In the continent all the principal trains touch two or three important places. Trains starting from Sealdah would pick up all the passengers from central Calcutta; trains starting from Ballygunge would pick up all the passengers from the South and others could be picked up from Dhakshineswar. This has never been attempted and I think the Railway Ministry should consider this point.

There is one more point. The Toofan Express always arrives in Delhi late; it never reaches before nine or ten in the night and this is so because the train has been diverted *vic* Agra and this accounts for all

[Shri M. M. Sur.]

the delay. If the train comes straight from Tundla to Delhi, then it can arrive in time as it has been doing so long. In fact, for passengers coming to Delhi from Calcutta, the Delhi Mail is the only convenient fast train and that becomes overcrowded.

I hope the Railway Ministry will consider all the suggestions that I have made and do its best.

SHRI ROHIT M. DAVE (Bombay): Madam Vice-Chairman, the Railway Budget that the House is considering has to be viewed not only from the point of view of the general results of financial stability, progress or regress but has also to be viewed from the general consideration of the contribution which the railway system is making to the planned development of our economy. Madam, as one tries to read these Railway Budgets from year to year, one is entitled to ask the question, to what extent this important system in our country is ministering to the needs of our economy, to what extent it is trying to fulfil the expectations which our planners have placed on the railways and to find out how best we can so improve the management and the working of the railways that it may be possible to perform this task better and to the greater satisfaction of our planners and of the country at large. The Second Five Year Plan, Madam, has entrusted a very important task to the railway system. The report wisely says that in order that the planned development of the economy may take place, the railway services must be safe, economical and efficient and longer, heavier and faster trains should be provided to the country. When the Second Five Year Plan was in the offing, Madam, there was some difference of opinion between the Railway Ministry and the Planning Commission regarding the allocations that should be made for the development of railways. The report itself says that the draft plan which the

Railway Ministry had prepared in line with the developments anticipated in other sectors involved a total outlay of Rs. 1,480 crores but the Planning Commission, after reviewing the entire resources position, having reviewed the various claims that are likely to be made on the railways and also taking into consideration the general needs of the country, came to the conclusion that a sum of Rs. 1,125 crores would be sufficient. This figure was arrived at by the Planning Commission after the following consideration, the consideration recorded in the report, namely, the volume of traffic offering has increased more rapidly than the capacity of the railways to carry and in the average rate of daily loadings, the outstanding figure has risen at an even greater rate. This was the picture which the Planning Commission laid before itself when the sum of Rs. 1,125 crores were allocated to the railways instead of Rs. 1,480 crores demanded by the Ministry. While going through the various documents that have been supplied to us in trying to find out what exactly is happening to our railway system, we have to bear this consideration of the Second Five Year Plan Report and we have to examine whether the railways are moving in the right direction and whether the expectations of the Planning Commission are being fulfilled or not. The criteria to be applied, therefore, are whether the railway service is becoming more efficient, whether the railway service is becoming more economical, whether the railway service is becoming safe as the years progress and whether the various allocations that have been made to the Railway Ministry are being fulfilled. When we try to examine and apply this criteria of efficiency, of economy and of the safe running of the railways, we have to depend upon the statistics that are being supplied by the Railway Ministry and the Railway Board. One great difficulty while examining these various statistics is that the statistics that are being supplied to us do not take into consideration the difficulty which

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the Members of Parliament have in going behind the statistics in order to see whether the criteria which the Parliament expected the Railway Board to fulfil and adhere to are being applied or not. One example which is very crucial when we are trying to apply the test of efficiency to the railway system has already been given both by the hon. Dr. Kunzru and the hon. Shri Narasimham. The question then is, how are we to examine whether the railway administration is becoming more efficient or not. In trying to find that out, the Railway Board has given us certain figures. These figures deal with locomotive utilisation, engine miles per day per engine in use, freight transportation expressed in terms of net ton miles, wagon usage both in broad and metre gauges, net ton miles per wagon day, etc. It has been pointed out that these figures are not comparable because, in the meantime, the traction capacity of our locomotives has increased because of the new locomotives that have been put on the lines and also because the carrying capacity of the wagons has also increased.

THE VICE-CHAIRMAN (SHRIMATI MAYA DEVI CHETTRY): Mr. Dave, I think you will require more time.

SHRI ROHIT M. DAVE: Yes, Madam.

THE VICE-CHAIRMAN (SHRIMATI MAYA DEVI CHETTRY): Then you can continue tomorrow.

MESSAGE FROM THE LOK SABHA

THE WORKMEN'S COMPENSATION
(AMENDMENT) BILL, 1958

SECRETARY: Madam, I have to report to the House the following Message received from the Lok Sabha, signed by the Secretary of the Lok Sabha:

"I am directed to inform Rajya Sabha that the Workmen's Compensation (Amendment) Bill, 1958, which was passed by Rajya Sabha at its sitting held on the 27th November, 1958, has been passed by Lok Sabha at its sitting held on the 23rd February, 1959, with the following amendments:

Enacting Formula

(1) Page 1, line 1, for 'Ninth Year' substitute 'Tenth Year'.

Clause 1

(2) Page 1, line 4, for '1958' substitute '1959'.

2. I am, therefore, to return herewith the said Bill in accordance with the provisions of Rule 121 of the Rules of Procedure and Conduct of Business in Lok Sabha with the request that the concurrence of Rajya Sabha to the said amendments be communicated to Lok Sabha."

Madam, I lay the Bill on the Table.

THE VICE-CHAIRMAN (SHRIMATI MAYA DEVI CHETTRY): The House stands adjourned till 11 A.M. on Tuesday, the 24th February, 1959.

The House then adjourned at five of the clock till eleven of the clock on Tuesday, the 24th February 1959.