

NOTIFICATIONS EMPOWERING STATE GOVERNMENTS TO EXERCISE CERTAIN POWERS UNDER THE ESSENTIAL COMMODITIES ACT, 1955, AND RELATING TO APPOINTMENT OF CONTRACTOR OF FERTILIZERS

THE MINISTER OF AGRICULTURE (DR. P. S. DESHMUKH): Sir, I beg to lay on the Table a copy each of the following "Notifications of the Ministry of Food and Agriculture (Department of Agriculture): —

- (i) Notification G.S.R. No. 62, dated the 8th January, 1959, empowering State Governments to exercise certain powers conferred upon the Central Government under subsection (1) of section 3 of the Essential Commodities Act, 1955.
- (ii) Notification G.S.R. No. 102, dated the 17th January, 1959, relating to the appointment of Controller of Fertilizers.

[Placed in Library. See No. LT-1241/59 for (i) and (ii).]

**THE BUDGET (RAILWAYS),
1959-60—GENERAL DISCUSSION
contd.**

श्रीमती सीता युद्धवीर (आंध्र प्रदेश) : सभापति महोदय, कल मैंने यह कहा था कि जहां पर उद्योग होता है वहां पर रेलवे लाइन का जाल बिछाया जाता है और आज हमारे देश में तीन मुख्य उद्योग हैं : लोहा या इस्पात, कोयला और सोर्मेंट। जहां तक लोहे और कोयले का सम्बन्ध है, बंगाल और बिहार में यह अधिक पाया जाता है और इस कारण से वहां पर बहुत बड़े बड़े उद्योग जमा रहे हैं और बड़े बड़े उद्योग जमाने के कारण रेलवे लाइनों का जाल भी वहां पर बिछाया जाता है जो कि एक बहुत ही अच्छी बात है जिससे किसी को भी कोई गिला नहीं है। मगर एक देश की स्वास्थ्य-

प्रद उन्नति तभी हो सकती है जब देश की चारों ओर से प्रगति की जाय और क्षेत्रीय संतुलन को दृष्टिगत रखा जाय। शरीर के सब अंग अगर मजबूत हैं तो शरीर बहुत अच्छा काम देता है। अगर शरीर का एक अंग मजबूत है और उसी अंग को हम ताकत पहुंचाते रहें तो बाकी सब अंग बेकार हो जाते हैं। इसलिये मेरा एक सुझाव है कि जब रेलवे बोर्ड ने हमें आठ करोड़ रुपये की वृद्धि बतायी है और मुनाफा बताया है तो जो हमारे पिछड़े हुए प्रदेश हैं उनमें हम यह रुपया खर्च करें जिससे जिन प्रदेशों में उद्योग बढ़ रहा है वहां स्थिरता बनी रहे और जिन प्रदेशों में उद्योग कम है वे उनकी लेबिल तक पहुंचने का प्रयत्न करें।

श्रीमन्, आंध्र प्रदेश को ही ले लीजिये। जब द्वितीय पंचवर्षीय योजना के अंतर्गत रेलवे बोर्ड ने भूतपूर्व आन्ध्र सरकार और हैदराबाद से मांग की थी कि वे बतायें कि कहां कहां पर नयी नयी लाइनें तामीर करना चाहते हैं तो उस वक्त आन्ध्र प्रदेश सरकार ने ये तीन मार्ग पेश की थीं :

१. मंडकूर, कुड़प्पा, पिल्लेरु और पकुरा से होती हुई एक ब्राड गेज लाइन नंदियार से कटपाड़ी तक तामीर की जाय।
२. एक ब्राड गेज लाइन नेल्कोर से मेडकूर तक तामीर की जाये।
३. एक ब्राड गेज लाइन भद्राचलम् के रास्ते से विशाखापट्टनम् से कोत्थागुडम् तक बनाई जाये।

इस अवसर पर हैदराबाद सरकार ने भी ये मार्ग की थीं :

१. रायचूर, श्री रामनगर, नलगोंडा और खम्मूपेट के रास्ते से

गडक से कोत्यागुडम् तक एक लाइन तामीर की जाये और माचरिला तक एक ग्रांच लाइन बनाई जाये।

२. जालना, बीड़, उस्मानाबाद और शोलापुर तक एक लाइन बनाई जाये। और साथ ही साथ एक लाइन बीड़ से परली बैजनाथ तक बनाई जाये। यह इलाका अब आन्ध्र प्रदेश में नहीं है और बम्बई स्टेट में चला गया है।

३. रामागुडम्, निजामाबाद और लानूर को रेलवे लाइन से मिला दिया जाये।

इसके अलावा उन्होंने लाइनों को डबल करने की जो स्कीम थी वह रेलवे बोर्ड पर छोड़ दी थी और उस वक़्त रेलवे बोर्ड ने यह तय किया कि १९५५ में निजामाबाद और रामागुडम् के बीच में जो १०८ मील का फासला है वहाँ पर एक लाइन बनायी जाय जिससे पता लगे कि लोगों को उससे कितना लाभ होता है। इसके लिये दस हजार रुपये का बजट भी मंजूर किया गया और नेल्लोर से मेडकूर तक लाइन १९५६-५७ में तामीर की जायेगी इस तरह का उन्होंने सुझाव रखा। मगर मुझे यह कहते हुये दुःख होता है कि इस पर आज तक किसी तरह का भी अमल नहीं किया गया और जब रेलवे बोर्ड से पूछा गया तो जवाब यह मिला कि इस योजना में हमारे पास ख़या नहीं है कि हम सब ओर खर्च कर सकें सिवाय इसके कि जहाँ पर कोयले और लोहे का व्यापार होता है या उद्योग है। इस बात से कौन इंकार कर सकता है कि आन्ध्र प्रदेश में लोहे का उद्योग कम है? वहाँ पर तो ऐसे किस्म का कच्चे लोहे का

पत्थर निकलता है जिसमें से सत्तर, पचहत्तर फीसदी लोहा प्राप्त होता है। जापान जो लोहा यहाँ से मंगाता है उसमें से काफ़ी लोहा वहीं से जमा होता है। इस प्रकार आन्ध्र प्रदेश से हमें विदेशी मुद्रा प्राप्त करने में बहुत मदद मिलती है। फिर भी मेरी समझ में नहीं आता कि रेलवे बोर्ड ने इस चीज़ को अपने ध्यान में क्यों नहीं रखा। जहाँ तक कोयले का प्रश्न है, कोत्यागुडम् सारे दक्षिण की कोयला सप्लाई करता है, यही एक मात्र स्थान है जहाँ से कोयला चारों ओर को जाता है। इसलिये कोयला और लोहे के उद्योग को देखते हुये भी न जाने इस बात को क्यों नजरअंदाज किया गया। विशाखापट्टनम दक्षिण का एक बहुत बड़ा महत्वपूर्ण बंदरगाह बनता जा रहा है और वहाँ पर उद्योग का जो भविष्य है वह बहुत ही उज्ज्वल नजर आता है फिर भी न जाने भद्राचलम् के रास्ते से विशाखापट्टनम से कोत्यागुडम् तक लाइन क्यों नहीं जोड़ दी जाती और आज तक इस कार्य को क्यों पूरा नहीं किया गया। इसलिये मेरी रेलवे बोर्ड से प्रार्थना है कि कोत्यागुडम् और विशाखापट्टनम की लाइन को आपस में जोड़ देना चाहिये।

दूसरी बात यह है कि जो सुझाव डबल लाइन करने के लिये रेलवे बोर्ड पर छोड़ दिया गया था, उसमें उन्होंने जहाँ पर ट्रैफिक का अधिक जमघट देखा वहाँ उस लाइन को डबल लाइन बनाना शुरू कर दिया, जैसा कि विजयवाड़ा से गुड्डुर तक ग्रेड ट्रंक एक्सप्रेस लाइन को डबल बनाया है। यह तो एक बहुत ख़ुशी की बात है और शायद इसे इसलिये बनाना सोचा गया कि ग्रेड ट्रंक रोड पर जो जमघट है वह कम हो जायगा। मगर अगर काजीपेट से नेल्लोर तक इस लाइन को डबल बना दिया जाता तो और भी अधिक फायदा होता। एक तो ग्रेड ट्रंक रोड पर ट्रैफिक का जमघट दूर हो जाता और दूसरे आन्ध्र का तटीय क्षेत्र भी उस लाइन से जुड़ जाता जिससे वहाँ के

• [श्रीमती सीता युद्धजीर]

पिछड़े हुये लोग उद्योग में अपनी उन्नति कर सकते थे। तो इस लिये मेरा एक सुझाव है कि जहाँ भी आन्ध्र प्रदेश में डबल लाइन बनाई जाय उसमें आन्ध्र प्रदेश के जो मुस्लिम हिस्से हैं जो लाइन से नहीं जुड़े हुये हैं उनका पहले ध्यान रखा जाय तो बहुत ही अच्छी बात होगी।

दक्षिण में रेलवे को अगर कोयला सप्लाई होता है तो केवल बेलमपली और कोत्थागुडम से ही होता है। ये दोनों स्थान ब्रोड गेज लाइन पर हैं। अगर मीटर गेज लाइन को कोयला सप्लाई करना होता है तो बेलमपली और कोत्थागुडम से पहले कोयला सिकन्दराबाद आता है। यहाँ से कोयला मीटर गेज लाइन में ले जाने के लिए पहले ब्रोड गेज लाइन के वैगनों से खाली करके मीटर गेज लाइन के वैगनों में भरा जाता है। इस तरह से हमें नुकसान होता है। एक तो रास्ता लम्बा पड़ता है, दूसरा समय अधिक लगता है और तीसरा ब्रोड गेज के वैगनों से कोयला खाली करके मीटर गेज के वैगनों में भरने पर काफी कोयला नष्ट हो जाता है। इस तरह से रेलवे को काफी नुकसान होता है। तो मेरा यह सुझाव है कि बेलमपली और कोत्थागुडम को मीटर गेज लाइन से जोड़ दिया जाय। अगर हमने इस तरह से इन स्टेशनों को मीटर गेज लाइन से जोड़ दिया तो इससे हमारा समय बच जायेगा और रेलवे बोर्ड को इस समय जो नुकसान होता है वह भी नहीं होगा।

आंध्र प्रदेश दक्षिण में अनाज का भंडार है। दक्षिण के कई हिस्सों को आंध्र प्रदेश से अनाज सप्लाई होता है। कई स्थान ऐसे हैं जिनकी सरहद रेलवे लाइन से नहीं मिलती है इससे अनाज ले जाने में बहुत लम्बा रास्ता हो जाता है और काफी अनाज खराब हो जाता है। इसलिए मेरी प्रार्थना है

कि वहाँ के जो मुस्लिम हिस्से हैं उनको इस तरह से आपस में जोड़ दिया जाय जिससे आंध्र प्रदेश का अनाज दक्षिण के हिस्सों को अच्छी तरह से पहुँच सके और वहाँ के लोग इसका ज्यादा से ज्यादा फायदा उठा सकें। इस समय देश में अनाज की जो महंगाई हो गई है उसको हल करने में हमको इस चीज से काफी मदद मिल सकती है।

मेरा एक और सुझाव है। जब हम रेलवे टाइम टेबल बनाते हैं तो हमें इस बात का ख्याल करना चाहिये कि हम मौसम के अनुसार बना रहे हैं या नहीं। इस तरह के टाइम टेबल बनाते वक्त हमें विशेषकर वर्षा ऋतु का ख्याल रखना चाहिये क्योंकि इस मौसम में एक्सीडेंट बहुत ज्यादा होते हैं। इसलिए हमें इस तरह का टाइम टेबल बनाना चाहिये जिससे कि कम से कम एक्सीडेंट होने की सम्भावना हो।

दूसरी बात यह है कि हम अक्सर देखते हैं कि गाड़ियां ५० फीसदी लेट आती हैं। जब गाड़ियां लेट आती हैं तो हमें टेलीफोन से इन्क्वायरी को टेलीफोन करना पड़ता है जो कि हमेशा इनगेज्ड रहता है। सब लोगों के घरों में तो टेलीफोन नहीं हो सकता है इसलिए जब गाड़ियां लेट आती हैं तो लोगों को सुबह शाम काफी परेशानी उठानी पड़ती है। अक्सर बड़े स्टेशनों में गाड़ियां सुबह शाम आती जाती हैं। बेहतर यह होगा कि अगर रेडियो द्वारा आधा घंटा या एक घंटा बाद दो तीन बार यह एनाउन्स करते रहे कि कौन कौन सी गाड़ियां लेट आ रही हैं तो इससे घर बैठे लोगों को मालूम हो जायेगा और उन लोगों का काफी समय बच जायेगा।

अंत में मुझे यह कहते दुःख होता है कि न जाने क्यों रेलवे बोर्ड ने हैदराबाद स्टेशन की ओर निगाह नहीं की। हैदराबाद स्टेशन की बिल्डिंग काफी बड़ी है। इस

वस्तु स्टेशन के आगे जो छत है केवल उसी के नीचे गाड़ियां आकर खड़ी होती हैं। जब कभी वर्षा होती है तो लोग इस छत के नीचे बच जाते हैं लेकिन दूसरी तरफ जितने प्लेटफार्म हैं उनके ऊपर छत नहीं है और लोगों को इससे वर्षा के दिनों में काफी तकलीफ होती है। तो मेरी आपसे बिनाग्र प्रार्थना है कि जब आपने इतना अच्छा बजट पेश किया है और बजट में हमें आमदनी दिखाई गई है तो मेहरबानी करके एक तो कोल्हापूर और विशाखापट्टनम को रेलवे लाइन से जोड़ दिया जाय, दूसरा हैदराबाद के स्टेशन में जिन प्लेटफार्मों के ऊपर छत नहीं है उन पर छत लगा दी जाय जिससे लोगों की तकलीफ दूर हो सके।

DR. P. V. KANE (Nominated): Mr. Chairman, I join all the hon. Members who have congratulated the Railway Minister on his Budget for two reasons; firstly, he has not raised the railway fares for passengers, and secondly, he has not raised the freight rates. But there are certain points with regard to which I should like to say something, because they have not so far been touched by the hon. Members.

The first point relates to Konkan. In his speech, Sir, the hon. Minister, at the bottom of page 12 says:

"I would also like to refer to the possibilities of construction of three new lines—namely, Mangalore-Hassan, Diva-Dasgaon and Pathar-kandi-Dharmanagar links, which are under active consideration."

The words have been very cautiously chosen, for example, 'possibilities of construction' and 'under active consideration'. Now, Sir, I have been here for more than five years, and from the very first year onwards I have been agitating for the construction of a railway line at least in some part of Konkan. The then hon. Minister of Railways, Shri Lai Bahadur

Shastri, at my instance, was kind enough to go to the headquarters of the Ratnagiri District and he saw for himself the plight, of those passengers. Then he ordered some surveys. About seven or eight surveys were ordered. I do not exactly remember the number of those surveys. There are only two or three railways which have been mentioned as under consideration. Forty years ago some lands of my family were going to be acquired for the railways. Those were the British days. But nothing came out of it, and we were told "Resume your lands". So, Sir, surveys mean nothing. I pressed the hon. Minister for this and told him that now when we are going to have Rs. 1,125 crores for our Railways and when we are talking of so many changes from metre gauge to broad gauge . . .

SHRI H. P. SAKSENA (Uttar Pradesh):
. . . and electrification . . .

DR. P. V. KANE: ... and electrification—I am grateful to my old friend—there is no gauge at all in the Konkan area. We are talking of overcrowding in trains, but there is nothing of that sort in the Konkan area. Of course, Goa has a railway, but we are not on good terms with Goa. From Diva to Goa the distance is about 400 miles. And the whole of Konkan is 30 or 40 miles broad. There are 25 lakhs of people living there. I asked the hon. Minister to point out, in the whole of India, any tract—even any Adivasi tract—which may be 400 miles long and 35 miles broad, with 25 lakhs of people living there, having no railway connection. He could not do it. You have got railways all-round except in the Konkan area. The Britishers had no particular love for Indians, and much less for the Konkan people, because they were concerned with their army and military aggrandisement and with their trade. Konkan practically gave no trade. The only trade was probably man-power for the Bombay mills. So, I told the hon. Minister "You spend only Rs. 25 lakhs or so. and the people will then

[Dr. P. V. Kane.] feel that the Government really wants to do something." But that was not done. From Rs. 1,125 crores, spread over five years, you are not able to spare even one crore of rupees. You will see that the distance from Diva to Dasgaon is 90 miles. But don't bother about the whole of that distance. First of all construct only 25 miles, and that would not mean more than Rs. 1½ crores at the most. But it seems that the Government cannot spare even Rs. 1½ crores for a totally neglected region and which has been treated in a step-motherly fashion or rather in a no-motherly fashion. The previous Railway Minister saw for himself the plight of the people there. Now comes our new hon. Minister, and he says "There is a possibility and it is under active consideration." The last stage was only 'consideration' and now it is 'active consideration.' Sir, these Districts might have only one or two Members in Parliament, but they never raise their voice on behalf of these millions of people who are living there. Supposing they have to come to Bombay or Poona in a rainy season. There is no access at all except by walking. There is a bus service only once in the day. From Ratnagiri the nearest station is at a distance of 82 miles. Bombay is at a distance of more than 150 miles. In those rainy days, from June to September, there is no connection even by steamer. I had to travel in my younger days for 7 days from my place which is at a distance of 80 miles from Bombay as the crow flies. We require seven days to travel by a bullock cart or on foot to come to Bombay in the month of June. Sixty years after that, the same thing is there. Only recently there has been a bus service and that too once a day in many places, sometimes twice. The Government have nationalised that but, they are not able to cope with the passenger traffic. You will find that the passenger traffic is very great from Konkan as five lakhs of people have come to Bombay and surrounding parts for their bread and naturally they have often to go and

come back. There is a great deal of passenger traffic. I understand there are difficulties. No doubt there are difficulties but if you mean really to be a welfare State—the British were not and they were imperialists; but yours is a welfare State—you must see to their welfare, particularly that of the Konkan who are so very useful to Bombay and other parts and who have done so much not only in the political field but also in the economic and other fields. Nothing is being done for them. If you want to say that you are a welfare State, and the Konkan people really rely on your promise of active consideration in the two years that still remain, you should at least spend Rs. 1 crore, so that 20 miles of Railways will be constructed and they will also feel that the Government is in earnest.

The hon. Minister said that 50 miles of new railways have been built but there is not a single mile in Konkan. Even now, after three years, the amount spent out of the total of Rs. 1,125 crores is only Rs. 674 crores and for the remaining two years you have Rs. 451 crores yet to be spent. I want only Rs. 1 crore to be spent out of that so that you fulfil your promise and the people will feel that they are being looked after. That is, what I emphasise.

I am not saying this as a threat but you will find that nothing has been done to Konkan and as you say that democratic ways should be followed, the Konkan people saw to it that no Congressman was elected. Some of them lost even their deposits. At least for that purpose you do this.

SHRI-V. K. DHAGE (Bombay): You must now invite Shri Jagjivan Ram.

DR. P. V. KANE: I tell him 'Do these 25 miles and in the Third Five Year Plan finish the other 90 miles'. The stretch of 90 miles will not cost more than Rs. 10 crores. These 90-miles have been dangled before our eyes for the last four years, and not a spade has been used. I come from-

Konkan and I have gone through all the travails through which the people are passing. Now I am of course in Bombay and Delhi but still I have to go to Konkan by bullock-carts and so I have decided not to go there till the Railway line is there, if I live long enough.

The Railway Minister no doubt said that there have been recently some accidents. I rather think that there have been many more accidents recently than in air my experience of 60 years. I have been in Bombay since 1898 throughout with gaps of a month or two in a year. I find in the last year there have, been many more accidents than at least ever I have heard. He gave the reason that the people work under stress and therefore those things happen. Somebody said, I think Mr. Dave, that it is not correct and he quoted some figures and Dr. Bose also said that the engines are not properly made or looked after and proper water is not supplied. Even if you blame the human factor, you may realize that because of this human factor's blames other people in hundreds suffer. Therefore this human factor should be eliminated altogether, and Dr. Bose gave examples of how people have become enraged on account of nepotism. I don't know about it but if that is correct and it is likely to be correct, then the first thing is, in order to buttress up the human element properly, you must do away with all that. They want sportsmen, but they do nothing but sport. They think that rail-driving is ■something like sports and they sport with the lives of people. That should be stopped at once. This is a very important undertaking of Government in which you take a lot of trouble for people who suffer by accidents and so you must take great care.

Another thing is this. I have also travelled very frequently, though not now, by the Railways. Formerly there were four classes, III, Intermediate, II -and I. You have abolished Intermediate and the old Second Class has (been made First Class. Now the

Second Class man does not have any, space except for sitting. He cannot sleep in the night. You can abolish it and have two classes as in- England but they must have all possible amenities. Don't have three classes and have both the III and II neglected. Particularly the II class is very much neglected. Have two classes only and treat them properly. I have found De Luxe trains from Bombay to Delhi very much patronized. I suggest that the experiment may be followed on other distant lines from Bombay to Calcutta, Bombay to Madras, Madras to Calcutta and so on.

SHRI V. K. DHAGE: And provide sleeping accommodation during night.

DR. P. V. KANE: When they come you can have that, but let us have something. Never mind overcrowding. Now there is no good train except this. It is very useful and the Railway makes a good deal of profit. I know that people have to reserve 10 days in advance in order to get a seat in the De Luxe train. Otherwise they don't get it. Therefore this should be done. You have Janta Expresses so that long-distance travellers will not suffer long. Otherwise in my time, when we came by passenger, two days were required to come to Delhi and even now by the other route, the Central route, we require 29 hours by the Punjab Mail. Here we require 25 hours by the Western route.

The Railway Minister said something about punctuality of trains. I travel even- now frequently enough. No train is very punctual except a few. They have extended the time. Instead of decreasing the time-lag they lengthen. Take the biggest train on the Western line, the Frontier Mail. Five years back it used to come to Delhi in 23 hours and now it takes 25 hours according to schedule but often times it comes 4 hours late. Only the other day a guest of mine had to come and he came by the Frontier Mail at 11 o'clock when ?he scheduled time was 7-30. The train was delayed. The train people may not be to blame but

[Dr. P. V. Kane.] they were 4 hours late. My suggestion is punctuality should not be purchased by extending the usual time for running the trains. This is an age of speed. Rather we should reduce the number of hours that are taken. That is another point that I should drive home.

AN. HON. MEMBER: Running the risk of derailment?

DR. P. V. KANE: That should be stopped and it is for the Railways to find out methods. They should reduce so much of derailments. Last year particularly you will find almost every week had a derailment of either a goods train or some other train. What is that due to, I don't know. It is there. Another point is, on page 13 of the speech, the Minister has said that they have provided so many amenities for passengers by spending Rs. 3 crores. He also said that for amenities to staff by way of quarters and hostels for them and schools for their children, they have provided Rs. 10 crores. I do not grudge this sum of Rs. 10 crores. But my point is this. The total staff employed by the Railways is 11 lakhs while the travelling public or rather the general population is 36 crores, and in the whole year crores and crores of people must be travelling, and the amenities given to them are worth Rs. 3 crores, while the amenities given to the staff—no doubt they are the workers and they must be given a good deal of amenities—they amount to Rs 10 crores. All I say is, at least give to the passengers also amenities worth Rs. 10 crores. That is what I want to bring to the notice of the Ministry.

Another point relates to reservation of seats, and somebody else also remarked about the reservation of berths and said there was a great deal of difficulty in that. I have always reserved by berth. When I go to the reservation office I am told, "We cannot reserve for you necessarily a lower berth" even when I go there ten days before. They say some VIPs.

may come. I say, let them keep one or two seats for these VIPs. I come first and it should be 'first come' first, served." I should be allowed to reserve a berth.

SHRI V. K. DHAGE: You are also w VIP.

DR. P. V. KANE: There are 750' VIPs. I am only an ordinary man: and nobody cares for me.

(Interruption.)

MR. CHAIRMAN: Order, order:.

[THE VICE-CHAIRMAN (SHRI P. N. SAPRU) in the Chair.]

DR. P. V. KANE: This reservation; should go according to time and the man who comes first must be served. That I don't find being done.

Another point struck me when somebody talked about nationalisation of bus services. You will find this is a very dangerous thing. There is a bus service in Konkan and it is felt that the bus service is far better than the train service, and for many reasons. You will also notice that in our Constitution every man has the right to carry on the trade he wants to, if he does it peacefully. You may deprive a man of many things, and Government may nationalise everything, land, income and so on. But you cannot surely nationalise his means of subsistence. You cannot deprive hundreds of millions of people of their means of subsistence. So let the Government go on with the Railways. After all, that is a government undertaking. And if they cannot satisfy the people fully, let the bus people step in and provide the amenity to the people.

Sir, I will not take much more time,, there being only one or two more matters to be referred to. There are the subjects of the alarm chain pulling and of ticketless travel. I would say about the alarm chain pulling, that you need not be very much alarmed.

People do not play with the alarm chain. In fact, many do not know how to pull it. I know people who do not know how to pull the alarm chain. Probably a man had got down or something had been lost and so the chain is pulled. I do not think you should be too strict about it.

SHRI JASPAT ROY KAPOOR (Uttar Pradesh): There is increasing abuse.

DR. P. V. KANE: No, things are not properly done. In the first class you find the water coming down in the W.C. and nobody bothers. I always tell the men concerned to attend to it and they say, it will be done at the next station and at the next station also nothing is done. The man says it is not his business or that the man to do it has not come and so on. You pull chain and somebody at least enquires.

SHRI JASPAT ROY KAPOOR: But tickless travellers pull the chain very often.

DR. P. V. KANE: That you must stop and that you are not doing. Do the proper checking at the starting place or where people come and go. that should be done.

SHRI V. K. DHAGE: This is a common complaint in all the first class carriages.

DR. P. V. KANE: Yes, that is so. My point is, these are matters for which the travelling public suffer and there is no relief and if the chain is drawn, somebody comes to enquire. Otherwise nobody bothers to come and see. They say it is not their business or that it will be attended to at the next station.

THE VICE-CHAIRMAN (SHRI P. N. SAPRU) : That is the experience of everyone.

DR. P. V. KANE: That is all I wanted to say, thank you.

SHRI V. K. DHAGE: And on every line,

SHRIMATI T. NALLAMUTHU. RAMAMURTI (Madras): Sir, the progress achieved by our Railways in many directions is certainly creditable and I join all the hon. colleagues of mine who paid their tributes to the Railway Minister and to the Ministry. I need not explain in detail the various items of progress that have been achieved, for the time is limited and therefore, I will mention only a few points. These points I mention not in any spirit of criticism or faultfinding, but in a spirit of constructive suggestions relating to the feeling in certain areas of the country in this matter. I feel one with hon. Members who expressed the sentiment yesterday that the South is absolutely neglected in regard to the planning, and construction of new railway lines. In the Second Plan, out of the total? of 842 miles that is provided for new lines, 467 miles go to the Eastern and South-Eastern Railways, that is to say, more than 50 per cent of the new lines, as it stands. I appreciate no doubt that our schemes of expansion of iron and steel and the coal industry require this. None-the-less, we feel in the South that other areas had to be kept in mind and it is regrettable that the whole vast area served by the Southern Railway has not been given a single new line in the Second Plan. I would appeal,—and I am sure all hon. Members of the South will join me,—to the Planning Commission and the Railway Ministry that this glaring deficiency should be made good at least in the Third Plan under the head "Railways", so that lines for the growing industrial areas in the South like those in the Neyveli project and in the other areas mentioned by my colleagues yesterday, namely, the Tellicherry-Coorg-Mysore line and the Kanyakumari-Tinnevelli line, which have been under consideration for decades, may be put through. I would also urge on the hon. Railway Minister to take steps forthwith for the immediate surveying of these lines with a view to their implementation in the very first year of the Third Plan.

[Shrimati T. Nallamulhu Rama-
*murti.]

As you are aware, Sir, the South contains considerable areas with the maximum density of population, for example, Kerala and Madras, and it will be totally unjust if the needs of the population for new lines are ignored altogether and development takes place only in one part of the country. I would repeat that this is not to the best interest of the country as a whole to let some people feel that they are being neglected. Howevermuch we may talk of emotional integration and national solidarity, we should prove this by concrete facts and deeds so that nobody can point his finger and say only certain regions are favoured regions.

I would also plead that famous centres of art and architecture of great historic importance and scenic beauty which provide attraction to the tourists, such as Mahabalipuram, which was recently visited by the Duke of Edinburgh, also called The Seven Pagodas, and the caves of Ajanta and Ellora, are there in the South, and these should be linked up by properly laid lines.

[MR. DEPUTY CHAIRMAN in the Chair.]

There are other similar centres also and all these should be properly connected by railway lines. It is not as if industry alone should command the attention of the Ministry. Railways, Sir, serve as one of the greatest channels for the promotion of art and culture and all that is civilisation, by the exchange and travel of people from one place to another. As such, howsoever industry might command the attention of the Ministry, the other needs of the people should also come into the purview of the Government.

Having said this, I want to make a few suggestions with regard to concessions and return tickets for holiday trips. I find that concessions are given—that is mentioned on pages 57-58 of the Report of Railway Board—for Christmas holidays though this is

only a sectional festival. Similarly, I would like to plead that regional festivals are also important, like Pongal and Sankranti and Onam festival in Malabar and for these also the facility of concession tickets may be given, if need be. within these regions concerned, to permit the people to travel about and to enable them to come together on such happy occasions.

I find from page 46 of the Report that concessions are allowed to cancer patients only in respect of their journeys for treatment to or discharge from a recognised sanatorium, hospital or institution. We are thankful for this but this concession does not at all take into account the special nature of the disease which requires the patient to report to the hospital every three months for a check-up and any subsequent treatment, if necessary. I am saying this on good medical authority and I am told that the treatment may become a complete waste if the patient is not able to report himself or herself for subsequent check-up and further treatment as ordered by the medical authorities. I have personal knowledge of a number of Railway cancer patients who are unable to report for such follow-up treatment on account of the lack of this concession with the result that this concession is not of real benefit as it was intended to be. In view of a large surplus revenue declared by the Railway Ministry, it is incumbent on the Government in the Ministry of Railways to extend this concession in the case of cancer patients as cancer is a dreadful disease and has to be treated properly, checked up periodically over a number of years after the discharge from a hospital or institution. This is a very vital matter and I hope the Railway Ministry would take up this matter as an essential question and will not stint the funds for helping these poor patients.

Under education, I am happy to note that the Minister has issued orders for the establishment of 500 additional primary schools for the

children of railway employees under austerity standards. These schools are expected to be opened by June, 1959. I am happy about this and I am also happy that children of railway employees drawing less than Rs. 200 per month are going to be supplied with school uniforms free of cost. I hope that these five hundred schools will come into being as ordered by the Minister and that they will be equipped with proper, well-trained and qualified teachers and that the austerity standard mentioned would not affect the health and efficiency of the teacher and the taught. Great care should be bestowed on the employment of trained teachers especially for the young.

I also welcome, Sir, the provision of two holiday homes in Jammu—in Srinagar and Pahalgam—for the railway employees. This is a great boon to the workers and this would go a long way in improving the strength and efficiency of the workers in the long run. It is a very wise move to have brought about this. In this connection, I feel that the Prime Minister of Jammu and Kashmir should be heartily thanked for the generous gesture that he has made in offering lands, building materials and buildings for such homes. I would like to point out that similar moves might be coming forth from other parts of the country, from other States, for the establishment of holiday homes for these sometimes over-worked and tired employees. In regard to the other parts of India, I would like to mention the Nilgiris, Kodaikanal and Kanyakumari which was mentioned yesterday. These are all very good holiday and health resorts.

For the first time in recent railway history, the Railway Budget contains a pointed reference to competition which road transport is offering. I cannot see any conflict between railway transport and road transport. In a vast country like ours, with huge populations and goods moving from one place to another and with the anxiety that both the Government

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and the country have expressed, I do not see why the Minister should feel alarmed at this possible competition from road transport. Road transport, as pointed out by many of my colleagues, is doing very good service. It is a patent fact that railways get crowded not only with regard to passengers, but also with regard to goods, there is slow movement with the result that the manufacturers suffer in very many ways. In order to promote well-being in all directions, why can't road transport facilities be continued in the way that they have gone on so far? I find that people with goods prefer to go by buses between places not only of short distance but of longer distance also because they find they can move about quickly, at less cost and with much more conveniences. Things are taken very near to their doors in the cities and towns. I feel it is a healthy competition which the railways should welcome especially at a time when railways have earned a surplus revenue. Surely, Sir, the choice of travel should be left to the option of the individuals. I certainly think it is an inroad into the rights of individuals to say that people should travel this way or that way. We talk so much of monopolistic features and we should particularly guard against the danger of any national service becoming monopolistic in character.

I am glad, Sir, for small mercies that the Railway Ministry had shown. I talk about the proposal to improve and remodel the Chidambaram station in keeping with the fame that place has acquired not only as a pilgrim centre but also as being near to a great University, the Annamalai University. I also find in the Report that the electrification of the Madras—Villipuram line is going to be completed. I am thankful for the various medical facilities that are provided for the railway employees and also for the amenities provided for passengers—women, especially in the third class compartments.

(Time bell rings.)

I shall take five more minutes, Sir.

•MR. DEPUTY CHAIRMAN: No, no. There are twelve more speakers from the Congress side. Please take two minutes and finish the speech.

SHRIMATI T. NALLAMUTHU RAMAMURTI: But still in regard to amenities—especially sanitation—strict supervision is necessary. Once I had experience of travel in a third class compartment from Madras to Agra. I found that the Janata Express on that day instead of arriving at Agra at twelve noon, arrived at 8 P.M. There was no water in the bathroom and there was no provision for the supply of additional water. Lunch and tea arrangements got dislocated and people were in great distress. I contrasted with the Grand Trunk Express in which we have travelled first class. I am here to represent the grievances of the third class passengers in the Janata Express and Pathankot Express III Class passengers' compartment. The insanitary conditions in which the third class passengers travel have also come to the notice of the Railway Ministry. I do not blame the Ministry as such but the womenfolk who travel in those compartments have to be educated as to how they should use these compartments but before that, you must provide the amenities. For instance, what can they do when there is no water in the bathroom, when there is no light in the bathroom? A woman guide must be posted in these third class women's compartments in order to guide them and see to their needs from time to time.

With regard to reservation—my hon. sister friend here says, please represent this point—I find that very often we make reservations and they say that no further reservation is possible; there is no I class seat in the Grand Trunk Express or in the De-Luxe train. Then we are told, you may come to the station and there might be a chance. And when we go to the station with all the anxiety and the shooting up of high blood pressure on our part, what do we

find? When we get into the compartment, we find that the compartment very often is empty. So this kind of anomaly must be rectified as soon as possible. (*Time bell rings.*) Sir, the beggar nuisance must be put down, it is an eye-sore, and beggars—leprous and inflected with diseases—are a nuisance to our Health and welfare programmes—and I agree with all the other points relating to overcrowding of III class.

SHRI S. C. KARAYALAR (Madras): Mr. Deputy Chairman, in considering the Budget proposals we, as Members of Parliament, are mainly concerned about the operational efficiency of the Railway system. There has been a definite improvement in the matter of performance during the year 1957-58 over the record of performance of the Railways during the year 1956-57. For instance, there has been a definite improvement under certain items such as total tonnage carried, number of passengers carried, passenger miles, train miles, punctuality of passenger trains and so on. There has also been a definite downward trend in the number of accidents. Although there may be accidents now and then, the trend is downward. All this is a matter for satisfaction but, Sir, you will find that the operating ratio, that is, the ratio of working expenses to the gross earnings, has mounted up. It has gone up by more than one per cent during the year 1957-58 over the ratio of the previous year. This is no matter for satisfaction and all attempts should be made towards reducing this operating ratio. Sir, the Railway-Administration has recognised the need for it and this has been envisaged in the appointment of a special expert committee on coal. It has been found that a high portion of the working expenses is covered by the expenditure on coal. The Railway-Administration has moved in the right direction in appointing a committee and that committee seems to have recommended that there is considerable scope for reduction in the expenditure on coal. They have recommended

inter alia that the Railways should directly purchase coal, that they should place the contract directly. That is one of the major recommendations and I hope that the Railway Administration will pursue this recommendation and see that they reduce the total working expenses by a substantial amount under coal.

Sir, the Railway Administration has introduced revised freight rates with effect from 1st October 1958 and I hope that with the introduction of the revised rate there will be substantial improvement in the traffic earnings. In this connection I would like to refer to the question of rationalisation of the freight structure. Some years ago, when the question of rationalisation of freight structure was taken up, it was found that there were certain major anomalies in the freight structure, for instance, it was found on certain sections there was, what is called, the mileage inflation and there were also certain disparities in the rating structure in respect of certain commodities. It was found then that while the cost of hauling one ton of goods over one mile worked out to nine pies, the recovery on coal was only 4-5 pies per mile so that on account of the movement of coal alone the Railway Administration was suffering a heavy loss, as much as 50 per cent of the total cost. When all the Railways were integrated into one national undertaking it was recognised that the continuance of the major anomalies in the rating structure, such as the mileage inflation and disparities in rating, was not justified and it was thought that all these major anomalies would be completely eliminated when the rationalisation of the freight structure took place. I am mentioning this for the purpose of eliciting information from the Railway Minister as to whether in the revised freight structure these major anomalies have been completely eliminated and if not to what extent they have gone in that direction. I would like seriously to suggest that if these anomalies exist, they should be put

an end to at the earliest possible time ' and particularly the disparities in the rating structure as in the case of coal should not be allowed to continue because the burden really falls upon the general tax-payer and not upon the particular industry or industries concerned.

Sir, reference has been made in the Railway Minister's speech to, what is called, the diversion of high-rated traffic over certain sections to the road transport system. Sir, I can understand the anxiety of the Railway Administration to utilise the capacity of the Railways to the maximum extent possible. The Railway Minister has said later on that by a readjustment of the rates—and I take it that readjustment of the rates is possible—it is possible to achieve the maximum utilisation of the limited resources. Reading between the lines you will find that this is not an innocuous remark because it implies that there has been an unfair or unhealthy competition from the road transport system. I think this is not quite justified. I should like to say that the so-called diversion to road transport system is due to the definite advantages which the road transport system offers to trade. I should like to point out that the advantages lie in the high degree of flexibility of the road transport system, in the almost complete elimination of loss due to theft or otherwise of goods transported, in the direct service between godown and godown, and in the comparative speed with which the transport is done by the road transport system. These are definite advantages which the trade would appreciate and by no kind of adjustment or readjustment of the rating structure is it possible for the Railways to offer these advantages, and the Railways cannot attract the traffic from the road transport system. On the other hand it would smack of an unfair competition on the part of the Railways with the road transport system. By offering lower rates to trade

[Shri S. C. Karayalar.]

it is not possible to attract traffic because the trade would prefer the various advantages that I mentioned rather than pay a lower rate to the Eailways. After all, 1 P.M. the road transport system has played a very positive role in the transport system of the country and it will not be fair to treat the road transport system as offering unfair competition. I should like to say that they must be allowed to play their role in the normal course. You will find that the railway system has been carrying a large quantity of goods. It was something like 124 million tons in the first year of the Second Five Year Plan and it is expected to go up to 160 million tons during the last year of the Plan period. They should be satisfied with the normal offering of trade in the normal course of development of the country. They should not embark upon a scheme of competition with the road transport system which is also playing a vital role in the development of the-country.

Now, I come to the question of security to person and property, and safe travel. The Railway Minister in his speech remarked that the responsibility of the railway administration in the matter of safety and security of person and property entrusted to them is divided between them and the States. This is on account of the provision that the policing on the Railways is a State subject. But it must be remembered that the carriage of goods and transport of goods and passengers is the responsibility of the concerned railway. I should say that this responsibility is their sole responsibility and this should not be allowed to be divided between them and the States, because whenever a responsibility, a big responsibility, is divided, it has never yielded good results. On the other hand it has yielded harmful results. They should, therefore, arm themselves with the power to discharge this obligation

directly and should not divide this responsibility for the transport and the safety and security of person and property entrusted to them, notwithstanding the fact that policing on railways is a State subject. This ought to receive their attention, because you will find that the amount of claims on account of loss and damage to goods in transit is going up. It stood at about Rs. 3 lakhs some years ago and now it stands at about Rs. 35 crores. It is alarming. It has assumed alarming proportions. If the railway administration were to take up this responsibility directly and if they did not share this responsibility with the States, I am sure that it would lead to considerable reduction in the amount of claims on account of loss of and damage to property. *(Time bell rings)*. Only one minute, Sir. Then, I should like to say that there is considerable scope for speeding up some of the Express trains. For instance, the Trivandrum Express between Madras and Trivandrum takes about 24 hours. It is possible to effect considerable reduction in the running time. It is possible to reduce it by about four hours. I am not suggesting that the actual running speed should be raised, but I suggest seriously that the number of stops at the intermediate stations can be considerably reduced. For instance, I will point out that the Trivandrum Express which runs as an Express train with all the characteristics of an Express train loses that character as soon as it reaches Madura. It becomes an ordinary train. So there is a lot of delay between Madura and Trivandrum. This ought to be investigated and the possibility of reducing the number of stops at stations should be considered and the time should be reduced.

I should like to say one word with regard to reservation of berths in the upper classes, for instance, the air-conditioned coach and the First class. I am relating this from my own experience. Once when I wanted to

reserve a berth in the air-conditioned coach in Madras, I was told that all the berths had already been reserved. But later on, when I actually travelled, I found that most of the berths were empty and I availed myself of the opportunity to book a berth. I had a similar experience when I once wanted to travel from Trivandrum to Madras by the air-conditioned coach. I was told that all the berths had been booked already by one party. But when I travelled actually on the date I wanted to travel, I found that most of the berths were empty and they had not been reserved by any party, and I availed myself of the opportunity. I point out these things because there is something wrong with reservations and it ought to be investigated and proper remedies applied.

SHBI DAHYABHAI V. PATEL (Bombay): Mr. Deputy Chairman, when the Railway Minister presented his budget to this House on the 18th February, it was published the next day, and the country heaved a sigh of relief that there were no further burdens at least this year. There have been friends who have been very anxious to congratulate the Railway Minister and the railway administration on their achievement, but I am inclined to reserve my congratulations for a little while. Perhaps I have not got a complete grasp of the budget and the figures and their presentation. I shall not grudge giving them if it is due. I am yet to be convinced that they are due. We had a surcharge put on railway fares a few years ago. That still remains.

THE DEPUTY MINISTER OF RAILWAYS (SHR> SHAH NAWAZ KHAN): Nothing to do with us. That was not imposed by the Railway Ministry.

SHHI DAHYABHAI V. PATEL: The railways are the paying department of the Government of India. The Government of India looks to them as their main source of revenue. And the passenger pays, whether it is my

friend opposite or his neighbour who takes the money. It comes out of the pocket of the people and the people feel it every day they buy a railway ticket at the railway station. The question is whether they feel that they are getting their money's worth, whether there has been the improvement that they expected. We are told that accidents are rising. Fortunately fatal accidents are not so many. All sort of explanations are brought forward to justify this. At least I do not feel convinced. There is a certain amount of negligence. Every accident can be traced to negligence somewhere. It is sometimes not convenient not very easy, to trace the source of the accident or the negligence, but I say that a proper administration should be able to find out the causes of the accidents and the source where the negligence occurred. If this is made a practice, negligence would decrease. Negligence is of all sorts of types, right from the ordinary convenience of passengers. Right under the very nose of the railway administration in Delhi, only last time, while travelling with several friends back to Bombay, we entered a compartment that was not even swept, part of it was washed; it was not wiped out. These are very common things. That shows that the railway administration is not able to enforce the discipline that it should. What is the reason for it? Has the administration brought forward proposals to remedy the defects? If they are up against the railway unions, they must point it out, they must discuss with the heads of the unions and tell them the whole thing. After all it is the people that pay, and they must be given a fair deal. The unions, I know, to protect themselves or to increase their strength, sometimes try to protect guilty people, try to help them to get out of the blame. That may be the reason. But it has to be admitted that there is a general decline in supervision and efficiency. If you ask the railway supervisory staff, they will say: we cannot do anything, we have no dis-

- [Shri Dahyabhai V. Patel.]

ciplinary powers of taking action. The procedure for taking disciplinary action has been made so long and so cumbersome that very often people give it up. Even in regard to the method of registering a complaint, I tried to register a complaint at the station last time, I must go to the station master's office and find the complaint book. How is it possible, how much time is left? My train would start leaving me if I tried to do it.

While a lot of propaganda is being carried on that the railway service wants to associate the people and seeks the co-operation of the people, there are certain glaring instances where the railways are deficient and are lacking in this. The railways are spending, I think, crores of rupees in Bombay on their new administration buildings. One has been put up on the Churchgate Station in Bombay. I think they have got a new scheme for reorganising their office at the Victoria Terminus. I say that this is contrary to what the Municipal Corporation of Bombay is trying to do. The Municipal Corporation of Bombay is trying to take offices, which are not absolutely essential in the City of Bombay, outside to relieve overcrowding and also to help the railways and the bus and tram services which bring in a very large number of people every morning and have to take the same set of people back again in the evening, while in between it is the other way and the trains, the trams and the buses run empty. In Bombay an Insurance Company tried to do something of that type, the New India Insurance Company. With nationalisation that effort, I think, has been quashed. The building that they built at Santa Cruz for their large administration office has been taken over by the Life Insurance Corporation, and further progress in taking their non-essential offices out has stopped. I say the railway administration could have

done something not only to benefit the city but themselves and their staff by taking them outside to the mofussil, away from the unhealthy, crowded conditions in the city.

Then there is another glaring example. From the Churchgate Station the Municipal Corporation built a subway to avoid the main traffic hurdle for railway passengers. This was represented to the railway authorities. The Municipal Corporation asked for an outlet on the platform because Bombay, unlike any other places, has a very heavy monsoon; we get one hundred inches of rain in three months. In that period it is very inconvenient for the passengers to walk through the road dodging the traffic. We asked on behalf of the Corporation for an entrance on the platform so that people do not get wet. No heed was paid to it. The old building was too weak. Within two years they built a new one. There was no consultation with the municipal authorities for making the service provided by the Corporation or by the railway more useful. Both sides spent lots of money. I say that this is not the right way for the railway administration to work. There should be closer co-operation between the local authorities and the railways in such matters.

We are told that about a crore and a quarter of the railway earnings—if I am making a mistake, a little more than that I think—comes from the earnings on passenger fares. That means that passengers contribute about one-third of the earnings of the railways. What do they get in return? Are they getting adequate facilities in return? I am trying to find out whether it is so. Then I want to find out how much legitimate fare the railway is making. I will not use strong language, I will not use a stronger term which is generally the practice, but I will say that the fare that the railway collects from people from overcrowding is not legitimate fare. Everybody who pays a fare to the

railway is entitled to a proper seat or berth and proper convenience. If the railway collects excess by overcrowding, it is something that it has collected unfairly, illegitimately. How much of this earning of the railway is such illegitimate gain? Then I hope that, as time progresses and as we are told that things are improving, this overcrowding will end. I hope that with the ending of overcrowding there will be a corresponding decrease in earnings on that score. What do they propose to do with it? Have they provided for it? Or, will they make that an excuse for putting up the fares again?

Then we hear of the timings of trains. We have had more time put on two important trains. Trains take very long. Trains can be run faster. Some sort of excuse is given: line is being duplicated, track is being renewed, etc. How long do those operations last? Is there a time-table for some of them? If the Frontier Mail can come from Bombay to Delhi in 22 hours, why is it that two or three more hours have been added? If there are certain repair operations on the way, we should at least be told that it is going to take so long to repair.

Then there is another legitimate grievance of the people of Bombay. Both the mail trains leaving from Bombay leave in the evening. Is it not possible for the railway administration to alternate these? If one mail train leaves in the morning and the other in the evening, it should not cause serious difficulty to the railway administration. I know the administration will have to sit down and work their brains a little so that the connecting trains all along the line are adjusted. But this is certainly a convenience that people would legitimately demand. People going from Delhi also would find it eminently convenient. If anybody wants to go in the morning, he can take the morning train. If he wants to go in the evening, he can take the evening train. This fact has been represented more

than once to the railway administration, but the answer is that it is not feasible. I am not satisfied with the answer, and I would request the railway administration once more to look into it and see what can be done in the matter.

In that big book, Report on Railway Administration, I find a small para-graph on page 32: "Interchange with Pakistan Railways". It is not said we have lost, but Pakistan owes us 236 broad gauge coaches, and 206 metre gauge coaches. It is not clear. I want to understand what it is. Have we lost these or have we loaned them? We are already short of coaches in this country. Is it just part of our policy that we do not say anything about Pakistan but lodge a protest? Everyday we are having questions in this House about the happenings there. Is it part of that policy? Or, I want to know what it is exactly. I request a clarification from the Railway Minister in this matter. Is this part of the coaches and wagons that they took over unfairly, shall I say—when partition occurred, or is it something new, something that has happened thereafter?

We hear of the progress of the manufacture of locomotives and coaches. I am happy about it. My only feeling is that it could be very much faster. The railways' own programme of manufacture is going on. The Tatas are allowed to manufacture locomotives. I feel that the railways could have themselves taken over that project also. I know when the project was first mooted, that it was something which was very much within the reach of the railway administration. The German concern that came here wanted an order for 200 locomotives when the Government of India was placing an order for 2,000 locomotives all over the world. A member of the Railway Board went all over the world to place this order. The German locomotive manufacturers asked for an order for 200 locomotives. They said they would fit up a complete factory to manufacture a locomotive from a

. [Shri Dahyabhai V. Patel.] to Z in five years. The order was not given. The Tatas got wind of it. They used to manage their airline. It was the Tata Airline in those days. They carried a passenger list—and they are wise business men—so that they traced the man and they have with his association formed the Tata Locomotive and Engineering Company. That is how it has come about. Incidentally, it may be known that the same gentleman who went all over the world to place the order is the Director of the Tatas.

As regards sleepers, I do not know whether really this country is short of good sleepers. We hear so much about it. We have got large areas of forests. I do not know whether the railway administration has looked into that. But the fact today is that the price of timber and steel, as far as building construction is concerned, has more or less come to be similar. I do not know whether the quality of the wood that the railways require for sleepers has become so expensive. But it is true, as was pointed out by Dr. Kunzru, that the modern tendency is to use pre-stressed concrete sleepers. Mr. Deokinandan Narayan yesterday mentioned something when he asked a question about the housing schemes. Let me tell him that pre-stressed concrete sleepers have been manufactured in Vallabh Vidyanagar and have been shown to the railways two years ago. I do not know what the railways are doing about the matter. They are perhaps examining the process. But the examination of the process is too slow, I think. Today, there is a surplus of cement all over. I hope the steel works will go up according to schedule and then we will have plenty of steel also. The steel works may be informed that the steel required for the pre-stressed concrete sleeper is a special type of wire and they may start manufacturing it because they may not think of it till the very end when they have enough steel, but not of the type that is required for this work. That is incidentally something which will revolutionise building construction also

in this country if that process is followed. I think the factory here should be managed by the Government and that it is looking into the matter and efforts are being made on those lines.

The new coaches that are being built for the railways are, I think* the steel coaches that we see. Are they of the proper type? I would like to know this because, from my experience, when I travel from here to Bombay and back, I find that most of the Members of Parliament prefer to go by the older coaches. Then why is it that we are getting more and! more of the new coaches? If Members of Parliament prefer the older coaches, to travel by, is there not something seriously wrong with the new coaches that are being built, and should not the railway administration think about it? Here also the railway administration is fleecing the public. For what is supposed to be a second class carriage with three feet or a little more clearance, they charge first class fare. Also the same first class fare is charged for a carriage in the new steel coaches where there is about six or seven feet of clearance between the two berths. This is not fair. They are charging an unfair price. They are charging a passenger the first class fare when he is actually travelling by the second class. I do not know whether it is entirely the fault of the railway

I had occasion recently to visit Kandla. We have a railway from Kandla to Delhi which is tagged on to the Ahmedabad-Delhi metre gauge line which is already overcrowded. Now, I understand from Kandla that twelve goods trains are coming up to Delhi every day and twelve going down. Is the present metre gauge line capable of standing this strain together with the old strain that is already there between Ahmedabad, Aimer, Abu Road and Delhi? With the traffic there as also the traffic from Rajasthan that is connected with the intermediate stations, is this line capable of

standing the strain? Kandla is not only a port for shipping, but it is a defence port or it was supposed to be. I do not know whether the plans for Kandla were changed subsequently. I do say that there should be a broad gauge link to Delhi as well as to Bombay along Viramgam. That link has not materialised. I do not see in the new programme that has been put before us any sign of it. Nor do I see any sign of linking Kandla by broad gauge to Delhi. What is going to happen to that port? We have got only a few berths working there. When the port works faster, as it should every day, how are they going to get the goods out of and into it?

The railway administration spends lots of money—they have been doing so for the last few years—on improving the stations. I repeat that a little consultation with the local people would help them. They spent a large sum of money for improving the Baroda Station. That is true. The station looks very nice now. But what about the passengers? The first class, the second class and the third class passengers are always dropped out at the end because the bogies from Bombay are attached at the end of the train and the platform does not extend so far. Nothing is being done in this regard. I have drawn the attention of the railway, the General Manager and the Advisory Committee to this. I do not know what is happening. The mill-owners of Baroda and even the local Congress Committee has drawn attention to this. Why are they taking so long? At one time, the little extended platform that is there was monopolised and used as a goods yard. Goods and packages used to be piled up there and there was no room for the passengers to move about. The trains going to Bombay come at night. The trains coming from Bombay come very early in the morning. Sometimes there is light; sometimes there is not, and in the monsoon people have to wade through water to climb up into the carriage because the carriage stands outside the platform and the /

same happens when they come back. I do not think that this is a matter of such serious expenditure, when the railways spend lakhs of rupees on remodelling the whole station and putting up a palatial building, to extend the platform to cover the length of a full train. Particularly the convenience of passengers who are expected to alight at Baroda should have been thought of by the railway. I hope they will do so at least now.

I come to the question of carriages, that are detached at certain stations, like Baroda or Anand. At Anand, they have a train standing which goes, to Cambay taking passengers from Bombay. Unfortunately, conditions there are not very satisfactory. These carriages that stand there are used as a sort of public convenience for everybody. The railway porters, the railway menial staff and the passengers all use them as public convenience, as a modern sanitary convenience that a man requires in the morning. They are used as privy, W.Cs or bathrooms. That leaves such a stink on the platform all day. I have drawn the attention of the railway to this personally right up to the General Manager. But nothing has been done. The remedy is not just taking the train out of that line and putting it elsewhere. People walk into it. The remedy is providing really what is necessary. After all, the railways must provide conveniences for their police, and for their menial staff and they must provide sanitary conveniences for the passengers.

[THE VICE-CHAIRMAN (DR. R. B. GOUR)
in the Chair.]

If these are not adequate at junction stations like Anand, where they have connecting trains from different stations, and particularly when they happen to come in the morning hours, it is necessary for the Railways to provide these conveniences and see that the stations are kept clean. Even after the track is swept after the train or the carriage goes away, the stink remains. It does not speak very well of this welfare State or the Railway

[Shri Dahyabhai V. Patel.] administration that big junction stations like Anand are in such a condition.

Sir, an honourable Member referred to the question of a small convenience that is allowed to Railway users, viz., the aerated water compartment that is proposed to be eliminated. I would also join in the request to the Railway administration to allow this facility to continue. We know that at certain stations water facilities are there; cold water is provided. But, there are many many stations where it is not there. Sometimes the attendant is not there. Sometimes water is needed at one end of the train while the man with the water is at the other end. He is unable to go to the other end. The provision of ice and aerated water is a very small thing. It takes hardly a compartment which could carry normally not more than ten people. I think that is a convenience that people do require.

On the matter of speed, it is said that speed has been lost to prevent accidents. But speed has been lost on certain trains purely to accommodate some people who have made representation, and in doing so, the utility of the train has been completely diminished. In this connection I mentioned two particular trains on the Western Railway. One of them is called the Flying Rani. It used to leave Surat early in the morning, arrive in Bombay at 10 o'clock, leave Bombay in the evening at half past five or six so that the passenger was back home in Surat at 10 o'clock. Now, for Surat, with its close ties and business with Bombay, this train was necessary. Recently, during the last year or two there have been innumerable stops added for no reason at all. There are other trains which cater to the needs of passengers of these intermediate stations. I do not know why this has been allowed. Obviously, some influence. Here also, the Surat Chamber of Commerce represented the matter to the Railways. The Railway Administration's attention has been drawn even by the local Cong-

ress Committee that this is not right. What is the Railway doing? The number of passengers that get on is so small at these two or three extra stops. But these stops make all the difference. The train is delayed by two hours. Getting into Bombay at 10 o'clock, a man was able to go to business in time. Now he is taken there at 11-30 A.M. The train leaves also equally early. I would request the Railway administration to see what can be done in this matter.

The other train that I was referring to is the De-luxe Train from Bombay. When it was originally started, there was one stop between Bombay and Baroda, and the train used to reach Baroda in four hours. One after the other stops have been added. I think that train was meant to cater to the needs of passengers coming to Delhi, those who wanted to come to Delhi faster and not for the needs of the passengers between Bombay and Baroda. There is already enough traffic between Bombay and Delhi for this train. Why have these stops been added? If a stop was necessary, perhaps it was one, but they have added too many stops. Sir, in addition to the regular stops, the train has a habit of stopping at one or two extra stations whether there is a halt in the time-table or not. That should be remedied. I am sure that train, if this is remedied, could come to Delhi at least an hour or two hours earlier. If that train comes to Delhi a little earlier, some of us also would be able to use it because it would give us some time to go home. Normally, today we cannot use it unless we want to come late.

The Bombay suburban trains continue to baffle everybody, not the Railway administration but the Government of Bombay and the people of Bombay. What does the Government propose to do about it? I know it is a difficult problem. I think the suburban Railways bring in some 700,000 people every morning and take the same number back. The sight of so many people hanging on footboards of trains that move at such fast

speed—trains moving out of Church-gate Station every four minutes—only oimpresses upon everybody the callousness of the administration and the Government. Is this the attention that we pay to human life? Qne can understand if this were a matter of one or two years.

DR. SHRIMATI SEETA PARMA.
NAND (Madhya Pradesh): What is the remedy?

SHRI DAHYABHAI V. PATEL: I know I can suggest the remedy. But here is the Government of the country sitting, and we see quietly, complacently so many people dying every day. I say one remedy is that the Railways should have removed the administrative offices out of Bombay so that so many lakhs of people need not come to Bombay. The other remedy is that they should increase their lines. They must find a solution. The buses are already overcrowded. So, the Municipal Corporation will be able to do nothing more in the matter. The roads of Bombay can take no more road traffic, so no more buses. There is already a tremendous difficulty. The Railways must do something about it. The Railways have got money. The Railways have got engineers. They have got knowledge. Their engineers go abroad and see things there. Why don't they see things which are worth seeing and bring that knowledge back? If it is possible, why not have another track on top of the existing one? If there is no room, build one track over the other. That is done in progressive countries. But, I suggest that you can lay a third line also to Bombay so that additional trains could come in. The G.I.P. Railway, what is now called the Central Railway, has got two lines coming in from the suburbs by two different directions. At a certain stage they come in right at the end. When they come to Victoria Terminus, they combine. The possibility of putting in more lines, more trains in this area between the Central and Western

Railway, putting in an extra line, having another track above the existing track, or underground Railway, some solution of this type will have to be found. But surely, you cannot see hundreds of passengers coming in everyday hanging on footboards, packed like sardines, and everyday one or two people falling out of the train. It is callousness and the administration must apply their minds and find a solution to this problem.

One solution would be to take out offices, which are not productive, which are not essential, from the city of Bombay to the suburbs. The New India Insurance Company was working on those lines. With the nationalisation of insurance, the Life Insurance Corporation is trying to concentrate all their offices round about Churchgate. They requisitioned offices. Well, they have got lots of money; they have got schemes for expansion of their offices. The Railway Administration, I suggest, should impress upon them to take away all" their offices, which are purely administrative and which have nothing to do with the work of the city of Bombay, out of Bombay. It would help the Municipal Corporation, It would remove congestion from there and it would help the Railways. This is^ as I said earlier, due to lack of co-ordination between the Railway Administration and the people. The Municipal Corporation thinks in one way and the Railways think in some other way. If there is a little more co-ordination and understanding, I am sure it would be possible to find a solution for this trouble. Sir, there are so many placer in the world which are much more crowded than Bombay, and still they have been able to find a solution for themselves. Similarly, we can also find some such solution.

In this connection, Sir, I would like to point out that the whole of India is now linked or is about to be linked by the metre gauge system. But there is no metre gauge connection to Bombay. Sir, Bombay is a major port from which we get all our imports

[Shri Dahyabhai V. Patel.] and we export from, there. Why should it therefore not be connected by a metre gauge? That would be quite helpful, and that would take away so much of the transshipment work, which is very very difficult. Very often, Sir, people from Bombay have to send their men outside for supervision purposes. There are many many losses as a result of transshipment. Well, I do not say that what I am suggesting is the only remedy. But the Railways must find out some remedy for this trouble.

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM) : Why not we develop Kandla?

SHRI DAHYABHAI V. PATEL: Sir, I think the Railway Minister was not present when I made my earlier remarks. I said that the Kandla scheme had been sabotaged. Kandla should have been connected by a broad gauge line from Delhi, not connected on an already overcrowded line from Delhi to Ahmedabad. Today, Sir, there are 12 goods trains coming up and 12 goods trains going down from Kandla excluding the passenger trains. All these trains pass through the Ahmedabad-Delhi metre gauge line, which is already working under pressure. So, this is not a solution. The solution certainly is Kandla. But enough facilities are not being provided for that purpose. Kandla should be linked to Bombay by the broad gauge. But that is not being done.

About the port itself, Sir, I do not know whether it is working as it ought to.

SHRI LAVJI LAKHAMSHI: (Bombay): It does, Sir.

SHRI DAHYABHAI V. PATEL: I hope it does. But there are only two berths working today.

SHRI LAVJI LAKHAMSHI: Four new. And two more are under construction.

SHRI DAHYABHAI V. PATEL: And the old wooden jetty is also in use. That shows the amount of pressure.

SHRI LAVJI LAKHAMSHI: No Sir. That information is not correct. The wooden jetty is no more in existence now.

SHRI DAHYABHAI V. PATEL: Well, my information is that it is being used. Anyway, I am glad to know that it is not in use now. But my information that there is so much pressure and there are 12 goods trains coming up to Delhi and 12 goods trains going down has not been denied. Kandla is not linked to Ahmedabad and Bombay by the broad gauge, and that is not a satisfactory state of affairs.

SHRI LAVJI LAKHAMSHI: Kandla will be connected . . .

SHRI DAHYABHAI V. PATEL: That is what I ask. There are two serious omissions in the Kandla scheme. Kandla is not only a port to rehabilitate a large number of refugees from Sind, but it is also a port from the point of view of defence. That point has also to be borne in mind, and I make these remarks from that point of view.

Therefore, Sir, conditions being what they are, there is not much room for being enthusiastic about the Budget. In Gujarat, Sir, we have got many of our railway projects which are still hanging fire. What has happened about the Bhavnagar-Tarapur railway line? We have been talking about it for years and years. Saurashtra fortunately was under one Administration for a long time, and the difficulties of the people had been obviated because there was one administration. All the Saurashtra railways are metre gauge. Bombay has no metre gauge link. Bombay has got only broad gauge link. Then, Sir, we have still got that obsolete narrow gauge operating in many parts of Gujarat. The Baroda Railway, most of it, is narrow gauge. It is time that

the Railways should consider the question of converting these lines, because there is abundant traffic on all these Railways. Whether the Railways are able to cope with it or not, that is a matter to be seen, I would, therefore, request the Railway Administration not to sit tight, feeling complacent because of the congratulations that they have received from several Members of this House or because they have been able to show so much surplus. I would be inclined to congratulate the Railway authorities when they are able to show some real improvements, when their administration would be efficient and when cleanliness would be actually visible everywhere on the Railways, not only on special occasions in some carriages, but in the waiting halls, and particularly in the waiting halls meant for poorer people. If the Railways want to take the message of this national Government to the people, the first thing that they should do is to make their waiting halls for the common people an example for others to follow. But I am sorry to say that they have not been able to succeed in that mission. Therefore, Sir, I have some hesitation in congratulating the Railways for what they have done so far. ■ We are grateful, if you like, for the small mercy that there is no new burden this year. People were anxious to know whether they were going to be faced with any new burdens. Fortunately, Sir, such burdens are not there. But we would like to see that some of the burdens that we have been bearing patiently in the hope that there is going to be a millennium come to an end. Is there any such thing in sight?

SHRI H. P. SAKSENA: Relaxation in the Budget.

SHRI DAHYABHAI V. PATEL: Well, that is what I would like to see. I hope the Minister will say something to that effect while he gives his reply.

Now, Sir, I might say something about this abundant literature that he has distributed to us along with the

Budget. The time at our disposal is very short, to study all these things. May I suggest one thing? The final figures of the Budget may not be ready before the Minister delivers his speech. But at least some of the booklets—I am sure they are printed much earlier—could be distributed to us earlier, so that we may have enough time to study at least those things. (*Time bell rings.*) So, Sir, these small booklets etc. should be supplied to us earlier.

Thank you.

SHRI H. P. SAKSENA: Mr. Vice-Chairman, after having waited for three long days I get this opportunity of expressing my unstinted and unqualified congratulations to the hon. Minister of Railways for this up-to-date and all-round progress that he has shown in his Budget this year, of course, with one solitary reservation, and that is with regard to accidents. I cannot relax myself where human life is concerned, because that is a matter with respect to which I can enter into no compromise. Therefore, Sir, I would, at the very start of my speech, beg of the Railway Minister, and through him I would beg of all the eleven lakhs of Railway employees to apply their whole strength, their brains and their entire capacity, in evolving some unfailing method of stopping these accidents. Merely to say that it is due to human failures would not do.

I may, at this early stage, inform the House that I have received two representations, one from the All-India Motor Unions Association and another from the Ice and Aerated Water Dealers' Association. These friends who have sent these memoranda think that if they informed the Members of Parliament, all their ills and grievances will be redressed while they do not know the procedure of working. What else can they do? The only thing that they can do is to inform the Members of Parliament. I hope these memoranda have also been sent to the Railway administration and to the Railway Minister and

[Shri H. P. Saksena.] therefore it is not necessary for me to forward them to the Railway Minister. I have always looked upon the Railway administration as a national undertaking, not only because it employs a very large number of people in its working but at the same time it is the only undertaking that is completely national in all its aspects and therefore I am sorry that my friends on the Opposite are not here in abundance. There are one or two no doubt but then I want to tell them, who always talk of nationalisation, that here is an example of a national undertaking, the Railways of India. Still I find that for the sake of removal or transfer or dismissal of an individual belonging to their Union, they raise a hue and cry here, unnecessarily somethings—with apologies to the Chair.

SHRI J AG JI VAN RAM: The Chair is always very considerate.

SHRI H. P. SAKSENA: My friend Shri Dave talked of economy in the railway administration. To me, it is very dangerous to be talking of economy in the railway administration. Of course he is a great friend of mine and I had a talk with him and it was this, that he wanted economy in the fuel bill, in the coal bill, of the Railways which is mounting up year after year, and I endorse his remarks in that respect and I would also like this coal bill of the railways to be reduced to a considerable extent and this is all that he intended by his remark on economy, and I was perfectly satisfied.

Another thing that he mentioned, which was something in connection with advancing his own argument, was that the Railway Minister was very optimistic. Personally speaking, I would like many of our Ministers at the Centre, all of them probably, to be very enthusiastic and very optimistic. Optimism and enthusiasm in the discharge of one's duties is nothing to be found fault with, and if the Railway Minister, according to

the estimate of my friend Shri Dave, is really enthusiastic and optimistic, I will give him a double congratulation for being so enthusiastic and so optimistic. If optimism is well-placed, it is always a thing to be praised and admired.

I have to say a word about the news that appeared this morning and I was perfectly satisfied and I was happy and glad that from an unexpected quarter an offer of sharing the burden of the administration has come, that is, from the side of our Communist friends headed by my very dear and old friend Shri Bhupesh Gupta. That is a thing to be proud of and then, mind you, there is no desire expressed in that offer that they will also get in return a share in power. But then, that apart, the offer, on its own merits, is so welcome and so satisfying that it has gladdened my heart.

May I tell the Railway Minister one thing, namely, that he thinks that the fall in the freight income of the Railways was not expected. I say it might have been expected or unexpected but then that was the direct result or the outcome of your action in October 1958 of raising the freight of the Railways. Had you *not taken* that step, there would have been no fall in the railway earnings from freight. The Railway Minister has also talked of a few things which have been troubling his very mind. One is the misuse of the alarm chain apparatus. Now that has been pointed out by so many other speakers also. Therefore I do not think that it is necessary for me to repeat the same thing and I can only appeal to the good sense of the travelling passengers not to disturb that useful—and very very useful at certain times— apparatus, and to put it out of use by that misuse. Then there is another thing, which is ticketless travelling. It is a thing the remedy for which lies in the hands of the Railway administration itself. It lies in the hands of the Railway administration because experience has shown that it is not

possible to have as many ticket checkers as there are passengers. The only remedy that has been evolved till now is that of ticketless passengers being prosecuted then and there and summarily tried and fined. That is the only remedy. So it boils down to this that you have to raise the strength of your railway magistrates who try the railway passengers who are ticketless then and there and award them the punishment, 2 P.M. whatever they think proper.

Intensive propaganda is needed and even Members of Parliament have been invited to use their influence in awakening the public conscience by intensive propaganda. As a matter of fact, I do not frequently travel by rail because of my advancing age and therefore, I am really very sorry that I shall not prove myself to be of any use or help to the Railway Administration, although my heart is there.

I am personally very much dissatisfied with this mounting rate of claims being advanced against the Railways for the losses in the carriage of goods and the damage done.

THE VICE-CHAIRMAN (DR. R. B. GOUR) : You have only two more minutes, Mr. Saxena.

SHRI H. P. SAKSENA: What time was I allotted, let me know, Sir.

THE VICE-CHAIRMAN (DR. R. B. GOUR) : All the Members of the Congress Party have been allotted fifteen minutes each.

SHRI H. P. SAKSENA: Well, if you so desire, I may stop speaking at once.

THE VICE-CHAIRMAN (DR. R. B. GOUR) : No, no. You have got two minutes more.

SHRI H. P. SAKSENA: Thank you. There are hundreds of improvements to be effected and when I presented my need of praise and congratulations to the Railway Minister, it did not mean that all was well in the Kingdom of Denmark and nothing

was to be done. Of course, the hon. • Minister has been good enough to address his own employees and that is found in the last paragraph of his speech on page 29 where he says'.

"In conclusion, I would like to take the opportunity of placing on record my appreciation of the dedicated manner in which the railway-men as a whole have tried to discharge their duties."

And, to this I join my personal words of praise for the dedicated manner in which they have done the work. I emphasise the word "dedicated". It is indeed a dedication and a service to humanity to be working in the Railway Administration and for that reason, I think, this reservation of mine will always be borne in mind, namely, that there should be no accidents.

(Time bell rings.)

One last word, Sir, and I shall resume my seat. I do not trouble myself with how many new lines are to be opened or how many are not to be opened, because I leave all that to hon. friends like Dr. Kunzru and others. So far as my own State is concerned, I am never parochial. It may be well served by Railways or it may not be. That is none of my concern, because to be speaking or thinking always of one's own State is indicative of a very narrow outlook. For me the whole of the country, the whole of India from the Himalayas to Cape Comorin, is one and the same, and with these words, I wish the country well.

**श्री राय सहाय (मध्य प्रदेश) : उपसभा-
ध्यक्ष महोदय, मुझे कुछ थोड़े से सजेशन रेलवे
मंत्री महोदय की सेवा में उपस्थित करने हैं,
इसलिए मैं खड़ा हुआ हूं। वैसे तो इसमें
कोई श्रुद्धा नहीं है कि हम यह देख रहे हैं
कि जेनरल एडमिनिस्ट्रेशन में या और बातों
में रेलवे की जो हालत है वह पहले से बहुत**

[श्री राम सहाय]

कुछ ठीक हो रही है। ट्रेनों की लेट रनिंग के बारे में भी मैंने यह देखा कि इन दिनों बहुत कुछ सुधार हुआ है। इसमें भी मुझे कोई शक नहीं दीखता कि जहां रेलवे ट्रेन्स लेट होती हैं वहां रेलवे अधिकारियों की उतनी गलती नहीं होती है जितनी कि पैसेंजर्स की होती है। मैंने कई बार देखा है कि कुछ जिम्मेदार आदमी भी चेन, बिला किसी कारण के या बहुत छोटे मोटे कारणों से, खींच देते हैं। कुछ ऐसे वक्त में सफर करते हैं जब कि उनके लिये ही दो चार मिनट के लिये ट्रेन को रुक जाना पड़ता है। तो मैं यह समझता हूं कि जहां रेलवे प्रायरेटिज को सतर्क रहने की आवश्यकता है वहां जनता का भी जब तक पूरा पूरा सहयोग नहीं मिलता तब तक इस प्रकार की जो दिक्कतें हैं उनका दूर होना सम्भव नहीं है।

मुझे खास तौर पर जो सजेशन रखने हैं वे इस प्रकार हैं कि ग्वालियर से भिड़, शिवपुर और उज्जैन से आगरा नैरो गेज लाइन्स हैं। वैसे तो मुझे इस बारे में अच्छी तरह से मालूम है कि रेलवे की स्कीम यह है कि इन सब को ब्राड गेज में तब्दील किया जाय, लेकिन मैं भिड़ के बारे में खास तौर पर तबज्जुह इसलिये दिलाना चाहता हूं कि भिड़ के आसपास और शिवपुर के आसपास करीब करीब १७, १८ लाख बीघे आराजी पर आबपाशी होने जा रही है। वैसे ही भिड़ का इलाका फूडग्रेंस के लिहाज से बहुत कुछ सर्प्लस है और वहां से वे बाहर जाते हैं, लेकिन जब इतने बड़े रकबे में वहां आबपाशी होगी और वहां काफी तादाद में फूडग्रेंस पैदा होगा तो मौजूदा सूरत में वहां ट्रांसपोर्ट की ऐसी हालत नहीं कि जिससे वह सब गल्ला वहां से उपयुक्त जगह पर पहुंचाया जा सके। आप इस बात पर गौर फर्मायें कि भिड़ केवल ५२ मील लम्बा रास्ता है, लेकिन वहां पहुंचने के लिये पांच घंटे लगते हैं। इसी तरह से शिवपुर केवल सवा सौ मील है और सारा दिन

सुबह से शाम तक वहां जाने में गुजर जाता है। जहां इस प्रकार की हालत हो, वहां मैं समझता हूं बहुत शीघ्र ही हमें इसके बारे में सुधार करना चाहिये। रेलवे मनिस्टर महोदय अगर इस तरह ध्यान देंगे तो केवल अपनी ही समस्या का हल नहीं निकालेंगे; बल्कि मेरा ख्याल है होम मनिस्ट्री को भी बहुत कुछ सहयोग देंगे। कारण उसका यह है कि वहां डाकुओं की जो समस्या है, उसका भी बहुत कुछ हल इससे निकल आयेगा और हमारे खाद्य मंत्री को खास तौर पर खाद्यान्न के बारे में जो फिक्र रहती है, वह भी किसी हद तक दूर हो सकेगी और इरीगेशन (आबपाशी) के हमारे जो मंत्री महोदय हैं उनकी समस्या का भी हल अच्छी तरह से हो सकेगा। इसलिए मैं यह निवेदन करूंगा कि अगर वे इसे किसी प्रकार की प्रायरेटि दे सकेंगे तो ज्यादा अच्छा होगा।

स्टेट्स रिआर्गनाइजेशन की जो रिपोर्ट थी उसमें भी विन्ध्य प्रदेश के हिस्से के बारे में कुछ खास तौर पर व्यवस्था किये जाने की सिफारिश की गई थी। लेकिन मैंने देखा कि उस बारे में भी अभी तक कोई तबज्जुह नहीं दी गई है। रीवां, पन्ना, इत्यादि हिस्से ऐसे हैं जहां कसी प्रकार के रेलवे से आने जाने के साधन नहीं हैं। पन्ना तो ऐसी जगह है जहां हीरे की खानें हैं और वहां रेलवे के पहुंचने की बहुत ही आवश्यकता मैं समझता हूं। अब हमारी जो राजधानी भोपाल में बनी है, उस राजधानी तक आसानी से पहुंचने के लिये भी साधन जुटाने की आवश्यकता है। इसलिए खास तौर पर उसकी व्यवस्था होनी चाहिये। इसी तरह से मैं यह अर्ज करूंगा कि बीना-कटनी लाइन से जो पैसेंजर ट्रेन चलती है, वह इतना काफी समय ले लेती है कि अगर कहीं किसी को इस लाइन से जाना हो तो इलाहाबाद होकर जाने में कहीं अधिक सहूलियत

होती है बनिस्वत इसके कि बीना-कटनी लाइन पर सफर किया जाय।

मैं समझता हूँ कि अगर वहाँ पर कोई एक्सप्रेस ट्रेन चलाई जाय तो ज्यादा उपयुक्त होगा। मेरा तो यह ख्याल है कि जिस प्रकार से बिलासपुर की ट्रेन जबलपुर होते हुए भोपाल जाती है, उसी प्रकार से कोई एक्सप्रेस ट्रेन कटनी और सागर होते हुए भोपाल ले जाई जाय तो बहुत ज्यादा अच्छा होगा और इससे वहाँ की जनता को बहुत सहूलियत भी हो जायेगी।

एक बात मुझे यह अर्ज करनी है कि हमने देखा है कि जो टूरिस्ट होते हैं उनको सरकार की ओर से बहुत सहूलियतें दी जाती हैं। लेकिन हमारे किसान जो तीर्थ-यात्रा को जाते हैं उनके लिए जब कभी स्पेशल ट्रेन की व्यवस्था करनी होती है, तो किसी न किसी बहाने रेलवे अधिकारी, खास तौर पर साउथ ईस्टर्न रेलवे वाले इस तरह की स्पेशल गाड़ी को अपनी लाइन पर चलने देने में दिक्कत बताते हैं। इसका नतीजा यह होता है कि हमारे किसान भाइयों की तीर्थ-यात्रा स्पेशल ट्रेन द्वारा असम्भव हो जाती है। मैंने यह देखा है और कई सज्जनों ने इस बारे में प्रयत्न भी किये हैं। लेकिन साउथ ईस्टर्न रेलवे वालों ने उनको इस तरह की स्पेशल ट्रेन अपनी लाइन पर ले जाने की इजाजत नहीं दी है। वैसे तो यह कोई बात नहीं है, लेकिन फिर भी महत्व रखती है। असल बात यह है कि जो लोग इस तरह से तीर्थ-यात्रा को जाते हैं उनके बारे में यह कहा जाता है कि जब तक वे पुरी होते हुए नर्मदा नदी को पार न करें तब तक वे रामेश्वरम् नहीं जा सकते हैं। रामेश्वरम् जाने के लिए नर्मदा नदी को पार करने का नियम है और जब तक वे पुरी हो कर इस नदी को पार नहीं करेंगे, तब तक तीर्थ-यात्री रामेश्वरम् नहीं जाते हैं। मैं समझता हूँ कि इस तरह की स्पेशल ट्रेन

द देने में जो भी थोड़ी बहुत दिक्कत हो उसका सामना करके, थोड़ी दिक्कत सहन करके, कृषि-वर्ग के लोगों के लिए साल में दो चार स्पेशल ट्रेनों की अवश्य व्यवस्था कर दी जानी चाहिये। अगर अधिकारियों की ओर से इस तरह की व्यवस्था कर दी जायेगी तो इस तरह से हमारे किसान भाई तीर्थ-यात्रा भी कर सकेंगे और देश में उन्नति के काम हो रहे हैं, उन्हें भी देख सकेंगे। मेरा ऐसा ख्याल है कि मिनिस्टर महोदय इस बारे में अवश्य ध्यान देंगे और जो थोड़ी बहुत दिक्कत पेश आती है, उसको दूरगुजर करके साउथ ईस्टर्न रेलवे में स्पेशल ट्रेन ले जाने की इजाजत दे देंगे। अगर उन्होंने इस तरह की सुविधा दे दी तो हमारे सकड़ों किसान भाई जो तीर्थ-यात्रा को जाते हैं, अपनी तीर्थ-यात्रा अधिक आसानी के साथ सम्पन्न कर सकेंगे और देश में जो दूसरे देखने योग्य स्थान हैं, उन्हें भी देख सकेंगे।

अभी सक्सेना साहब ने अपने भाषण में आइस वेंडर कम्पार्टमेंट के बारे में यह कहा था कि इसकी अब जरूरत बाकी नहीं रही। मैं भी यही समझता हूँ कि ट्रेनों में इस प्रकार के जो कम्पार्टमेंट हैं उन्हें बन्द कर देना चाहिये। रेलवे विभाग द्वारा सब स्टेशनों में पानी पीने की बहुत अच्छी व्यवस्था कर दी गई है और जहाँ पर नहीं भी है वहाँ पर की जा रही है, इसलिए इस तरह के कम्पार्टमेंटों को लगाना अब निरर्थक हो गया है, ऐसा मेरा ख्याल है। आशा है, रेलवे अधिकारी मेरे इस सुझाव की ओर ध्यान देंगे।

इतना मैं जरूर कहना चाहूँगा कि रेलवे में सफाई आदि की जो व्यवस्था है, उसमें काफी आदमी लगे हुए हैं लेकिन जो कार्य करने वाले लोग हैं, जो कार्य करते हैं, उन्हें जिस तरह से अपना कार्य करना चाहिये उस तरह से वे नहीं करते हैं। आप किसी

[श्री राम सहाय]

बाय रूम या लैवेटरी को देखिये, उसमें कोई न कोई चीज आपको इस प्रकार से टूटी हुई मिलेगी जिससे कि आपको वहाँ पर दिक्कत का सामना करना पड़ता है। कभी आपको रोशनी ठीक नहीं मिलेगी और कभी आपको पानी का नल ठीक तरह से काम करते हुए नहीं मिलेगा। अक्सर यह देखने में आता कि रेलवे कर्मचारी किसी चीज को ठीक करने के लिए किसी परमेंट चीज को खराब कर देते हैं, उसको बिगाड़ देते हैं और उसको ठीक पीट कर इतना खराब कर देते हैं कि जब तक उस चीज को पूरी तरह से नहीं बदल दिया जाता है तब तक वह चीज इस्तेमाल नहीं हो पाती है। मेरा निवेदन है कि सरकार को इस ओर भी ध्यान देने की आवश्यकता है।

इधर मैंने यह देखा है कि स्टेशनों में आमतौर पर जो थूकने के पार्ट्स रखे हुए होते हैं उनका पोर्ट्स और ठूकानदार अच्छी तरह से उपयोग नहीं करते हैं। इस संबंध में मेरा निवेदन यह है कि इस बारे में खासतौर पर हिदायत कर दी जाय कि स्टेशनों में जो स्टाफ के आदमी होते हैं, वाच एंड वार्ड के जो आदमी होते हैं, प्रत्येक व्यक्ति का ध्यान इस बात की ओर दिलाया जाना चाहिये कि वे इन पार्ट्स का उचित प्रयोग करें। यात्री लोग तो थूक कर स्टेशन को गंदा करते ही हैं, अगर हमारे रेलवे कर्मचारी भी इस तरह की आदत डालेंगे तो यह बात अच्छी नहीं होगी। अगर हमारे रेलवे कर्मचारी अपनी आदत ठीक रखेंगे तो ज्यादा मुनासिब होगा। सफाई का सवाल तो ऐसा है कि जब तक जनता का हर एक वर्ग इसमें सहयोग नहीं देगा, तब तक यह कार्य उपयुक्त तरीके से नहीं हो सकेगा। मेरा निवेदन है कि रेलवे कर्मचारियों को इस ओर अपना विशेष ध्यान देना चाहिये और उन्हें सफाई के नियमों का अच्छी तरह से पालन करना चाहिये, तब ही जनता भी उनका अनुसरण करेगी।

एक बात मुझे यह भी अर्ज करनी है कि रेलों में भोजन की जो व्यवस्था है वह बहुत सदी और अच्छी है, इसमें कोई शुबहा नहीं है, लेकिन इसमें थोड़ा सुधार करने की आवश्यकता है। रेलवे के भोजनालयों में खाने की जो कीमत ली जाती है वह बहुत माकूल है, इसमें मुझे कोई शक नहीं है। लेकिन खाने व खाद्यान्न की चीजों को ठीक तरीके पर इस्तेमाल करने, ठीक तरीके से तैयार करने के बारे में अवश्य ध्यान रखना चाहिये कि आया उनका ठीक तरह से इस्तेमाल हो रहा है या नहीं। अगर इस ओर ध्यान दिया जायेगा, तो इस समय मुसाफिरों को जो थोड़ी बहुत तकलीफ होती है, वह भी दूर हो जायेगी। अब चूंकि सारी दुकानें एक प्रकार से रेलवे प्रशासन के हाथ में आ गई हैं, इसलिए उनमें सुधार करने में कोई दिक्कत नहीं हो सकती है। इस प्रकार से मेरा यह निवेदन है कि इन सब बातों के लिए जनता और रेलवे कर्मचारियों दोनों का परस्पर सहयोग आवश्यक है तब ही हम इस रेलवे एडमिनिस्ट्रेशन को ठीक तरीके से चला सकते हैं।

अभी सदन में रोड ट्रांसपोर्ट के बारे में कुछ बहस हुई है। इसमें कोई शुबहा नहीं है कि इससे रेलवे की बहुत हानि हुई है, लेकिन जनता को इससे फायदा भी हुआ है। मेरा तो यह ख्याल है कि अगर सड़कों की हालत और ज्यादा अच्छी हो गई, ज्यादा सड़कें बन जायेंगी, तो रेलवे विभाग को और भी अधिक आर्थिक कठिनाइयों का सामना करना पड़ेगा। मेरी रेलवे मंत्री महोदय से यह प्रार्थना है कि वे यह देखें कि किस प्रकार से रेलों द्वारा माल ढोने में बीगर लोगों की ज्यादा सहूलियत दी जा सकती है। अगर इस तरह का प्रबन्ध कर दिया गया तो उन्हें ज्यादा ट्रैफिक मिलेगा और रोड रेल ट्रैफिक कम्पिटिशन की बात भी हल हो जायेगी।

DR. SHRTMATI SEETA PARMA- i NAND: Mr. Vice-Chairman, I would like to join in the compliments paid to the Railway administration for the series of successful accomplishments. It is such a vast department and it is" the second department, the first being the Posts and Telegraphs Department, which is run on commercial ^lines and as such, there is always scope for improvement and the purpose of this debate on the floor of the House is to put before the Railway Minister the various points which come to the notice of Members, particularly in their areas. From that point of view, I would like to bring certain things to the notice of the Railway Minister.

Before I come to that point, Sir, I would like to say, Sir, that though the profits are high, there is plenty of more scope for greater profits. This is the only administration which can put some more money into the coffers of the country for expenditure as otherwise the country has to go with a begging bowl to other countries for help. The Budget of the Railways these days, after the Plan was started, is not the ordinary Budget of old days; it is more or less a double Budget. So, when so much more money is being spent, it is but natural to expect a greater income but income is not accruing in that proportion. Sir, I would like therefore to point out that something drastic has to be done to curtail this ticketless travel which is draining, as assessed, a sum of Rs. 4 to Rs. 5 crores, but I think it is much more. Loss of money is not the only consideration from which the Railways have to use all the means at their disposal to stop this because it is spreading an evil habit which is teaching the people the first lessons in corruption. We have to sympathise with the railway staff with regard to the difficulties they have to face .particularly in fighting the rough handling by students and even other ruffians, when they try to tackle them for ticketless travel. On the other hand, *one* can also see often some of

the railway staff themselves wink at these things, maybe as a result of fear, maybe out of other motives also, but the fact remains that there is so much loss and it has to be curtailed in the shortest possible time.

Now, I would like to point out a few things that require to be done. One main thing is, because of passenger traffic demands, the length of the train is being increased to such an extent that quite a number of bogies remain outside the platform, and particularly people in the Nagpur bogie, and women have to face great difficulty to the extent of even missing the train unless there, is a ladder available. And the newly constructed compartments have steps receding inside, maybe to prevent burglars and people walking alongside, but the first step is forward and the rest are inside and it is very difficult to get out of the train when there is no platform. So I would suggest that where the train stands outside the platform there should always be a ladder kept ready for anybody who might want to use it and it should not be necessary to go all the way to the Station Master's office for that.

Similarly, the platforms are very low in many places; even in places where new construction has taken place as in Parasia the platforms are very very low. So that also has to be seen—I am just mentioning this area casually because it happens to be my district—and in the colliery area which gives the Railways so much income over carriage of coal there are very few amenities and it is for that reason these amenities like covered platforms, suffir'ently high platforms, decent railway carriages— and not the old ramshackle carriages which are about to be rejected—should be provided.

Similarly, the use of loudspeakers has to be encouraged and it would be surprising to find that such an important station as Jubbulpore has not

[Dr. Shrimati Seeta Parmanand.J got a loudspeaker. The Railways have a wonderful opportunity of serving the public not only through giving the means of communication but by educating the people by posters, pictures and by talks through loudspeakers when people are waiting in the waiting halls by asking them to do various things which would make travel comfortable and creating a social sense in those people. Through that medium they could certainly teach the people better ideas of sanitation and that would make the efforts of the Railways bear fruit. Sir, many Station Masters would tell how in spite of spittoons being provided people aim high and spoil the walls up to about four feet so that nobody could go near the wall. There are very many things of a similar type like observing sanitary habits while the trains are standing on the platforms etc. and all these could be, by putting suitable posters, taught to the people.

Then there is the question of thefts of railway property. That too has to be checked at once not so much because of the loss incurred but because it is teaching the people, particularly the younger generation, a bad habit and when you ignore it they feel that there is nothing wrong in helping themselves to whatever they find in the railway yards. It appears that these people are able to sell the stolen things like fans, switches etc., because—I was told this by a Railway official himself—the condemned property is auctioned by the Railways and these people are able to sell in the same market so that those who are trying to catch them cannot detect whether it is the stolen property that is being sold or whether it is the auctioned property that is being sold. Therefore it might be better, after taking into consideration particularly the type of articles which could be easily removed like mirrors, switches etc. not to auction them in the open market. It is perhaps better to destroy them rather than give a chance

to such pilferers to sell their stolen things in the market without the fear of detection. Of course, the relative merits of both have to be considered but it appears that it is the rather lower staff themselves who are somehow implicated in this. Otherwise, it is ununderstandable that with so much staff, with the new Railway Protection Force available to the Railways, these thefts should continue and increase.

Now, I would like to draw the attention of the hon. Minister to some ! of the amenities that should be provided. One of them is that post boxes, which are usually outside the station or on only one platform in a station, should be kept at important stations on two or three platforms wherever the mail trains stop. That will be an amenity which will be greatly appreciated by the public and I think with an arrangement with the Posts and Telegraphs Department this should not be very difficult to do.

Then it is not understood why even in newly built railway stations the bridges do not have arrangement for one-way traffic; not only it leads to commotion while people are rushing, some to come from the trains and some to catch the trains, but it leads to accidents also. Even in the case of bridges already built it should be possible to keep a barricade in the middle by which traffic for going and coming could be separated.

Now, I would like to say something about the timing of Bilaspur-Bhopal train. By changing the timing, maybe in order to suit the public going from Bilaspur to Jabulpore to attend the High Court, the main factor of the people of Vindhya Pradesh going to Bhopal for official work losing a whole day in the train has been forgotten. Something has to be done by carefully looking into this because in order to make a train reach Indore¹ next morning to waste so much time

of so many people—mostly Government officials—is something that has to be avoided at any cost.

Another thing is the present unchecked way in which any type of luggage, especially huge big cabin trunks and steel trunks, are allowed to be taken inside the compartment which makes the compartment look more like a brake van. Railways can give publicity through posters and other things that no luggage—call it a railway case just as there is an air travel case—which does not go under a berth which is about 10"—I have found it is 101"—would be allowed to be taken inside the compartment and strict instructions should be issued to the railway staff to see that the passenger compartments are not converted into brake vans. Sometimes this sort of thing leads to accidents when people have to get down from upper berths. Then, one thing more about the monkey crates that are being carried in trains. It is really surprising how even after protests from so many railway personnel, these monkey crates are not put in different compartments, where the stink from the crates will have to be borne by all the railway staff like conductors and people who have to sit there 24 hours. One has to speak on their behalf also when one sees these dirty things. And I am told that for protesting in this manner, somebody was even either dismissed or perhaps reduced in rank. I do not know where this case occurred, but I have heard about it. Something should be done to see first that only the allotted number, proper number of monkeys are put in the crates. (*Time bell rings.*) I have seen monkeys in the crates just crowded together and huddled together and some of them must be dying. According to the time bell I have finished more or less my time.

T wanted to say something about the railway collieries. They are running at a little profit, but some-

thing should be done to set an example that they are run in competition with the private sector.

SHRI JAGJIVAN RAM: We are not running the collieries.

DR. SHRIMATI SEETA PARMA-NAND: You are not running the collieries. I thought that the railways were running them. They were formerly run by the railways. Anyway, one word with regard to catering, and that is that the Railway Minister should have given or even now should give us—I was looking into the book—a correct idea of the exact loss incurred. That is a department where even after giving proper amenities to the passengers there is scope for tremendous profit, because when private contractors are supposed to make so much profit, there is no reason why the railway should not make half that profit. Also, with regard to these ice vendors' compartments, I would like to say that the present large space of ten berths need not be given. But it is necessary to give some space, considering the fact that in some places the drinking water that is available is very dirty, trains may stop on the way, ours is a country with a hot climate, and above everything else that about 4,000 people would be put out of employment. (*Time bell rings.*) Yes, Sir, I will just finish. Perhaps one sitting berth may be given to these people, and even if they have to be ultimately taken over by the Department, Government should give them a long time of two or three years to go out of business. Lastly, if Government were to take away the monopoly, Government should see that Wheelers also, who have nearly 380 stalls out of 420 or 427 in the country, are asked to distribute their business and they are not kept in monopoly for their bookstalls. Because the railways cannot have one policy for one people—about decentralising, whatever business may be in the private hands—follow it in one section, and not for the other.

SHRI GOVINDAN NAIR (Jieria): Mr. Vice-Chairman, my hon. friend, Mr. Saksena, was rejoicing at the news of co-operation offered by us in the Opposition in the implementation of the land reforms. I believe that it has never been the complaint of the railway administration that we on this side were not offering co-operation for the successful working of the railways. It is the biggest national concern and as such it has been receiving the most lavish treatment at the hands of all. The Government, the Planning Commission and even the opposition parties were for the maximum encouragement of the railways. Any setback in the working of the railways to us was a handicap for the propagation of our own ideology. Our selfish interest was in seeing that the railways were successful.

SHRI H. P. SAKSENA: I never knew that there was some personal and party consideration attached to it.

SHRI GOVINDAN NAIR: Even from our own personal, I mean party, interests, we want to see that the railways work successfully. But the difficulty is not that. We have been offering co-operation even at the last session of the A.I.T.U.C. The Leader of the Opposition in the other House, Comrade Dange, appealed to the working class to co-operate in the proper and successful working of industries in the public sector. So, that has been our line. There is no doubt about it. But the difficulty is whether the railway administration wants that co-operation. Are they following a policy which is encouraging that kind of co-operation? It has been referred to by more than one here that rule 148 was utilised against the workers indiscriminately. So, when that rule is being applied, that is to say, on the basis of a police report about the political affiliation of a worker, if he is going to be victimised, how can you expect co-operation?

SHRI JAGJIVAN RAM: He should have no political activity.

SHRI GOVINDAN NAIR: Then, what is the basis of this police report? How are you applying this rule 148? From one province alone, from Bengal 1,100 people have been discharged on that basis. If things are continuing like that . . .

SHRI J AG JI VAN RAM: He is making a very wild allegation that in Bengal 1,100 people have been discharged under rule 148. I will ask him to send even eleven dozen names instead of 1,100 from that section.

SHRI GOVINDAN NAIR: I will pass on those papers to him. If it is not 1,100, if there is any difference in the number, that can be settled.

SHRI J AG JI VAN RAM: I have made 1,100 into eleven dozen even. If the hon. Member will send even eleven dozen names on the Eastern Railway, who have been discharged or dismissed under rule 148, I will be glad to receive them.

SHRI GOVINDAN NAIR: The main point is this. Have you dismissed even one man and are you applying this rule 148? That is the main thing. I am not going to dispute about the number. My main point is . . .

SHRI SONUSING DHANSING PATH.- (Bombay): Sir, on a point of information. Is there no constitutional remedy when there is a wrongful dismissal?

SHRI GOVINDAN NAIR: That is the difficulty. The ordinary trade union remedy is for the trade union to take up such issues. There also the difficulty comes in. The All India Railwaymen's Federation is not recognized. Some other Member here raised that question as to how the Railway Minister was trying to unite the two Unions. Some arbitrator was appointed. I think if the verdict of

the arbitrator is accepted and worked, the situation may change. Anyway, unless you take the workers into confidence, unless they get a fair deal at the hands of the railway administration, you cannot function successfully. And I would remind the Railway Minister that the workers are more anxious than anybody else to see that the railway is functioning successfully. But in spite of all the co-operation and support which the railways were getting from all quarters, I am extremely sorry to say that things are far from satisfactory. Accidents are on the increase. Inefficiency has become their trade mark. Waste is rampant and there is criminal negligence with regard to the amenities especially to the ordinary passenger. Now, I will not forget the catalogue of the works done by the Railway Ministry, but as far as accidents are concerned, I am not satisfied with the explanation that is given by the Railway Minister. I remember, the Members in this House remember, that on a previous occasion two years ago another Railway Minister came before us, pleaded himself guilty and resigned his ministership because of a railway accident. All of us knew that he was not personally responsible for that. All of us felt sorry for his resignation, but we consoled ourselves that at least hereafter things would improve. But what do we see in the speech of our Railway Minister? He himself admits that accidents are on the increase. Now he has given some explanations. In the first place, during the Second Five-Year Plan period, the amount that had been allotted for the Railways was mainly utilised for modernisation and rehabilitation. Whenever demands were made for the extension of a line, this argument was advanced that the main purpose was modernisation and rehabilitation. If the railway administration had a proper plan and a sense of priority, I believe that most of the accidents could have been avoided.

Then another argument which he brings forward is—and he argues it

well—that they have reached some saturation point. But we also hear from the same Railway Minister, when he refers to the income side, that because of competition there is a fall in passenger traffic as well as goods traffic. If that is the general position, and when some accident occurs somewhere, I believe it is wrong for the Railway Minister to accept this kind of explanation from either the Railway Board or his other officers. So there is no justification whatsoever in allowing this kind of things to continue. How many accidents did we have? People outside refer to the Railway Ministry not as Railway Ministry—of course not seriously but in a lighter vein—they speak of it as a 'Ministry of Accidents', because you should remember that all these accidents involve human lives, and unless we are extremely careful and unless the Ministry is drastic in taking the necessary steps to prevent such things I do not think things will improve. So, when I referred to the resignation of the Minister, I did not mean that because of accidents the Railway Minister should resign, because we have found from our own experience that the resignation of a Minister is not going to solve the problem, but I want the Railway Minister to take firm steps to avoid accidents.

Then another aspect is inefficiency. The Railway Minister was telling us that there was a fall in passenger traffic as well as goods traffic. That point has been made by many Members in this House. I am not going into details, but the general feeling is that, because of the inefficiency of the railway administration, the traffic is being shifted to road traffic. Before going further into that aspect, what everybody feels and what the Railway Minister himself has admitted several times in this House is the irregularity of the trains. Once railway trains were famous for their punctuality. Now no train reaches a station in time, and the officers are very good in finding proper explanations for all these things, because, as somebody has said, there is nothing on the

• [Shri Govindan Nair.] face of the earth which human intelligence cannot justify. That way explanations may be coming, but if the railway administration is stern. I am sure that things can change. I had an experience. Yesterday somebody was referring to the situation in Bezwada. I also had occasion a few weeks ago to go along that Bezwada-Waltair line. It was then the talk among the passengers that the train was reaching the station in time. They were all surprised and there was some discussion. They said that some newly appointed officer was taking things seriously and so things were improving. Then I had some discussion with the passengers and some railway employees—they did not know that I was an M.P., they thought that I was just a passenger—and they said to me that this gentleman was applying a new method. The ordinary method is that whenever some blame is found, it is shifted from one shoulder to another and at last it reaches the lowest in the ladder. On the other hand this officer was taking to task people who were immediately under his charge. A station master was held responsible for irregularities found there, and it paid, and things improved. I was told that within one or two weeks the Bezwada section which was lowest in the list with regard to proper functioning improved very much. So that is another aspect which I would like to stress in dealing with such things. What generally happens is that finally the fault is traced to the ordinary labourer. All at the top find some explanation or other so much so that finally the entire burden is shifted to the people at the lowest level. Instead of that, if you hold people who are at the top responsible for things and if they are taken to task, I am quite certain that things will improve.

Sir, I told you at the beginning that we are all for the successful working of the public sector. But this does not mean that it should be achieved by steam-rolling over others. We want to have, through better efficiency and better service to the people, the maxi-

mum traffic for the railways. Now I have one apprehension. The Railway Minister has been pointing out that high-rated traffic is shifting to the private sector, to the road traffic. Passengers are also shifting to road transport. From the little experience that I have had as far as the passenger traffic is concerned, I feel that it may be so. A new railway line was opened between Ernakulam and Quilon. There is already a parallel line of road transport running from Trivan-drum to Ernakulam. I am one who regularly travels by train and every time it is overcrowded whether it be the first class, the second class or the third class. Everywhere it is overcrowded. In the first class you cannot get berths. But in the second class the position is worse than the first class. It is the most overcrowded class. So, when the Railway Minister says that there is a fall in income from passenger traffic, I fail to understand it.

As far as the fall in goods traffic is concerned, is it despite the fact that the railways are ready to transport the goods or the wagons are ready or there are all conveniences, or is it because the industrialists find it more convenient, even if they have to pay a higher rate, that goods traffic is transferred to the trucks? From my understanding, I feel that better facilities can be provided and at least they can say that the goods will move at the same speed at which the road traffic is moving. They are prepared to pay more than wait for some time more. If it takes months for the goods to be transported by railway wagons which can be done within a week or so, then naturally from the convenience point of view, they will seek the help of road transport. So, the only way of improving the situation is to run the railways efficiently.

As far as goods traffic is concerned, what is the average mile coverage of the train? It is 40 miles. I do not think there is any other country in the world where the average mile coverage is so low. A country like China which does not have a very

highly developed railway system has an average coverage mile of 160. Unless something is done to improve the efficiency, I do not think you will be able to compete with road traffic.

I feel that an attempt is being made by the Planning Commission to put pressure on the State Governments to see that road transport is taken under a corporation wherein the railway has a decisive share. The Planning Commission is refusing to help the States in the matter of developing their road traffic. I think, excepting one or two Governments that is, Kerala and U.P.—almost all the other Governments seem to have accepted the proposal.

[MR. DEPUTY CHAIRMAN in the Chair.]

I am not sure which Governments have accepted or rejected the proposal. But this move is there and the Planning Commission is putting as much pressure as possible to see that this corporation plan is accepted by them, wherein the railways will have a decisive voice. If this is the attitude of the railway authorities, if they feel that here is a competitor and if the railway is going to have a decisive voice in the corporation, I think instead of promoting the development of road traffic, it may adversely affect its development in the States. So, I feel that instead of trying to curtail the development of road traffic, the railway authorities should see that their efficiency is improved.

I have to bring to your notice certain other points. Fortunately, all of us are possessors of first class passes and we always travel in first class. So, I am not sure whether we really and seriously take into consideration the difficulties that are confronting the third class passengers. I am not going into all the details. In the initial speech, he said that as usual, a sum of Rs. 3 crores has been set apart for amenities to passengers. It is a very dangerous wording because all the remodelling of these stations was done at the expense of this. The Estimates Committee report clearly says that for the Madurai station something like

Rs. 7 lakhs were spent. It was allowed from this fund which was allotted for amenities to passengers. Is it in the same manner that they are going to do things?

Some of my friends were raising the question of drinking water. How many years do you want, how many Plan periods do you need or how much money do you need to give drinking water to passengers in all the stations? You go along the Rayalaseema route and you will find that at many stations you cannot get drinking water. How much money is needed for this, unless it is callous indifference on the part of the railway administration? Do you need any foreign exchange for that? You always say that India is a hot country and that water has to be supplied. But what is the difficulty?

SHRI V. K. DHAGE: The Tunga-bhadra Canal is in the Rayalaseema area.

SHRI GOVINDAN NAIR: I was very much amused to hear our friend speaking about social education. I say the first education should be given to the railway officials to provide drinking water. You speak about the flush system and other things. You have the Community Development schemes and the National Extension Service. You are teaching the villagers about the use of the flush system. Why can't you start social education with your own officers? Shoranur is an important junction. I get into the first class waiting room for toilet. I need not explain the position. What is the difficulty in introducing the flush system at least at such important junctions? Another important junction is Olavakkot. All parties are united in their view that Shoranur is the proper junction and you start the Head Office there. There is no office building there. There is no place for the staff to stay. Everything is out of position.

Latrine and drinking water facilities are two simple things which I am demanding; at least within one

[Shri Govindan Nair.]

year, he should provide drinking water in all the railway stations. Whatever be the cost, I request the hon. Minister to sanction it. At least let us say that during this one year we have provided drinking water at all the railway stations and also latrine facilities. I draw the attention of the Railway Minister to Estimate Committee's Report No. 25 which clearly shows the callous indifference of the railway administration with regard to such things. With 3 P.J.C regard to improving your income, you should have business sense when you open new lines. Sometimes demands are made from other quarters for opening new lines but you should have the imagination to find out by opening what lines you will get the maximum benefit. I suggest one line, which has not been suggested so far. If you connect Bombay to Mangalore it will take you up to Tri-vandrum. If Trivandrum is connected to Cape Comorin—as has been demanded earlier—can you imagine the flow of passenger as well as goods traffic along that line?

In the end my humble request is whether you open a new line or not—I do not press much for it—drinking water and latrines and bathrooms must be provided. Let the people feel that they are not more dirty when they come out of the bathrooms and latrines than what they were when they entered.

Thank you.

श्री मुहम्मद अली (मध्य प्रदेश) :
उपसभापति महोदय, देश के आर्थिक विकास के लिये रेलों की जितनी आवश्यकता है, उतनी ही आवश्यकता इस बात की भी है कि उनका परिचालन अच्छी तरह से हो। देश में विकास योजनाएँ जितनी आगे बढ़ेंगी, उतनी ही आवश्यकता हमको रेल यातायात के सिलसिले में होगी। मैं मानता हूँ कि

हमारी रेलों ने अधिक माल ढोना शुरू कर दिया है, माल लादने और उतारने में भी अधिक तत्परता आई है, माल गाड़ियाँ और सवारी गाड़ियाँ अधिक चली हैं, जो बेकार इंजन होते थे और जो ज्यादा समय तक मरम्मत के लिये खड़े रहते थे, उनमें बहुत कमी हुई है, जो ट्रैक में टूट फूट रहा करती थी उसमें भी कमी हुई है, तो मैं निवेदन करूँ कि क्या कारण है कि माल गाड़ियों की चाल में कमी आई है। शंटिंग के लिये जो समय लगता था उसमें भी ज्यादा समय दिया जाने लगा है। इसकी ओर हमको ध्यान देना है। अगर हम इसकी ओर ध्यान नहीं देते तो जब योजनाओं का विकास हो जायेगा, तो हम किस तरह से इसको संभाल सकेंगे। रेलवे में इतना खर्च हो रहा है, तो कुछ क्षमता तो अपने आप ही आयेगी, लेकिन क्या यह कहा जायेगा कि कुशल परिचालन की वजह से यह सफलता मिली है। वास्तव में जितनी यातायात की क्षमता बढ़े, उतनी ही क्षमता में रेलवे में अपने काम के लिये अधिक रकम बढ़ाने के लिये कहा जायेगा। अनुमान लगाया गया था कि चालू वर्ष में १२० लाख टन अधिक माल ढोने को मिलेगा। अब अनुमान यह लगाया जा रहा है कि केवल ५० लाख टन ही अधिक माल मिल सकेगा।

लोग सड़क यातायात का उपयोग अधिक भाड़े वाली चीजों के लिये अधिक कर रहे हैं। इसकी ओर ध्यान देना है। इसका कारण यह नहीं है कि हम अधिक सुविधा दे रहे हैं और लोग हमारी तरफ नहीं आ रहे हैं। इस के मुख्य कारण डिब्बों का समय पर न मिलना, माल की चोरी, नुक्सानी, माल के पहुंचने में विलम्ब और सरकारी कर्मचारियों का अष्टाचार आदि हैं। माल की दुलाई से सम्बन्धित ग्राहकों के साथ हम न्याय नहीं कर रहे हैं जब कि हमको रेलवे की आय का ६१ प्रतिशत लाभ उनसे मिलता है। कोयले की चोरी भी दिन पर दिन बढ़ रही है। आप देखेंगे कि कुछ दिनों

के बाद लोग कोयले के लिये भी बन्द वैगनों की मांग करने लग जायेंगे। ट्रकों से ज्यादा लाभ होता है। इसी से लोग उसकी तरफ झुकते हैं। अब हमारे देश में भारी वजन टोने वाले ट्रक भी आयेंगे और उस के बाद आप देखेंगे कि जो भारी वजन की चीजें रेल के लिये उपलब्ध हैं, वे भी हमारे हाथ से निकल जायेंगी। प्राविशियल ट्रांसपोर्ट सर्विसेज अब पासल स्कीम लागू कर रही हैं, कम भाड़े पर दवायें, सब्जी और दूसरी चीजें एक जगह से दूसरी जगह जाने लगी हैं। इसका असर हमारी आय पर पड़ेगा।

दूसरी पंचवर्षीय योजना के अन्त तक हमें एक लाख ४४ हजार मील पक्की सड़कों को बना लेना है। अगर दूसरे देशों से इसकी तुलना की जाय कि यहां कितनी सड़कें बनी हैं, तो आप देखेंगे कि जहां प्रति वर्ग मील इंग्लैंड में ३.२४ मील और फ्रांस में ३.०३ मील है, वहां हिन्दुस्तान में केवल २.५ मील सड़कें प्रति वर्ग मील के हिसाब से हैं। जब सड़क की उन्नति हो जायेगी तब आप देखेंगे कि और भी कम लोग रेल का उपयोग करने लगेंगे। अगर समय रहते इसकी ओर ध्यान नहीं दिया जाता तो रेलवे के लिये केवल कम भाड़े वाली चीजें रह जायेंगी। लेकिन साथ ही मैं यह निवेदन करना चाहूंगा कि सड़क के यातायात में किसी तरह का बन्दन नहीं होना चाहिये। हमें रेलवे यातायात में अधिक सुविधायें देकर लोगों को अपनी ओर खींचना चाहिये। मैं इसके लिये निवेदन करूंगा कि अधिक से अधिक माल गाड़ियां चलाई जायें, स्ट्रीट डेलिवरी सिस्टम बड़े बड़े शहरों में लागू किया जाय, जिससे लोगों को कुछ सहूलियत मिले। इतनी चोरी बढ़ रही है, जब कि रेलवे प्रोटेक्शन फोर्स है, तो मैं समझता हूं कि जब तक इसकी ओर कड़ी निगरानी नहीं होगी, यह चोरी बढ़ती ही जायगी।

मैं मानता हूं कि आदमियों की संख्या में वृद्धि हुई है। अधिक लोगों ने यात्रा

की है। लेकिन इसका यह कारण नहीं है कि रेलवे विभाग ने कोई खास प्रोत्साहन यात्रा करने वालों को दिया है। ५० लाख प्रति वर्ष हिन्दुस्तान में जनसंख्या बढ़ रही है और लोग ज्यादा बकार हुये हैं। अपने पेट के लिये लोगों को इधर से उधर जाने के लिये बाध्य होना पड़ता है। कुछ व्यापार सम्बन्धी आवश्यकतायें भी बढ़ी हैं। ऐसे भी लोग इधर आने जाने के लिये मजबूर हुये हैं।

भारतवर्ष में ६७ प्रतिशत लोग तीसरे दर्जे में सफर करते हैं। इससे हमारी कुल आमदनी के पीछे रुपये में पांच आने प्राप्त होते हैं। लेकिन हमें जितनी सुविधायें उनको देनी चाहियें, हम नहीं दे पा रहे हैं। गाड़ियों में इतनी भीड़ होती है कि लोगों को चढ़ने में दिक्कत होती है। अगर किसी तरह से बं चढ़ गये, तो उन्हें बैठने के लिये जगह नहीं मिलती, या तो उन्हें खड़ा रहना पड़ता है या फर्श पर ही बैठने के लिये बाध्य होना पड़ता है। कोई हेकड़ और उदंड लोग इस तरह के होते हैं कि वे जगह घेर लेते हैं, चाहे लोगों को बैठने की जगह न मिले, खड़े होने की जगह न मिले, लेकिन बं लेटे रहते हैं। मैं मानता हूं कि यह उनकी भी त्रुटि है, लेकिन अंतिम दायित्व रेलवे का ही है। इसकी ओर ध्यान देने की आवश्यकता है।

इसके अलावा जंक्शन स्टेशनों पर बहुत समय बरबाद होता है, मानो यात्रियों के समय की कोई कीमत ही नहीं है। मुख्य लाइन की गाड़ियों के साथ ब्रांच लाइन की गाड़ियों का मेल नहीं होता। मैं एक उदाहरण दूं। जो दिल्ली से हावड़ा को कालका मेल जाती है, उससे कटनी-सतना की ओर जाने के लिये कोई मेल नहीं है। इसी तरह से जो बिलासपुर-इंदौर एक्सप्रेस आती है उससे आनेवालों के लिये, इलाहाबाद की तरफ जो आना चाहते हैं, उनको कटनी में कोई मेल नहीं मिलता। उन्हें दूसरी गाड़ी पकड़ने के लिये करीब ७, ८ घंटे इंतजार

1959-60—

[श्री मुहम्मद अजी]

करना पड़ता है। रेलों का समय पर छटना और समय पर पहुंचना रेलवेप्रशासन की दृष्टि से जितना आवश्यक है, उतना ही यात्रियों की दृष्टि से भी है। रेलवे विभाग को ५ करोड़ रुपये सालाना से अधिक की हानि बिना टिकट यात्रा करने वालों से होती है। जो टिकट चेकर्स होते हैं, वे अक्सर मिले रहते हैं और लोगों को बिना टिकट यात्रा करने को प्रोत्साहित करते हैं और पुलिस वाले भी उनसे मिले रहते हैं।

मैं यह भी निवेदन करूंगा कि जो अर्थ-वर्क का काम हो रहा है, उसमें कोआपरेटिव सोसाइटीज को भी ठेका दिया जाय। इससे एक तो सहकारिता को बढ़ावा मिलेगा और दूसरे भ्रष्टाचार में भी कमी होगी।

मैंने पिछले वर्ष यह निवेदन किया था कि जहां तक रेलों का सम्बन्ध है, मध्य प्रदेश की ओर आवश्यक ध्यान नहीं दिया जा रहा है। यह एक अतिक्रिस्त प्रान्त है और इसमें रेलों की अत्यन्त आवश्यकता है। बिजुरी से बरवाडीह के लिये जो लाइन जानी है, उस पर डेढ़ करोड़ रुपये खर्च किया जा चुका है लेकिन अब उसकी ओर कोई ध्यान नहीं दिया जा रहा है। मैं निवेदन करूंगा कि उसको जल्द से जल्द बनाया जाय। सतना-गोविन्दगढ़ लाइन का सर्वे हो चुका है, लेकिन काम नहीं शुरू किया जा रहा है। इसी तरह से बिजुरी-करोँजी लाइन को भी शीघ्र खोला जाय। जहां लोहा और कोयला होता है, जहां उनके उद्योगों को बढ़ाने की सम्भावना होती है, वहां रेलवे मंत्रालय विशेष ध्यान देता है, इसलिये मैं निवेदन करूंगा कि दुर्ग-डल्ली-रझेरा लाइन को अन्तःगढ़ तक और रावघाट को कोंडागांव-जगदलपुर से कोट्टा-वाल्सा तक मिलाया जाय। यह जो दूसरी लाइन है, यह बेलीडेरा हो कर जाय। चापा-कोरबा लाइन को उत्तर की ओर

बढ़ा कर बिजुरी-बरवाडीह लाइन से मिलाया जाय।

मैं यह भी निवेदन करूंगा कि बस्तर का जो पिछड़ा हुआ इलाका है, उसकी ओर रेलवे मंत्रालय को विशेष ध्यान देना चाहिये।

अब मुझे यह निवेदन करना है कि हमारे मध्य प्रदेश की राजधानी भोपाल है, लेकिन मैं समझता हूं कि उस स्टेशन की दशा बहुत ही दयनीय है। वहां का जो मुख्य प्लेटफार्म है, वह खूला हुआ है, जो प्रथम श्रेणी का वेटिंग रूम है, उसमें इतनी जगह नहीं रहती है कि लोग ठहर सकें और तृतीय श्रेणी के वेटिंग रूम की दशा तो और भी दयनीय है। तो इसकी ओर विशेष ध्यान देना चाहिये।

मैं कुछ भोपाल एक्सप्रेस के बारे में भी कहना चाहूंगा। पहले बिलासपुर से भोपाल तक एक एक्सप्रेस गाड़ी आती थी जो कि भोपाल सुबह पहुंचती थी और भोपाल से शाम को जाती थी, अब उसकी जगह एक बिलासपुर-भोपाल-इंदौर एक्सप्रेस कर दी गई है, जो कि भोपाल शाम को पहुंचती है और सुबह को वहां से छूटती है। मैं निवेदन करूंगा कि पहले भोपाल में जहां एक दिन लगता था वहां अब तीन दिन लगने लग गये हैं। मैं यह भी निवेदन करूंगा कि कटनी और बिलासपुर के बीच में कई नये स्टेशन बन गये हैं, जहां कि गाड़ियां खड़ी होती हैं, लेकिन रात में वहां गाड़ियां नहीं खड़ी होती हैं और वहां टिकट वगैरह की भी अभी कोई व्यवस्था नहीं है। तो मैं यह निवेदन करूंगा कि वहां रात को भी गाड़ी खड़ी हो और वहां टिकट वगैरह का इंतजाम भी हो।

SHRI SANTOSH KUMAR BASU (West Bengal): Sir, I am grateful to you for having given me this opportunity of addressing the House on this very important matter.

Sir, the hon. Railway Minister has presented before us a clear and candid picture of our greatest national undertaking. We have the completed accounts for 1957-58 and the Revised Estimates for 1958-59. Against that broad and detailed background the Budget Estimates for 1959-60 stand out in clear relief.

The Budget papers supplied to this House contain a wealth of materials which has rendered possible a rich and comprehensive debate from every angle and point of view.

Sir, what are the outstanding features of this picture so elaborately presented to us? It shows that our great railway system in this vast subcontinent, in spite of various difficulties and obstacles, has succeeded in providing a safe and efficient transport at reasonably cheap rates, has provided comforts and amenities to millions of passengers in an ever-increasing measure, catering to the needs and requirements of the poorest of our countrymen, as never before done in our railway history. Conscious of our position as an underdeveloped nation, struggling to take its rightful place among the advanced nations of the world, our Railways have undertaken a mighty programme of domestic production to acquire maximum self-sufficiency in locomotives, rolling stock, machinery and stores. They are extending modern and progressive methods of traction in different sectors of the country.

On the human side, Sir, they have launched upon a programme of staff welfare and benefit in education and culture, in health and sport, on an unprecedented scale. And on the top of all these achievements, they have succeeded in earning a substantial surplus for their Development Fund, though not to the extent originally anticipated. It is necessary to reiterate and emphasise all these features, plain and obvious as they are, because in the dust and din of controversy we are apt to lose sight of real tangible achievements.

Not that there have been no lapses or disappointments. We have not been able to realise our expectations in the matter of earnings, nor have we been able to confine ourselves within the estimated ordinary working expenses.

As regards the fall in passenger traffic in 1958-59, the hon. Minister has expressed his surprise. I fully share his surprise as any fall in passenger traffic is fully negated by the admitted overcrowding in trains. Nor has there been a fall in overcrowding. The physical element in passenger traffic remains unabated. The fall in passenger earnings must, therefore, be accounted for by the increasing tempo of ticketless travel. A larger checking staff with a greater sense of responsibility, backed by more stringent penal laws, vigorously applied, may probably supply the answer to this baffling problem. Coming now to goods earnings, there has been a drop in traffic in the case of agricultural products to which attention has been drawn by the hon. Minister more than once in his speech. A contributory cause might perhaps be noticed in the hoarding and detention of foodgrains by wholesalers and producers clamouring for higher prices. This has manifested itself during the last month in West Bengal when the supply of rice by rail in the Calcutta industrial area fell from 6,000 maunds to 800 maunds per day. As a result of vigorous measures adopted by the West Bengal Government, the daily average rose to 3,000 maunds and in the second week of February, to 5,000 maunds per day. I am drawing the attention of the House to this aspect of the matter for the purpose of showing that these fluctuations in the movement of food-grains caused by producers and wholesalers may probably be prevented by State trading in foodgrains. Greater production alone may not be the answer. Greater procurement and better distribution are also necessary to ensure adequate railway earnings. It shows also that the fall in railway earnings is not always due to the

»[Shri Santosh Kumar Basu.] failure in the railway administration but is due to the general economic causes in the country. The real factor in the decline of goods earnings is the growth of traffic in high-rated goods by means of road transport. This involves a question of reconciliation and readjustment to which the hon. Minister has drawn attention in his speech. He has approached the question from a broad national stand-point when he said that the maximum utilization of our limited transport resources should be our aim.

Sir, the question of road-rail competition cannot be disposed of on a superficial and one-sided view. This House will no doubt agree that this difficult and complicated question has to be considered keeping in view its various aspects. Our national transportation policy has to be formulated for the maximum utilization of our transport resources, present and future. What is our basic aim and purpose in the matter of development of railways? Well, it is to develop one great nation in this sub-continent and not to allow the great distances to stand in the way. The Rail were also intended to meet that and they must be kept going and must be developed by a self-sufficient economy. It is also essential that trade and commerce must develop in the different States and competition in a common market can be assured to producers all over the country irrespective of the distances of the places of production. Regulation and promotion of different modes of transport and the framing of charges and rates must conform to this basic requirement, namely, to provide the largest areas of distribution and the building up of a great integrated nation through the medium of a network of efficiently run railways. These are the principles on which the structure of railway rates has been constructed. The nationalised railway industry must also pay its way by its own earnings and make further provision for future development. That

also is a basic need which the Railways must fulfil in the planned economy of India.

Now, that being the position, regulation of road transport acquires urgency and importance. It is mostly in the hands of private individuals working for private gain in areas where such gain is most available, unmindful of other areas where transport is required to be developed in the public interest. That is one of the main responsibilities which the Railways have to discharge in building up this great country.

In order to provide such regulation and control of motor transport, the Motor Vehicles Act was passed in 1939 and in January 1945, the Transport Advisory Council called for a Code of Principles and Practice to be drawn up by the Centre with the agreement of the Provincial Governments. Accordingly, a draft Code of Principles was drawn up by the Central Government in October 1945. The attention of the House may be drawn to some of its salient features which are equally and even more applicable today in view of the control that Parliament exercises over the railways in India. These salient features are:

Firstly, the Railways are the principal factor in transport on land and play a vital role in Central finances.

Secondly, effective co-ordination is necessary to avoid wasteful duplication with disastrous consequences to Central finances.

Thirdly, railways being already under public control, road transport must be brought under control by effective regulation.

Fourthly, fair competition between road and rail must not lose sight of two obligations of railways which do not apply to road transport, namely, obligation to carry almost everything

that is offered and prohibition of undue preference and prejudice to consignors, considerations which do not hamper the private transport owners.

Fifthly, railway rates are fixed in the public interest for the general good for maximising traffic of such commodities as coal, foodgrains etc. to be carried at lower rates than the average rate. If high-rated traffic of other commodities is allowed to be diverted from rail to road, it will push up the rates for the low-rated essential commodities and everyone will suffer and the hand of the clock will be definitely set back in the field of industrial progress.

Sir, parallel road transport is not interested in low-rated traffic which invariably moves by train. At successive meetings of the Transport Advisory Council attended by the Central and State Ministers of Transport, the broad principles of railroad competition have been supported and endorsed. They cannot now be lightly departed from. If there be shortage of rail transport in a particular area, road transport can be organised in that area to fill up the lacuna. If licensing of transport is not regulated effectively, it will only mean on the one hand wasteful duplication of transport facilities where it is not needed and on the other starving of those areas where it can successfully play a useful part. It will also mean that high-rated commodities will yield profit to private coffers to the detriment of national finances, or in the alternative, cause enhancement of freight rates for low-rated goods including food and coal and consequent rise in prices for every consumer. It will also have a disastrous effect on our industrial and agricultural programme if the low-rated raw materials such as cement, coal, mineral ores, fertilizers and other manures continue to be removed from the low-rated to the high-rated lists as a result of transfer of high-rated traffic from rail to road. It is also a feature of this unfair competition that the road transport

which carries high-rated goods, can, on their return journey, offer low rates to avoid returning empty or with a lighter load. The railways are bound by a rigid tariff and they cannot offer Varying rates to meet each competitive situation. Road vehicles can, on the other hand, offer any rates they find to their advantage from time to time. Thus, the dice are heavily loaded against national finance in favour of the private individual whether carrier or consignor.

But even in the matter of costs, the position may have been oversimplified in favour of road traffic. Undoubtedly in the case of rail traffic, an additional burden of transport charges between the godowns and the railway station has to be taken into account but it requires consideration whether the long distance traffic by rail over 150 or 200 miles does not result in a lower real cost to the consignor than is obtainable by road traffic.

Sir, having dealt with this aspect of the matter, I will conclude by drawing attention to the great task that the Railways of India are fulfilling under trying and difficult circumstances. It was a derelict and dilapidated system that was handed over to us, with worn-out old machinery and track and denuded personnel after large-scale withdrawals to Europe and to Pakistan, and India had almost to rebuild from its foundation the great structure of her far-flung railways. She is also giving it a new orientation through her successive Five Year Plans. This vast field of national activity requires the highest degree of technical skill and specialised knowledge and a high sense of duty and responsibility. Here the workers are entitled to as much consideration, sympathy and understanding as any highly placed official, perhaps even much more, because of the less favourable position he occupies in the administrative cadre. It is, therefore, necessary that he should be assured of an absolutely square deal and even-handed justice and

[Shri Santosh Kumar Basu.] rfairplay. Sir, India's railwaymen have established- a record of which we can justly be proud. Let us utilise this occasion in recording our deep appreciation of that vast body of servants of the public from the highest at the apex down to the humblest of the workers far away in the tiny wayside stations or in the lonely railway track in the hills and jungles of India. Sir, I offer them my salutation in all humility.

SHRI GOVIND CHANDRA MISRA (Orissa): Sir, I stand up to join my humble voice in congratulating the Railway Ministers for all that they have done to improve the railways. Many hon. Members have already given their opinion on several points and I do not think I have much to add. My hon. friend, Shri Dahyabhai Patel, said that he will not grudge congratulating the hon. Ministers if he is satisfied that really some good work has been done. But there is no doubt that good work has been done though it is also true that much more has to be done and much more developments have to be effected. But for whatever has been done, certainly the Ministers deserve our hearty congratulations.

Sir, I have not studied elaborately the Budget so that I may give some more suggestions. But I would like to give expression to one or two things. Sir, the late running of trains has really become almost a scandal. I find almost every day, almost every train is running late. This is something which I request the hon. Minister to look into. It should be possible to rectify this. I feel that if there is proper supervision, things would improve. It is proper supervision that is wanted. There is no investigation and no supervision as to why trains run late. I think that is the reason why trains have become so regular in being irregular.

Next, Sir, I will confine my remarks to some local problems. Dr. Kane pointed out some portion in Maha-

rashtra where some 25 lakhs of people have no railway line. Yesterday Dr. Kunzru spoke of areas in Madhya Pradesh where the people feel that they are not getting proper railway facilities. Sir, today we are trying to work for a welfare state and for a socialist pattern of society and this is for all the people of India and for everybody residing in this country. And so they should get the benefit of all the developments that we are trying to bring about through our Five Year Plans.

"MR. DEPUTY CHAIRMAN: You please come and speak before the mike.

SHRI GOVIND CHANDRA MISRA: Whatever we may do through our Second Five Year Plan and our Third Five Year Plan, the people will not get the benefits of these Plans unless we provide them with the proper facilities for that. In this matter, I do not think we have done well. If they do not get these facilities of railway, how will they go from place to place and benefit from all that we have been trying to do through these Plans? In Orissa of course—I must say personally I do not feel so—but the people of Orissa think that they are not getting proper attention from the Centre, and I also feel that something can be done in this matter. Orissa came into existence in 1936, though as a matter of fact, practically it came into existence only in 1947 when all the areas of the Ruling Chiefs were merged into one State of Orissa. And this State is a backward one. Sir, there are people living in this State who do not know what a railway train is, or what is electric light. They do not know what it is to put on proper clothing. That being so, if there are no proper facilities for them to go from place to place, I do not think we can improve the condition of the people from what it is now. Yesterday, Sir, Dr. Kunzru suggested that new railway lines may be indicated in a map. The Ministry may open whatever new lines they like which they consider best. What should

be the considerations? The considerations must be economic and other considerations. From the economic standpoint and other standpoints you may open new lines.

When we are trying to establish a welfare State, when we want to work towards a socialistic pattern of society, we must have a plan about the construction of railway lines also so that all the people can get the facility. For the present, of course, you may say that there is no demand but you must plan with the future in mind. I would, therefore, request the Railway Minister to prepare a master plan for the railways, taking the needs of each and every State into consideration. This future plan must be published in the form of a booklet or better still, just like the Atlas, you must have the outline of future plan showing the areas where new lines are urgently needed.

Having said all this, I now come to local problems. You have developed Rourkela but there is no way of reaching Rourkela easily. If one wants to go to Rourkela from Cuttack, one has to go to Calcutta and then reach Rourkela; there is no direct connection from Cuttack. If you can have a line from Mera Mandal to Sambalpur, it will greatly facilitate the people who are facing great difficulties, especially people who want to go to Sambalpur and Rourkela. I do not say that you must immediately have a line but there must be such a plan for the future. It may be in the Third Plan, Fourth Plan or even in the Sixth Plan; it does not matter, but you must have such a plan. We may not live to see the line constructed but there must be a connection to Sambalpur and Mera Mandal. A survey was carried out long before for a line from Kurda Road to Vizag Port and Sambalpur but it has been dropped. I do not say that it should be done immediately but this line will be a life line to the people and there is a great demand for this line. There are some States which have got a lot of railway lines but it is not the case with our State. There is no line to go

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to Kendrapara Jute production centre where fish is sold for Rs. 15 as there is no conveyance to take them out. Keonjhar is considered to be another Ruhr in Orissa—it should have a line. There are so many places like that. Why I say all this is that we must prepare now a plan about the future development of railways.

Of course, much improvement has taken place in respect of railway stations but, Sir, see the condition of the Bhubaneswar station, which is the capital of Orissa. There is a little shed in the platform. It is a long one and people are put to a lot of difficulty. Even in Cuttack there is no proper waiting room for the upper class passengers. Even the third class waiting room must be improved. There are about 4,000 to 5,000 people coming and going and there is no satisfactory arrangement to cater to this number.

Bhubaneswar may be the capital but for all practical purposes, Cuttack is the capital. It is very much congested. There should be trains both in the morning up to 10-30 and in the evenings between 5 and 7-30. This will help the school-going children, office-going people and the business community. There is no such arrangement existing in our place. Such an arrangement exists in all the other important cities. I hope the Railway Minister will look into these things.

SHRI P. N. SAPRU (Uttar Pradesh) : Mr. Deputy Chairman, I should like to congratulate the Railway Minister on the lucidity of his speech in the other House. I wish, Mr. Deputy Chairman, the practice or the convention which obtained in the old Council of State was adopted here. The Railway Member used to make his principal speech in the Legislative Assembly and the Chief Commissioner of Railways would make a speech in the Council of State. Here, either Mr. Shah Nawaz or Mr. Ramaswamy might make that speech and in that way, we shall have two speeches and the budget presented at the same time to both the Houses.

[Shri P. N. Sapru.]

Having said this, Mr. Deputy Chairman, there is a matter to which I would like to draw the attention of the Railway Minister. A great deal has been said about the prosperous nature of this Budget. For the first time, we are not going to have any rise in railway freights or fares. There is a little surplus. A great deal has also been said about ticketless travel and the misuse of the alarm chain. I am not going to refer to those matters at any length. I would like to draw your attention to a new subject altogether. At page 76 of the beautiful handbook, "Indian Railways, 1957-58" it has been stated as follows:

"The Railway Service Commissions with headquarters at Calcutta, Bombay, Madras and Allahabad continued to conduct recruitment of class III staff for the Railways and during the year selected 33,768 candidates for non-technical posts and 3,852 for technical posts."

Their experience so far as these technical posts are concerned was a sad one.

"The Commission experienced a general dearth of qualified technical staff, particularly recruits with degrees and diplomas in Engineering (Mechanical, Civil and Electrical). For senior higher grade supervisory posts in Railway workshops and drawing offices of the Railways, engineering graduates and for lower grades, diploma holders with appropriate practical experience were difficult to find. For the specialised categories such as marine staff, nursing and doctors, there was insufficient response."

After all, Sir, the operational efficiency of our railways will depend upon the quality of men, not only men manning the class I and class II posts but also men manning the class III posts.

The question that has to be considered is, why is there this dearth of

technical personnel? No country which is aspiring to carry through a very big programme of planned development can afford to do without efficient technical personnel. It is the efficiency of the technical personnel employed by the Soviet Union which has made that country the great country that it is today. And I may say that when I was serving on the I.A.S. Special Recruitment Board I found that it was not unusual for civil engineers to apply for appointment as I.A.S. officers. Therefore it did not look as if there was a dearth of higher technical personnel but the higher technical personnel were not satisfied with their conditions of service. Here apparently there is a dearth of the lower type of technical personnel and steps should be taken to remedy this defect without delay.

The second point on which I wanted to lay a little stress was the supply of pure water at our wayside stations. I think that in the interests of sanitation in this country and in the interests of the health of the people it is necessary that they should be supplied with good and pure water and I regret that in a hot country like this, in a country where we are thinking in terms of a welfare State, for increasing amenities or whatever you may call it, the idea should have struck the Railway Minister of the Railway Board to do away with ice and aerated water vendors and their compartments in railway trains. Though I travel either first class or air-conditioned, I have not much sympathy for the first class or air-conditioned passengers but I have a lot of sympathy with our third class passengers and our second class passengers and I think in the hot months of May and June—you, Sir, have enough experience of the heat in these parts—it is a blessing for one to get a little ice in our trains. It keeps the head and the body cool and I think it is a wrong step to do away with these reserved compartments for ice vendors.

I would also like to say one or two words about railway catering. I am all for State catering but I think we are entitled to expect that the catering shall be good. I have had meals in our railway trains and I cannot say that the quality is uniformly good. I have had good meals and I have had bad meals but that happens in our homes also. We have good meals and we have bad meals. The cooks cannot all the time give us good food. But what I find now is that the service has deteriorated and therefore emphasis should be laid upon the fact that the efficiency of service should go up.

Then I would like to say a word about sports. Now I find that a great deal of interest is being taken by railwaymen in sports and that is as it should be. But there is an indoor game which originated in this country which also has a claim on the Railways. I find, Sir, that the Railways are helping different branches of sports by allowing the participants in competitions and tournaments return journey for a single journey fare but for one reason or other it did not strike them to take note of one important game which is an indoor game—chess. Why are they denying to chess players the concession they allow to others?

SHRI SANTOSH KUMAR BASU: It is gambling.

SHRI P. N. SAPRU: It is not gambling.

SHRI SANTOSH KUMAR BASU: We do not encourage idlers.

SHRI P. N. SAPRU: By encouraging chess you might be encouraging men who might become good. Field Marshals. This game is recognised in almost every European country and in several Asian countries. There is an All-India Chess Federation of which our Information Minister, Dr. Keskar, was till recently Chairman. The new Chairman is Dr. Gopala Reddi and the game is organised on a State and

regional basis and my suggestion is that participants in this game under the auspices of the all-India organisation which is affiliated to the World Chess Federation should be given concessional rates for travel. I think this is one way in which we can encourage this game.

SHRI JAGJIVAN RAM: Why not start a club here in Parliament?

SHRI P. N. SAPRU: Lastly, Sir, I would like to refer to the question of rail road competition to which reference has been made by Mr. Jagjivan Ram on page 4 of his speech. A development, which has come to notice in this connection, he says, is the diversion of high-rated traffic to road transport on routes parallel to the Railways where Railways have enough capacity to move additional traffic. The House knows that my preference is always for the public sector. I have been a strong supporter of the public sector and the Railways represent our greatest national undertaking. I think the causes which make men prefer the bus to the Railway for traffic purposes require to be looked into and it may be that regulation and control of this traffic is desirable but it must be done in such a manner as to ensure that the industries concerned, the people concerned and the bus operators get a fair deal. Then, I would like to refer to 4 P.M. the medical facilities offered by railway hospitals. I understand now that they have some consultants of eminence attached to railway hospitals. That is as it should be. But these consultants must be men who take an interest in their hospitals. It often happens that a man wants to be put on as a consultant in a hospital, just in order to increase his practice or his prescribed fees. So, it is desirable that such men should not be put on as consultants. They should be required to do some work. Then, I would like to say if I was told by a physician, who has had considerable experience of the railways—in fact, I he is a retired railway official—that

[Shri P. N. Sapru.] there is far too much of leprosy among railway employees. Now, I do not know whether that is a fact or not. But I think the question not only of T.B. but of leprosy also deserves attention. In one respect, of course, our laws need to be a little more stringent. You find occasionally on the railway platforms particularly, a lot of beggars and a lot of lepers. One sympathises with their lot. There is no employment for them. They have got somehow to make a living. The State, the community, has a responsibility for these people, for the upkeep of handicapped people, and it should shoulder that responsibility fairly and squarely. My conception of a socialist State or a Welfare State is a State in which every individual has a fair opportunity to make a living. If he happens to be a handicapped person, then the State must support him. This is something fundamental and I hope that the Railway Board will look into this matter carefully.

Then, Sir, I would say that the accommodation in some of the waiting rooms is very poor, the furniture is old and rickety and the bathrooms and lavatories are not properly looked after. I think this is particularly 90 in the case of ladies waiting rooms. (*Time bell rings*). So far as the third class passenger ie concerned, he is at a very great disadvantage in this matter.

Finally, I think our object should be to improve the quality of third class travelling. We should provide, for some extra charge, sleeping accommodation for our third class passengers. When that is done, it may be possible for us to have only two classes in this country. I would like the day to arrive in this country when there shall be only one class, but that day is not yet.

Thank you.

SHRI JAGJIVAN RAM: Mr. Deputy Chairman, I am deeply grateful to the House for the encouraging words that have been said about the Railway

Ministry. I may assure the House that railwaymen throughout the country will be very much encouraged by the appreciation of their work by the Members of this House and they will try to re-dedicate themselves to the great and stupendous task of nation-building. They will try to contribute their mite and will not have any sense of complacency. I remember that the Railway Budget in this House was not laid on the Table at the proper time. Suggestions have been made by hon. Members as to whether the Railway Budget speech could not be read at the same time in this House also. Personally speaking, I welcome the idea and I personally think that there should be no objection to such a procedure that when the Budget is presented in the Lok Sabha, it may be read simultaneously in the Rajya Sabha also.

Dr. Kunzru, whenever he speaks,, makes very valuable suggestions and! I always try to benefit by those suggestions. Many valuable suggestions have been made by the hon. Members of this House. It might not be possible to take notice of all of them in my speech here, but they will be certainly examined. Dr. Kunzru raised the question of the working expenses of the railways and also of their working. I shall first deal with his comments on financial matters. He has compared the operating ratio, for 1956-57 with that for 1957-58. The net ordinary working expenses for these two years were:

1956-57	..	Rs. 233-94 crores
1957-58	..	Rs. 264-18 crores

Eliminating an expenditure of about Rs. 9 crores for unforeseen items, Dr. Kunzru has raised the question whether the balance of the increase in working expenses in 1957-58 over 1956-57, namely, Rs. 21 crores, was fully justified. Even out of this balance of Rs. 21 crores, a sum of Rs. 5 crores nearly was more or less uncontrollable, namely, net effect of annual increments and other increases to staff arising out of redistribution*

1959-60—

of posts in the cadres, increased consumption of electricity in the additional staff quarters and cost of special safety measures adopted to minimise accidents to the maximum extent practicable. In the result, there was an effective increase of only about Rs. 16 crores over the figure of Rs. 233.94 crores, which represent the working expenses for 1956-57, or an increase of less than 7 per cent. The total tonnage lifted in 1957-58 was 6.5 per cent, in excess of that lifted in 1956-57, while the net ton miles showed an increase of about 10 per cent, in addition to an increase of about 3 per cent, in passenger miles, as will be seen from the following figures:

(Figures in millions) 1956-			
	57	1957-58	
Tons lifted	.	124	132
Net or freight ton miles	.	40,186	44,861
Passenger miles	.	41,878	43,043

Taking all factors into account, while I do not take the position that there is no scope for further reduction in working expenses, I would say that the increase in expenses was largely justified in relation to the growth of traffic. There is, however, no complacency in the matter, and strict control over expenditure continues to be exercised.

The other point raised by Dr. Kunzru was that, in the period 1950-51 to 1957-58, the railway earnings increased by about Rs. 119 crores over the figure of Rs. 262 crores which represents the earnings in 1950-51, while the working expenses increased by Rs. 98 crores over the figure of Rs. 210 crores which represents the working expenses for 1950-51. He referred to this position as being a little less satisfactory than he would have expected it to be. I should explain in this connection that the increase of Rs. 98 crores in the working expenses during these years is inclusive of an additional amount of Rs. 15 crores per annum which is being put into the Depreciation Reserve

Fund since 1955-56 (contribution raised from Rs. 30 crores to Rs. 45 crores) and which, therefore, is strictly not additional expenditure in the ordinary sense of the term. Excluding this amount of Rs. 15 crores, an additional sum of about Rs. 83 crores was incurred. It may be mentioned that nearly half of this amount represents increased emoluments to staff sanctioned from time to time and increase in expenditure in connection with their welfare measures etc.—without taking the increase due to increase in the strength of staff—as well as increase in the price of coal and other materials consumed by the Railways; the net result is, I think, not unsatisfactory against an additional earning of about Rs. 119 crores. During this period, there was an increase in the total freight ton miles by about 65 per cent, in addition to about 3.5 per cent, increase in passenger miles.

Mr. Bhanj Deo drew attention to the increase in working expenses of roughly 10 per cent, between 1957-58 and 1959-60. I need hardly point out that the estimate of working expenses for 1959-60 is based on the expectation of total tonnage of 151 million tons against 132 million tons in 1957-58, or in other words an increase of about 14 per cent, in the tonnage lifted and about the same percentage of increase in net or freight ton miles.

He also referred to the increase in miscellaneous expenses from Rs. 12.56 crores to Rs. 17.61 crores during the same period and wanted details. If he will kindly refer to page 65 of the Explanatory Memorandum on the Railway Budget, he will find that these expenses are made up of subsidy, land, surveys, and other miscellaneous railway expenditure besides open line works revenue. Further details of the item "other miscellaneous railway expenditure" will be found in Demand No. 2. The anticipated increase in expenditure in 1959-60 over the expenditure in 1957-58 is chiefly under open line work*

[Shri Jagjivan Ram.] revenue (nearly Rs. 5 crores), which includes expenditure on certain operating improvements etc. This expenditure on open line works revenue is really expenditure of a capital nature, in which variations of the order of Rs. 5 crores or so are bound to occur in the implementation of the Plan.

Mr. Lavji Lakhamshi alluded to the anticipated net earnings in 1958-59 of Rs. 75 crores, against the net earnings of Rs. 50 crores in 1950-51, in relation to the capital investment of Rs. 800 crores in 1950-51 and Rs. 1600 crores at present. Actually, the capital at charge of Indian Government Railways at the end of 1958-59 would be Rs. 1351 crores. In comparing the net earnings for the two years, it is necessary to allow for the fact that Rs. 15 crores more per year is being put into the Depreciation Fund since 1955-56; and if this is excluded, the net earnings, comparable to the 1950-51 figure, would be Rs. 90 crores, so that a more or less comparable return in relation to capital at charge is maintained. This is in spite of the factor explained in the note at the bottom of page 3 of the Explanatory Memorandum to the Railway Budget.

Some Members remarked that, the capital expenditure in the second year of the Second Five Year Plan and in the third year has been much more and that in the last year of the Plan it will be much less. I do not know why they said so. It is obvious that in the second and third years of the Plan we have to purchase more capital goods so that the work in the subsequent years may not suffer for want of necessary materials, and that is why as a prudent management the Railways have spent more in the second and third years of the Plan so that we can reasonably fulfil the targets laid down in the Second Plan. I may assure the House again that we hope that we will fulfil the targets laid down in the Second Plan by a very high percentage. I may not say that it will be one hundred per cent, be-

cause there will be some work which will be carried over to the Third Five Year Plan, just as some work was carried forward from the First Five Year Plan to the Second Five Year Plan. Drawing up a railway plan, I should explain, is not so easy, and perspective planning for railways is also difficult because we have to plan for the railways after the plans for the various industries, at the Centre and in the States, have been finalised. Once we come to know what the areas are, where the industries are going to be developed, where agriculture and commerce are going to be improved, it is then the turn of the Railway Ministry to make its own plan. Till the perspective planning of the other Ministries at the Centre and of the various State Governments is completed it will not be possible for the Railway Ministry to have its own perspective planning. But we will keep the suggestions of the various hon. Members in view and see what advance action we can take in respect of our own perspective planning.

I would like to say something in detail about the drop in efficiency and the speed of the trains. I would like here to give some figures especially for the Southern Railway and the South Eastern Railway:—

Southern Railway		Southe-East em Railway	
Average of trains (All trains)		speed goods	
	1956-57	8-26	8-77
	1957-58	7-98	8-28
	1958-59	8-2i	7-87
	up to Dec. 1958		
Density (Train miles per running track milererday)		1956-57	21-7 r 6-4
		1957-58	21'6 16-4

On the Southern Railway, the total goods train mileage actually increased from 50,81,000 in 1956-57 to 52,60,000 in 1957-58. Total train mileage figures for the two years were 1,49,61,000 and 1,52,59,000. There was thus a general increase in the traffic carried on the

broad gauge system. This, however, is not reflected in the density figure as the track mileage at the end of 1957-58 was 1,928 miles as against 1,877 miles at the end of 1956-57, the addition being explained by the conversion of Gudur-Renigunta section to broad gauge. This section, while adding to the total broad gauge track mileage, gives only an insignificant increase in the train mileage, as this is not a trunk route for goods traffic. There has thus actually been an increase in the density of traffic on the trunk routes of the Southern Railway broad gauge system.

Apart from the increase in traffic on the trunk routes, the following other factors affected goods train speeds on the Southern Railway during the year 1957-58:—

- (a) A number of line capacity works on the North-East line and on the Olavakkot Division necessitated imposition of engineering speed restrictions.
- (b) Speed regulation had to be enforced on a number of sections on account of track renewals. Comparative figures of track renewals on Southern Railway broad gauge during 1956-57 and 1957-58 were as under:—

	1956-57	1957-58
1 Complete track renewals (miles)	32-88	41-83
2 Rail renewals (miles)	11-25	18-48
3 Sleeper renewals (miles)	41-80	38-22
4 Ballast (cubic feet)	2-17 million	5-34 million

- (c) During June and July, 1957, water shortage on Bezwada, Guntakal and Olavakkot Divisions and the incidence of the influenza epidemic among running staff slowed down movement of goods trains. Water shortage recurred in August and September, 1957.
- (d) On account of heavy rains, breaches occurred on 4-11-57

on the Madras-Gudur Section,' which affected the movement of traffic on that line till 20-11-57. Till early December, 1957, goods trains were diverted *via* Renigunta-Gudur and normal train service was resumed only on 14-12-57. Consequently, goods train speeds were badly affected in November and December, 1957.

Though the year 1958-59 opened with recurrence of water difficulties and consequent decrease in speeds, operation improved from July, 1958, during which month the average speed of goods trains was 8-42 as against 7-74 in July, 1957. There was a setback again in October on account of breaches on Guntakal Division. The position subsequently improved and in December, 1958 the average speeds of goods trains reached 9-05 miles per hour as against 7-74 miles in December, 1957 and 8-1 miles in December, 1956. In January, 1959 the speed showed a further improvement and reached the record figure of 9-47 miles per hour.

In so far as the South-Eastern Railway is concerned, although the density of traffic has remained at the same level, there has been some deterioration in the speed of goods trains both during the years 1957-58 and 1958-59 as compared to 1956-57, the principal reason being the influenza epidemic during the months of May and June, 1957, and considerable development works being undertaken on this Railway during these years slowing down movement of traffic. Extensive track renewals also necessitated speed restrictions. Comparative figures are as follows:—

	1956-57	1957-58
1 Complete track renewals (miles)	32-88	72'4◇
2 Rail renewals (miles)	28-69	51-38
3 Sleeper renewals (miles)	13-91	49-16
4 Balast (cubic feet)	2-45 million	3-38 million

- [Shri Jagjivan Ram.]

It may be noticed that there has been an increase in the average gross load per train from 926 to 983 tons on the Southern and from 1,069 to 1,133 tons on the South Eastern Railways during the year 1957-58 as compared to the previous years.

I have dealt with these two aspects rather in great detail because they are very important aspects of the railways—financial and operational. ■

Now, Sir, I will touch upon other subjects briefly. Hon. Members have emphasised the necessity for increasing indigenous manufacture. I may assure the House that the railways are alive to the necessity of getting all their requirements in this country as far as they can and the House should be glad to note that during the past few years, the manufacture of indigenous items for the requirements of the railways has made very great progress with rapid strides.

We are aware that gradually we will have to introduce dieselisation and electrification on more sections of the railways. With that end in view, we are already exploring the possibility of manufacturing diesel engines in the private sector and the electrical locomotives in the public sector. Recently, tenders were invited for the supply of diesel locomotives and there was a provision in the tender itself that they should quote what would be the conditions in case they were to manufacture them in collaboration with some Indian partners. Tenders have been received, and negotiations are proceeding for the manufacture of diesel locomotives in this country.

As far as electrical locomotives are concerned, the House is aware of our heavy electricals factory at Bhopal. We propose to manufacture certain mechanical parts in Chittaranjan and the electrical equipment will be provided by the Bhopal factory. So, we are not unmindful of the necessity for making the country self-sufficient for

the requirements of equipment for the railways.

A number of hon. Members have referred to the construction of new railway lines in their respective areas. Well, Sir, I do not propose to speak about each individual line that has been suggested. Many of them have been examined on previous occasions. In many cases, even different types of surveys have been done. In some cases, it has been found that the railway will not be economical or will run at a deficit. In some cases, new investigation has been made. But what line should be undertaken or what line should not be undertaken during the Third Five Year Plan depends firstly upon the size of the Third Five Year Plan and upon the size of the allocation to the Railway Ministry for that Plan.

Sir, the House is aware that the criteria which determine the construction of a railway line in the successive Five Year Plans are the location of the industries in a particular area or the exploitation of our mineral wealth whether it is coal, iron ore or manganese ore or the transportation of foodgrains from the surplus areas to areas where they are required. All these priorities are determined by the Planning Commission and the railways can plan only after the plans for the location of industries or the development of agriculture or the exploitation of the mineral wealth have been determined either by the Central Ministry concerned or by the State Governments. I personally feel that there are areas where there is need for the construction of railway lines apart from the criteria determined by the Planning Commission. But, as I said, it will all depend upon the size of the Third Five Year Plan and the allocation that is made to the Railway Ministry. But, I will keep all these suggestions of the hon. Members in view, and when the Planning Commission considers the Third Five Year Plan, I will, of course, bring it to their notice that these are the suggestions from the hon. Members of the Rajya Sabha.

My hon. friend, Mr. Harihar Patel, raised the question of the grant of construction , allowance to the Railway staff employed on the Railway I projects. I may inform him that a special allowance for construction work has been sanctioned to the staff engaged on the Bhilai-Deorjhal construction and Bondamunda-Dumaro construction.

Mr. Sekhar raised the question of supply of sleepers by the Malabar Timber Merchants Association. Quite a number of representations have been received in that connection. Recently a deputation of the merchants, along with some Members of the Lok Sabha as also some Members of the Rajya Sabha from the whole of Kerala State came to see me. Sir, for the Southern Railway we invited tenders in 1957 for the supply of sleepers at or within the approved ceiling rates. There were only three tenders in all, within the ceiling rate. A memorandum was, however, submitted jointly by a number of sleeper contractors, most of whom belonged to Kallai area, asking for an increase in rates by Rs. 2/- per broad-gauge, Re. 1/- per metre-gauge and 75 naya paisa per narrow-gauge sleeper. The Tender Committee of the Southern Railway considered that. But in view of the high prices quoted, these tenders could not be accepted. They recommended that fresh tenders should be invited. The Railway Board approved of this, and accordingly fresh tenders were called and opened towards the end of 1957. Twentyseven tenders were received in all for track sleepers. On scrutiny it was noticed that all the contractors had practically moted the same rate. I will leave the House to draw the inference. It was noted that whereas in the joint memorandum, the merchants had requested for an increase of Rs. 2/-, Re. 1/- and 75 naya paisa for broad-gauge, metre, gauge and narrow-gauge sleepers, in the tender they had quoted rates which were higher than the ceiling rates by Rs. 3, Rs. 1 ■ 5 and Rs. 1 respectively for broad-gauge, metre-gauge and narrow-gauge sleepers.

It may be pointed out that procurement of wooden sleepers in the country is mostly done through State Government concerned under standing agreement, and at prices negotiated with the State Government from time to time. The rates demanded by the contractors were appreciably higher than the rates being paid to the Kerala State Government. Obviously, within the same region there can be no discrimination between suppliers in respect of prices payable for similar supplies. As such the offers were not accepted.

I may add, Sir, that the quality of the timber from that area is not very good, but all the same we have been utilising that timber after treating it with creosote. The creosote treating plant in that part of the country is working to its full capacity. Recently, when the merchants met me, I assured them that I would examine the possibility or feasibility of a second shift being run in the creosote plant so that we may take over some of the sleepers. Now they are prepared to supply at the same rate at which the Kerala Government is supplying us.

Sir, there is a misconception in the House that when there is timber available in the country, we have been importing some wooden sleepers. Sir, the high quality sleepers are not available in requisite quantity. Whatever is available in the country we are taking. We have explored all the possibility to obtain whatever timber we can get in the country. I have personally talked to the Chief Ministers, written to the State Governments, and sent our Timber Adviser to meet their Conservator of Forests to get the maximum supply from the country.

Questions have been raised about the construction of overbridges or opening of level-crossings. There is no doubt that in our country there is necessity for the construction of a large number of over-bridges in busy areas where, due to the shunt-i ing of trains or the passing of trains.

[Shri Jagjivan Ram.] the level-crossings are closed and people have to wait for long. Vehicular and other traffic has to wait there. I do not know how many million man-hours we are losing due to that. But how many over-bridges can be constructed depends on the resources we have.

Two specific cases were mentioned. As they are repeated in every Budget discussion and on other occasions also, I would like to give some details about them. This is about Calicut. The Government of Kerala had recently recommended to the Central Government for grant of a loan of Rs. three lakhs to the Calicut Municipality to enable the latter to bear their portion of the cost. The Government of India have informed the Kerala Government that according to the decision taken by the Government of India recently, all schemes relating to the under over-bridges in replacement of level-crossing should form part of the State Plan, and after obtaining the prior approval of the Planning Commission, the cost might be met from the loans which the Ministry of Finance might grant to the State Government for Miscellaneous Development Schemes under the State Government. It is now for the State Government to take further action. So far as the Railways are concerned, we are prepared to meet our share of the cost in the construction of the over-bridge. Similarly, Sir, in respect of Shoranur the Government of Kerala had been requested as far back as April 1957 to indicate whether they would recommend this construction and share the cost of some overbridges in replacement of the existing level-crossing at Shoranur, and if so, what priority they would like to give to the scheme. The Railway Administration would take further action on receipt of the State Government's reply. I would, therefore, request the hon. Members who have raised this question to take up the matter with the Kerala Government and persuade them to send an early reply, agreeing to

meet their share of the construction of these two overbridges.

SHRIMATI AMMU SWAMINADHAN: (Madras): What about the overbridge at Dindigul for which we have been agitating for a long time? ■

SHRI JAGJIVAN RAM: I think there also the same formula will apply, and if the State Government agrees to that condition, I will ask the Railway Administration to expedite that work.

SHRI JASPAT ROY KAPOOR: What would be the Centre's contribution in such cases?

SHRI JAGJIVAN RAM: Probably in some cases it would be fifty-fifty and in some other cases, so far as the railway line is concerned, we would construct the bridge and the road portion would be undertaken by the local bodies concerned.

Then, Sir, some point about perishable traffic (Betel Leaves) was raised. I am simply informed that at present we are clearing nearly 1,000 baskets of betel leaves daily, but during the season we cleared from 2,000 to 2,500 baskets. They are sent to Delhi from Madras. If there is more traffic, I think we can lift it. The time taken—from the time of booking to the time of delivery in Delhi—is 75 hours. We have also tried to expedite this thing as far as possible.

Sir, before I take up the important question of labour relations about which there has been so much talk, I would like to refer to Rail Road competition; I do not want to say about this in any great detail. When I mentioned that matter in my Budget Speech, Sir, I never thought that I was referring to a matter which could lead to any controversy. My friend, Mr. Basu, has given a very convincing and cogent reply. But I can assure the House, Sir, that I am not a champion of the Railway monopoly. Well, Rajkumari Amrit Kaur ii

here. She manfully championed the cause of the private road transport operators. I may assure her that the road transport operators have got all sympathy from me, because I feel that in our country there is ample scope for the development of all types of transport. Whether it is rail or it is road, whether it is inland river transport or whether it is coastal transport, there is ample scope for all these four types of transport in this country. But what I want to avoid is that with the limited resources at our disposal there should not be any duplication of the facility in any area. Our resources should be utilised to the fullest possible extent, and we must see that these facilities are not duplicated anywhere. There are areas where there is ample scope for developing motor transport. Why not the railways and the road transport function in a complementary way? There is enough scope for that. Of course, I, as a Railway Minister, will not mind if some traffic is transferred to the road transport on short distances. But let there be some pioneering effort on the part of the road transport. There is no doubt that industries follow the Railways. It has happened for the last one century. Well, the Railways have done that pioneering work, and you cannot take advantage only of the pioneering work that has been done by the Railways.

SHRI JASWANT SINGH (Rajasthan): Would the hon. Minister like the trade and commerce to suffer, if the Railway is not capable enough to carry all this load and if the road transport is capable of doing that?

SHRI JAGJIVAN RAM: I am afraid, Sir, the hon. Member has not exercised his intelligence to follow what I am saying. I am saying that wherever I have no capacity, you can by all means transport it by any means of transport, and I will have absolutely no objection. The only question is whether there is capacity available with the Railways in any area and whether new capacity is being created for road transport in the same area.

If the Railways are not in a position to transport it, let it be transported by any other means of transport. But where the Railways have empty capacity, and then if any new capacity is being created, either for motor transport or for inland transport, that would be simply a waste of our national resources.

SHRI JASWANT SINGH: Do we take it that his reference in the Budget Speech in regard to transport related only to this particular point?

SHRI JAGJIVAN RAM: If the national industry can benefit more by road transport, I will have absolutely no objection. But in that case I will have also to consider whether in respect of the industrial raw materials and materials necessary for the development of our industries, which are carried to distant places by the Railways, not at economic rates but at subsidised rates, those rates will continue or not. That is another aspect of the question which will have to be taken into consideration sooner or later. And that was hinted at by my friend, Shri Basu. Well, Sir, I do not want to elaborate these points, because they are so obvious that they don't need any elaboration. What I wanted to say, Sir, is that I, as a Railway Minister, do not see any ground for putting any restrictions on the development of the motor transport in this country, so long as the capacity available in the country is properly utilised before new capacities are created. That is all that I have to say. I will again repeat that there is ample scope for the development of all modes of transport in this country, because there are vast areas where we have got no means of transport available, whether rail or road or water.

आचार्य रघुबीर (मुम्बई) : क्या मंत्री महोदय यह बात स्पष्ट करने की कृपा करेंगे कि जैसे दिल्ली से बम्बई तक ट्रैफिक जा रहा है और सस्ती होने के कारण मोटरें आ जा रही हैं और उससे रेलवे के साथ

[आचार्य रघुबीर]

कम्प्रीटीशन हो रहा है तो मंत्री महोदय का उसमें क्या विचार है—हमको मंत्री महोदय का विचार समझ में नहीं आया जब वे कहते हैं शार्ट ट्राफिक हम दे सकते हैं। तो शार्ट ट्राफिक का कितना मील अर्थ हुआ ? अथवा, जैसा आपने कहा हमारे पास जो ट्रान्सपोर्ट कंपैसिटी है उसका नाश नहीं होना चाहिये तो इसका व्यवहार में क्या अर्थ होगा ? क्या जो मोटर ट्रान्सपोर्ट रेलवे के साथ परेलल चल रहा है उस पर रेस्ट्रिक्शंस लगायेंगे या क्या करेंगे यह कृपया स्पष्ट कीजिये ।

SHRI JAGJIVAN RAM: I thought, Sir, that the position would be clear by some exercise of intelligence by the hon. Member himself. I will not enter into any details. I know many things. When certain goods are transported from Delhi to Bombay, whether it is -only cheapness or efficiency that counts or whether there are certain other factors also which are taken into consideration before a person books his goods by motor transport, that I think the hon. Member himself is aware of. As I said, I wanted to mention these things only briefly.

Some Members have mentioned about aerated waters. I think I should -also say something with regard to that. Dr. Sapru was very solicitous about these aerated waters and the chess play. I would like Dr. Sapru to start a chess club for the Rajya Sabha Members themselves. *(Interruption)* Not in the House, of course, because such a club can only be outside. About aerated waters, Sir, I may tell him that the number of trains or the passengers who take the benefit of these waters is very limited. I do not know how . this system of aerated water compartments developed in early days, because these aerated waters or ice compartment facilities are to be found more on those trains which are short distance trains. I was surprised when I went into these figures.

DR. RAGHUBIR SINH (Madhya Pradesh): Probably there was no good water available then, and that is why in those days the Englishmen wanted these facilities.

SHRI J AG JI VAN RAM: May be, Sir, that in those days good water was not available and now good water is available. Therefore, Sir, my friend is only enforcing my argument that there is no case for the continuance of these facilities. Most of these facilities are available on ' short distance trains—less than 200 miles. I would like to give certain figures roughly. There are 726 trains running for less than 200 miles | on which these facilities are available, and the number of long distance trains is only 256. So there is no hardship going to be caused when the Railways will see that facilities are provided at the stations. After all you take the soda water or bottle only when the train stops at a station and when facilities can be provided. . .

DR. RAGHUBIR SINH: They serve I them in the running train also.

SHRI JASWANT SINGH: Ice in hot places—Shri Sapru was referring t* ice also, ice in Rajasthan. . .

SHRI JAGJIVAN RAM: When I speak about aerated water, it is not only the water but also ice because aerated water during summer without ice is worse than plain water.

Now I come to labour relations. It has been mentioned by some friends there that the Government was partial to the National Federation of Indian Railwaymen and discriminated against the All India Railwaymen's Federation and that the conferences, one at Madras and the other at Bez-wada, were discriminatingly treated by the Railway Ministry. My friend who raised this question- was not aware himself of the history of the National Federation of Indian Railwaymen and the All India Railway-

men's Federation. The brief was incomplete to him. He must know that till 1957, the All India Railwaymen's Federation was dormant, was not revived. After the unity between the All India Railwaymen's Federation and the National Federation of Indian Railways, there was only one Federation, that is the National Federation of Indian Railways.

SHRI N. C. SEKHAR (Kerala):
Before that?

SHRI JAGJIVAN RAM: Before that there was only the All India Railwaymen's Federation. What is the use of putting that question? Before that there was only the All India Railwaymen's Federation. The All India Railwaymen's Federation liquidated itself and merged with the National Federation of Indian Railwaymen. Then there was a dispute between Mr. Vasavada and Mr. Guruswamy. Mr. Guruswamy called it the National Federation of Indian Railwaymen (Madras Branch) and the other was Bezvada Branch. So there was no question of discrimination between the National Federation of Indian Railwaymen and the Indian Railway-men's Federation because at that stage, the Indian Railwaymen's Federation was not in existence.

Then I came and I wanted to have unity between the two. Well, they agreed and again they disagreed. I cannot force. At one stage you will want that there should be full freedom for the trade unions. At the other stage, you will want me to intervene and press the others to come and join and merge and have unity. You cannot expect both these from me. If I force and interfere, well, it may be said here and there that the Government is unfair, that they are intervening in trade union matters, that they are forcing people to join etc I have always taken the stand that in the interests of the Indian Railway-men, one Federation, one union, is necessary. It is for them to unite. If at any stage they will require my

services or the services of somebody else, I will make it available to them* for whatever worth it may be. In trade union matters, I have never been guided by politics. I have always felt that the Railway employee should keep himself free from all political organisations, whether it is the Congress Party or the Socialist Party, or the Praja Socialist Party or the Communist Party, and they incur the same displeasure whether they⁷ join the Congress or the Communist Party.

SHRI N. C. SEKHAR: What about Congress?

SHRI JAGJIVAN RAM: I am telling. 'Congress', my dear friend. I am saying whether it is Congress or Communist Party. The only difference is this that the membership register of the Congress is an open book. Anybody can see it. I cannot say the same thing about the membership register of the Communist Party, nor my friend Mr. Sekhar can say that. I don't know whether he will have access to the register in which all the names of members of the Communist Party are entered. I am not talking of outsiders, I am talking of him. That is the difference between the two. But a railway employee, if he is allowed to enrol himself as a member of this political party or that, it will not work and that is why I have taken this stand. Let them have trade unions, let them have their own-trade unions and I have not discriminated, because I have given recognition to railwaymen's unions, whether they have their sympathies with the National Federation of Railway-men or they have their sympathies with or inclination or affiliation to the All India Railwaymen's Federation. I was misquoted when it was said that I promised or the Prime Minister promised that in case the unity talks failed, I will give recognition to the All India Railwaymen's Federation. That is a misstatement of facts. I never promised that. What I promised was this. When I was asked what will be the channel of approach or repre-

[Shri Jagjivan Ram.] Sentation, I assured them: 'In case the channel that I am providing for during the period of negotiation for unity does not function, direct approach to the Railway Board for discussion and negotiation will be provided for the All India Railwaymen's Federation.' I have fulfilled my promise and perhaps the hon. Members who championed the cause of the All India Railwaymen's Federation were not taken into confidence *lay* the All India Railwaymen's Federation, or perhaps the Railwaymen's Federation did not care to inform them or perhaps they did not think it necessary. This has been fulfilled and there have been two meetings between the All India Railwaymen's Federation and the Railwaymen's Board. So there is virtual . . .

SHRI N. C. SEKHAR: In this context, for information, will the hon. Minister also explain the standpoint adopted by the All India National Federation of Railwaymen?

MR. DEPUTY CHAIRMAN: He wants you to explain the stand adopted by the Indian National Federation of Railwaymen.

SHRI N. C. SEKHAR: In relation to What you said. You were talking about your efforts to bring about unity between the two organisations. Here you are accusing the Railwaymen's Federation. Explain also the other side of the picture ...

(Interruptions)

SHRI JAGJIVAN RAM: Again I am sorry, I have accused neither the one nor the other.

SHRI N. C. SEKHAR: That is very evident

SHRI JAGJIVAN RAM: I have not accused any If he has understood me like that, I am sorry that I cannot make myself understood by him if he does not care to understand me.

SHRI N. C. SEKHAR: I now very well understand. I am also a trade union worker for the last 23 years.

SHRI JAGJIVAN RAM: I again repeat for the benefit of my friend Mr. Sekhar that I have not- accused the All India Railwaymen's Federation. I have not gone into the merits of the unity agreement and its failures. Therefore I don't propose to blame one party or the other. The fact is that the unity move or proposal has not materialised. It has failed. Whose was the fault, I am not going into What I have said is that it will be my earnest endeavour and desire to see that unity succeeds and that there is only one Federation and one union in each Railway and if at any stage the railwaymen feel that they require my services, my services will be at their disposal. More than that I don't want to say but I have not discriminated between unions. There are unions of railwaymen who have their inclination towards the All India Railwaymen's Federation. I have recognized them. There are unicas which have their inclination towards the National Federation of Indian Railwaymen. I have given them recognition.

SHRI MULKA GOVINDA REDDY (Mysore): What exactly is your difficulty in recognising the All India Railwaymen's Federation?

SHRI JAGJIVAN RAM: What is the meaning of recognition—may I put the question to my hon. friend?

SHRI MULKA GOVINDA REDDY: The All India Railwaymen's Federation has a membership of 3 lakhs whereas the National Federation has a membership of one lakh and the facilities that are given to office-bearers of the National . . .

SHRI JAGJIVAN RAM: I did not enquire from him the comparative strength of the two. One claims that it has 3 lakhs of members and the other claims that it has 3 lakhs. So

I don't want to go into that question. I have already said that I have redeemed my word. I have said in case the channel provided during the period of unity agreement does not succeed I will see that the representatives of the All India Railwaymen's Federation meet and discuss with the Railway Board Members. That has been done and they have met.

5 P.M.

DR. A. N. BOSE (West Bengal): That is not the question. What is the difficulty in giving recognition to the All India Railwaymen's Federation? Recognition means power to see the authorities at all levels. It is not enough if they are allowed to meet the Railway Board directly.

SHRI JAGJIVAN RAM: Of course, the Federation members are not entitled to go and see the Divisional Superintendent. It is only representatives of a Union on that Railway who meet at that level. I would advise my hon. friends that before they raise questions here they must know something about All India Federations and the mechanics of their working.

DR. A. N. BOSE: We want to know from you. Do you treat the two Unions on the same level?

SHRI JAGJIVAN RAM: I may tell my hon. friend that All India bodies are not to meet the General Manager or the Superintendent. It is a Union of the particular Railway. There are unions that are recognised and they are free to meet the General Manager or the Superintendent as the case may be. So recognition of the All India Federation may not entitle them to see the Divisional Superintendent. It is an All India Federation and the only men to contact or approach and discuss are at the Board or Ministry level. The other thing is not necessary, because there are unions for the Railways where they meet the General Manager. What was necessary, or - virtual recognition has been given to the Federation. To negotiate with or

approach the Railway Board or the Railway Ministry is what the Federation is meant for. That has already been done. The only thing left, perhaps is to give them railway passes, nothing else. The question of giving recognition to this Federation is being considered and it will be done at the appropriate time.

DR. A. N. BOSE: What is the criterion?

SHRI JAGJIVAN RAM: What is the criterion, is already determined Recognition is decided by me. When I feel they deserve recognition, they will get it.

Sir, I will again express my thanks to hon. Members for making suggestions which we will consider and profit from. As regards Kandla—Shri Dahyabhai Patel is here—I think the problem of Kandla's rehabilitation is not one of doing anything else than inducing or influencing the merchants to open their offices in Kandla also. Today I have the capacity, the Railways have the capacity to transport goods to Kandla provided they are offered. At present I am asked to transport minerals from Rajasthan to Bombay. It will be easier for me to transport from Rajasthan to Kandla instead of transporting to Bombay. But I have to transport to Bombay, because the parties are in Bombay. So efforts should be made, with a view to rehabilitating Kandla, to induce some businessmen to have at least their branch offices at Kandla, if not their Head Office. I may assure hon. Members that so far as the Railways are concerned, we will see that whatever traffic offers itself to and from Kandla will be moved.

Again I will thank the hon. Members and assure them that the appreciation that they have expressed for the Railways will put heart into our railwaymen, into more than a million railwaymen and they will contribute their mite to the development of the country.

MR. DEPUTY CHAIRMAN: There is a message from the other House.

MESSAGE FROM THE LOK SABHA

**THE INDIAN INCOME-TAX (AMENDMENT)
BILL, 1959**

SECRETARY: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary of the Lok Sabha: —

'In accordance with the provisions of Rule 96 of the Rules of Procedure and conduct of Business in Lok Sabha, I am directed to enclose herewith a copy of the Indian Income-Tax (Amendment) Bill,

1959, as passed by Lok Sabha at its sitting held on the 24th February, 1959.

The Speaker has certified that the Bill is a Money Bill within the meaning of Article 110 of the Constitution of India."

I lay the Bill on the Table.

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

The House then adjourned at three minutes past five of the clock till eleven of the clock on Thursday, the 26th. February 1959.