

SHRI RAJENDRA PRATAP SINHA (Bihar): Where is the place of accident?

SHRI JAGJIVAN RAM: Sonarpur on Sealdah Division, this morning.

THE BUDGET (RAILWAYS), 1958-59—GENERAL DISCUSSION—continued

MR. DEPUTY CHAIRMAN: Shri-mati Nallamuthu Ramamurti.

SHRIMATI T. NALLAMUTHU RAMAMURTI (Madras): Sir, we are sorry to hear of this accident.

The Railway Minister's budget speech has revealed a good record of achievements in many directions in regard to expansion of lines, earnings and amenities and facilities afforded for both railway staff and the public for the year 1957-58 and a number of welcome proposals for necessary progress in the coming year 1958-59. The Minister and the Ministry deserve all the tributes paid to them by this House and also all those in the railway administration from the highest to the lowest who had co-operated to make this achievement possible.

While I give my support to all that has been fine and laudable performance on the part of the Ministry, I wish to point out that the Railways serve the country, not merely in carrying passenger and goods loads, not merely to advance industries and projects to promote economic advance envisaged in the Second Five-Year Plan, but our Railways also serve the higher objectives of enabling contacts, social and cultural, among the people which are vital to promote the unity in this country.

Railways, acting as they do as channels for communication, are like the arteries in the circulatory system in the human body, and if the circulation fails, life stops. Even so, the Railways unless fostered and well

nourished and cherished would not be able to serve society and the country in one of the major objectives of all our planning, namely greater commingling of people and ideas and promotion of cultural progress and national unity, breaking down State and linguistic and other barriers. It is this that makes me plead that more and greater support should be given to all the demands that are made by the Railway administration. But while supporting in this way I would like to plead that the railway lines, specially their new proposals, should reach as widely as possible the nooks and corners of our country, especially our rural population. Further they should reach in such a way as to advance the facilities in pilgrimage centres like Palani station, holiday resorts and beauty spots like Kanyakumari and Tinnevely and not merely to link industrial project areas. Above all, I would like to emphasize that passengers should receive as much attention as goods however great the need of economic and industrial development might be.

Sir, while congratulating the Minister I have to draw his attention to a few points that are of the utmost importance. Accidents like the one he was narrating just now, some major and some minor, whatever may be their class or category, should—I am sure he will agree with me—be avoided. In spite of all that is claimed for reduction of accidents by the Ministry, accidents do occur almost every month. Some investigations are made, reports given and compensations provided, and then we go on as before. Even the recent Pathankot ammunition wagon explosion may not be directly a railway accident, but still I feel that care and vigilance should have been possible in loading such goods so as to avoid such human tragedies.

The Minister has admitted himself unpunctuality in the departure and arrival of trains. Here again some of these unpunctualities are due to accidents, derailment of goods wagons

blocking tracks, tracks in repair and others are due to various other causes including too cautious running. Some vigilance organisation is necessary in my opinion to see to the safety of tracks and to avoid such mishaps. Specially the Grand Trunk Express comes into the fore in this matter. It is a known fact to all of us that rarely this train arrives according to the scheduled time, so much so that passengers have given up the habit of buying railway guides as there is no use for such guides simply because times of arrival, departure and stoppages keep on changing, and at certain stations where we expect breakfast we get lunch sometimes, and where we expect lunch we get the evening tea. How much longer, Sir, are we to go on giving causes for accidents—it might be very harsh when I say this—without taking preventive measures to avert such accidents? Prevention is better than cure, and hence I would plead before the hon. Minister with all the zeal that is in me to find out the real causes that result in such accidents and remove them, for human lives are precious.

3 P.M.

Sir, one Member had pleaded yesterday for the abolition of first class compartments. If he had travelled by the Grand Trunk Express for two nights and more than two days, he would not have said this. Here again I wish to say that all is not well with even the first class compartments in the Grand Trunk Express. I want to know why there is so much difference between the first class compartments of certain trains, for example, the Delhi Express going to Allahabad, which has a wider berth and which is an ideal compartment, and the first class compartments that are provided for in the Grand Trunk Express, especially the first class compartments for ladies. I happened to travel in one of them lately and I found that actually an intermediate compartment had been converted into a first class compartment with fixed narrow seats

and hardly any space between the seats to walk, and the bathroom with the closet broken and the space in the bathroom so cribbed and crammed that one could hardly move. And often there are no towel racks or shelves for keeping soap-trays. It is for us to look into these matters very closely. Some of the carriages are very old and rickety and the shaking of the compartment is terrible when the train moves. The hooks, hinges and catches of windows and doors all need scrutiny, and I would request that something should be done to remedy these defects, and if I may say so, these old carriages, in the interest of the passengers, should be scrapped as soon as possible. When this is the condition in the first class compartments, you can easily imagine the condition in the third class compartments of those third class passengers for whom, I am glad to say, to some extent various facilities have been provided, for example, increase in the number of trains, the Janata and the Deluxe trains etc. The problem of overcrowding in third class, as many of our hon. Members have pointed out, still continues even in the Grand Trunk Express and in many other trains going to the South with which I am acquainted. Overcrowding is simply indescribable and the rush for tickets within one hour fixed by the station staff is pathetic. Probably this non-availability in time of tickets may be a further cause for ticketless travelling. Further the insanitary conditions of third class compartments ought to be looked into immediately. No doubt public co-operation and social education are necessary and should be forthcoming, but still the railway organisations should see that the compartments are maintained properly and well-cleaned at starting stations so that the bugs etc. that were mentioned in some of the compartments are removed and they are not made the carriers of various diseases. Some health guides or social guides should be posted in every train and especially women social guides in the ladies third class compartments to insist on maintenance of proper stan-

[Shrimati T. Nallamuthu Ramamurti.]

dards with regard to health and hygiene. I find from the reports that posters had been displayed and helpful instructions had been imparted already for educating the public with regard to proper use of railway goods. But that is not enough. I think in every compartment there should be some kind of posters etc. drawing the attention of the passengers to the need for exercise of such good habits, and especially in the third class compartments where the travelling population is somewhat illiterate some kind of pictorial aids and drawings in figures etc. should be drawn to show how to use the bathrooms etc. and with slogans, 'leave the bathroom clean as you would like to find it yourself.' (*Time Bell rings.*) In fact, it is not enough educating the adults when they get into the trains. The younger generation at home and school should be taught to respect maintaining healthy and wholesome standards not only in their own homes and schools but also in the public utility services. This kind of civic sense should be cultivated and inculcated among the pupils through the text books that are prescribed for them in the schools. Dangerous practices like use of kerosene and spirit stoves should be done away with. In fact, I was surprised to find that a passenger in first class compartment—I won't mention her name, but she happens to come from a high administrative level—used a kerosene stove preparing *Uppu-Mavu* in the bathroom. Sir, this is very serious and the vigilance staff should watch for such practices. Also those who are addicted to smoking sometimes throw the cigarette ends carelessly in the compartments without seeing whether the burning end is completely put out, and this is endangering the safety of passengers and their luggage in the trains. Some vigilance is necessary in these matters and stringent measures should be undertaken to curb such unhealthy and dangerous practices.

Finally, Sir, with regard to catering, I have found it to be fairly satisfactory, and I have always said so. But I would suggest to the Ministry that clean uniforms for servers are necessary and the napkins used by them for wiping plates should be changed often. I have found both the food and the service satisfactory. However, may I suggest that women nutrition experts should be employed to supervise the kitchens attached to the railways to see to the maintenance of a balanced diet, and women should be employed to supervise or to serve in trains? (*Time bell rings.*) I think in that way this problem can be solved.

Further, Sir, I would suggest that the co-operation of voluntary social service agencies, especially women workers, should be secured to serve on the local and zonal committees consisting of officials and non-officials to investigate into the various amenities to be provided for passengers, and these volunteers should travel in the trains in order to see that public co-operation to the fullest is exercised and that the railway travel is made congenial, healthy and enjoyable.

Finally I will make one request, and that is this. I request that arrangements should be made to see that a lady doctor and a senior staff nurse travel in each train and there should be a complete medical outfit kept for emergency use.

Finally, Sir, I would point out that increase in efficiency is a concomitant of increase in pay and economic sustenance of office staff, especially of third and fourth class. I am happy that the pension scheme is provided and I am also happy that the medical facilities and hostel amenities are provided, but I hope that something would be done to bring about healthy relations between the management and the staff so as to make the Railway Administration and the execution of work an ideal example to other departments.

SHRI B. K. MUKERJEE (Uttar Pradesh): Mr. Deputy Chairman, I rather

feel compelled to speak, as I consider it my duty to try and raise my feeble voice to safeguard the interests of the have-nots. Yesterday morning, Mr. Kunzru dealt at length with the question of trade unions and their recognition. I will confine my remarks to that item alone. I do not know whether Mr. Kunzru has made any study of the matter, but as he has tendered advice to the Government, I feel that Government is likely to give due weight to it. But unfortunately I do not agree with the suggestion Mr. Kunzru has made. He tried to confine his remarks to the railways alone, but he has made a generalisation. Therefore it will have very serious repercussions in the other spheres of the trade union movement. First of all, he committed a mistake when he said that a new trade union had come into existence, whereas the hon. Minister in his speech said that the Railwaymen's Federation was revived. So, there is a difference between these two terms used by these two persons. Mr. Kunzru thought that this new union has sprung up, but the hon. Minister said that it had been revived. That is to say, it was in existence before but for some reason or other it was defunct or its functions were suspended, but now it has been revived. That is the difference. Secondly, he said that it is essential that no other union should be recognised. That is too general.

SHRI JAGJIVAN RAM: I think Mr. Kunzru meant 'Federation'.

SHRI B. K. MUKERJEE: Since this suggestion or advice has come from Dr. Kunzru, Government is likely to take advantage of it and not to offer their recognition to rival trade unions. I do not mean the railway trade unions only.

SHRI AKBAR ALI KHAN: He confined his remarks to the railways only.

SHRI B. K. MUKERJEE: I said that in the beginning, but this is bound to have repercussions on other trade unions in the country. Therefore, I

feel that it is my duty to try and clarify this thing. I do not know whether my clarification will have any weight or not, but since I feel it is my duty to safeguard the rights of the down-trodden in the country, I have to raise my feeble voice in this matter.

SHRI M. GOVINDA REDDY (Mysore): Your voice is not so feeble.

SHRI B. K. MUKERJEE: It is not heard outside.

As regards the railways, I do not know whether Mr. Kunzru has made any study of this problem. This does not apply to the railways alone. When this country has four national centres of trade unions, you cannot expect to have only one union on the railways. If the Government wants to have only one union on the railways, they should take steps to amalgamate all the four national centres. But this is not a new thing for this country alone. I want to inform the hon. Minister that railway trade unions are not united in many other countries except the totalitarian countries. You go to Canada, to the U.S.A. to the U.K. You have more than one union there.

SHRI AKBAR ALI KHAN: When they have been trying to unite, does he mean to say that they should not unite?

SHRI B. K. MUKERJEE: I have got expert opinion on this and I claim to have expert knowledge in this matter. When you have more than one trade union, it should be accepted. There can be unity in diversity also. It is not necessary that one union alone should be there in this country. In Canada, in the U.S.A., in the U.K., there are more than one trade unions functioning. In Australia, there are more than one unions functioning. I do not want that there should be multiplicity of unions on the railways here, but I do not know if Mr. Kunzru has any knowledge of this matter.

SHRI H. N. KUNZRU (Uttar Pradesh): No, Sir.

SHRI B. K. MUKERJEE: If the Railway Minister and the Railway authorities want genuinely that the trade unions should be unified, to have only one federation and one trade union operating on the railways, then either they have got to recognise all the trade unions, all the federations, or derecognise all of them, so that they will be at par and then the Minister can dictate terms for fresh recognition. Now, in his budget speech, on page 19, the hon. Minister says, "I would also request the Labour Unions to extend their full co-operation to the Railway Administration in this endeavour", when he speaks of the accidents on the railways. If a union is not recognised, it does not exist, and if it does not exist, how does the Railway Minister want their help in this matter of reducing the number of accidents?

Therefore it is necessary that Railways and the Railway Ministry take steps either to recognise all the existing Unions and the Federation or to derecognise all unions and then dictate terms for recognition and say that nobody will be recognised unless they agree to merge themselves and come with a united voice to the Railway Ministry. That is the only solution and I am sorry that the solution offered by Dr. Kunzru has been tried for many years now but it has failed and that will have a repercussion on other spheres of the trade union movement. Therefore I have had to raise my voice in this matter.

I have no mind to deal with any other point in the Budget because I feel it is a folly to try to be wise, where ignorance is bliss. Though we agree that discussion and criticism is a basic need for the development and retention of democracy, but I feel that we seek to take opportunities to take revenge on personal levels also some time for criticisms made. Therefore I am not encouraged to make any comments on the Railway Budget except that I join with other speakers who preceded me in congratulating

the Railway Minister for giving us a surplus budget and again for not putting extra charges on rail travel also. I thank him very much.

श्री मुहम्मद अलं (मध्य प्रदेश):
उपाध्यक्ष महोदय, आज कई दिन से इस सदन में रेलवे बजट पर चर्चा हो रही है और बहुत से माननीय सदस्यों ने इसमें भाग लिया। बजट के सभी आवश्यक विवरणों पर, उसकी गूढ़ समस्याओं पर व रेल कार्य संचालन की क्षमता और उसके अभावों पर प्रकाश डाला जा चुका है। रेलवे बजट पर माननीय सदस्यों ने अपने बहुमूल्य सुझाव दिये, लेकिन मैं माननीय मंत्री जी का ध्यान अपनी क्षेत्रीय आवश्यकताओं की ओर आकर्षित करना चाहूंगा। जब राज्यों का पुनर्गठन हो रहा था तब हमें आशा थी कि हमारा एक बड़ा प्रान्त बन रहा है और हमारे प्रान्त में रेल और यातायात की दूसरी सुविधायें दी जायेंगी। राज्य पुनर्गठन का जो आयोग था उसने भी अपने प्रतिवेदन में इस आवश्यकता की चर्चा की थी, परन्तु मुझे खेद के साथ कहना पड़ता है कि सरकार ने हमारी आवश्यकताओं की ओर तनिक भी ध्यान नहीं दिया।

यह एक इतना बड़ा प्रान्त है कि इस समय वहां पर यातायात की जो व्यवस्था है वह बहुत ही कम है। मैं आप से निवेदन करना चाहूंगा कि बिजबाड़ा टिटिलागढ़, रायपुर और बालारशाह का जो क्षेत्र है वहां सैंकड़ों मील तक रेल की लाइन नहीं है। इसी प्रकार बुन्देलखंड का जो हिस्सा है—नौगांव, छतरपुर और पन्ना का—वहां कहीं भी रेल की लाइन नहीं है सीधी का जो जिला है वह भी रेलवे लाइन से बिल्कुल अछूता है। मैं निवेदन करना चाहूंगा कि सरकार को इन क्षेत्रों की ओर विशेष रूप से ध्यान देना चाहिये।

अब हमारी राजधानी भोपाल हो गई है। अब हमें ज्यादा कठिनाई का सामना करना

पड़ता है। मैं अपने प्रान्त में नई रेलवे लाइन की मांग तो करूंगा ही, परन्तु इसमें साथ वर्तमान दशा में जो आवश्यक सुविधायें दी जा सकती हैं, उसमें सम्बन्ध में भी मांग करूंगा। मैं आप से फिर निवेदन करूंगा कि रायपुर बिजवाड़ा रेलवे लाइन को जल्द से जल्द बनाया जाना चाहिये। दूसरी रेलवे लाइन झांसी-हरपालपुर से लेकर नौगांव छतरपुर और पन्ना होते हुए सतना तक पहुंचाई जाय। आपको विदित है कि आज कल विन्ध्य प्रदेश में ख़ाद्य परिस्थिति बड़ी विषम है। वहां की जनता अकाल पीड़ित है। सतना रीवां और गोबिन्दगढ़ की रेलवे लाइन के सम्बन्ध में सर्वे का काम पूरा हो चुका है। यहां की जनता को सरकारी मदद दी जा रही है, ग़ल्ला भेजा जा रहा है, लेकिन यहां की जनता की क्रय शक्ति इतनी क्षीण हो चुकी है कि वह इस सहायता से कोई लाभ नहीं उठा सकती है। यदि वहां पर नये कार्य खोल दिये जायें तो उससे जनता को काम मिलेगा और अकाल की जो समस्या है वह भी कुछ हद तक दूर हो जायेगी।

हमने सोचा था कि भोपाल राजधानी बन जाने से हमें सीधी रेलें राजधानी के लिये मिल जायेंगी। हमने यह मांग की थी कि इस प्रान्त की जनता के लिये रायगढ़ या रायपुर या बिलासपुर से होते हुए भोपाल तक एक सीधी अतिरिक्त एक्सप्रेस गाड़ी दी जाये। मैं आप से निवेदन करूंगा कि जो पैसेंजर गाड़ी बिलासपुर से कटनी आती थी उसी को कुछ दूर तक पैसेंजर के रूप में और कुछ दूर तक एक्सप्रेस के रूप में करके भोपाल तक बढ़ा दिया गया है। इससे वहां की जनता को कुछ सुविधा अवश्य प्राप्त हुई है, लेकिन उनकी पूरी आवश्यकता का हल नहीं हुआ है। इसी प्रकार एक गाड़ी इलाहाबाद से सतना, कटनी, बीना होते हुए भोपाल के लिये आवश्यक थी लेकिन इसकी ओर भी कोई ध्यान नहीं दिया गया है। दूसरी गाड़ी मानिकपुर-झांसी होते हुए भोपाल तक बहुत ज़रूरी थी, इस

ओर भी सरकार ने अब तक कोई ध्यान नहीं दिया है। यदि सरकार इतना नहीं कर सकती है तो कम से कम एक एक तीसरी श्रेणी का डिब्बा वहां की गाड़ियों में जो सीधे भोपाल तक जाया करें लगा दिया जाये।

मैं आपसे निवेदन करना चाहूंगा कि आजकल गाड़ियों में इतनी भीड़ होती है कि एक ही बार चढ़ने उतरने में काफी कठिनाई का सामना करना पड़ता है और जहां दो या तीन जगहों पर गाड़ी बदलनी पड़े वहां आप स्वयं ही अन्दाजा लगा सकते हैं कि कितनी कठिनाई का सामना करना पड़ता होगा।

मैं समय सारिणी के सम्बन्ध में कुछ उपेक्षा पाता हूं। अक्तूबर के पहले हमें जो सुविधा प्राप्त थी, वह हम से छीन ली गई है। यदि कोई व्यक्ति दिल्ली से इलाहाबाद होते हुए सतना जाना चाहे तो उसे इलाहाबाद में सतना के लिये कोई कनेक्शन नहीं मिलता है। मैं उस गाड़ी के बारे में कह रहा हूं जो दिल्ली से सुबह छूटती है।

इसी प्रकार जो भोपाल एक्सप्रेस से कटनी आकर बीना की ओर आना चाहते हैं, उन्हें भी कनेक्शन नहीं मिलता और करीब १२ घंटे इंतजार करना पड़ता है। इसी प्रकार जो बिलासपुर से कटनी की तरफ सुबह गाड़ी आती है, उसमें भी इलाहाबाद के लिए कनेक्शन नहीं मिलता। मैं नहीं समझता कि किस उद्देश्य की पूर्ति के लिए यह सब किया जाता है। इससे तो जनता की परेशानी बढ़ती ही है।

मैं यह भी निवेदन करूंगा कि नागपुर से हावड़ा की तरफ जो गाड़ी जाती है उसमें बहुत भीड़ होती है। इसलिए वहां एक अतिरिक्त गाड़ी की अत्यन्त आवश्यकता है। रेलवे को इस सम्बन्ध में विशेष ध्यान देना चाहिये।

भौजूदा समय में दिन में बिलासपुर से चिरमिरी के लिए एक गाड़ी हो गई है

और रात में भी बिलासपुर से लोग सीधे चिरमिरी जा सकते हैं। लेकिन इस तरह का प्रबन्ध कटनी से चिरमिरी जाने वालों के लिए नहीं है। अनूपपुर में उन्हें गाड़ी बदलनी पड़ती है और यह गाड़ी रात में करीब ३ बजे पहुंचती है। उस वक्त लोगों को काफी कठिनाई का सामना करना पड़ता है। मुझे आशा है कि इस आवश्यकता की ओर भी मंत्री महोदय ध्यान देंगे।

माननीय मालवीय जी ने एक मांग पेश की थी कि उमरिया और सहडोल स्टेशनों में बिजली का प्रबन्ध किया जाय। मैं उस मांग को दुहराता हूं और रेलवे मंत्री महोदय से निवेदन करूंगा कि यथाशीघ्र वहां बिजली का प्रबन्ध किया जाय।

मैं बुढ़ार स्टेशन की ओर भी रेलवे मंत्री महोदय का ध्यान आकर्षित करना चाहूंगा। वहां जो प्लेटफार्म है उसके बिल्कुल पास से ही रीवां अमरकंटक सड़क पास होती है और वहीं पर रेलवे क्रॉसिंग है। बुढ़ार एक ऐसा स्टेशन है जहां बहुधा गाड़ियां आती जाती रहती हैं। इससे लगी हुई कोयले की खदानें हैं जहां से गाड़ियां आती हैं। बुढ़ार में एक तौलघर भी है जहां कोयले से भी गाड़ियां तौली जाती हैं। तो बहुधा वह फाटक जो रेलवे क्रॉसिंग पर है बन्द ही रहता है। रेलवे लाइन के दोनों ओर बस्ती है। एक ओर स्कूल है तो दूसरी ओर मुख्य शहर है। विद्यार्थियों और दूसरे आदिमयों के लिए हमेशा खतरा बना रहता है। आये दिन वहां दुर्घटनाएं होती रहती हैं और लाइन पार करने में अनावश्यक विलम्ब भी होती है। मैं निवेदन करूंगा कि वहां एक पैदल ऊपरी पुल बना दिया जाय जिससे कि इस कष्ट से लोग बच सकें।

मैं यह भी निवेदन करूंगा कि यही रीवा अमरकंटक सड़क का एक भाग रेलवे क्षेत्र में पड़ता है, जिसकी हालत बहुत ही

खराब है। जहां तक प्रांतीय सरकार की हद है, वहां तक तो सड़क तारकोल करा दी गई है। बरसात में इस सड़क की हालत और भी खराब हो जाती है। इस ओर भी मैं मंत्री महोदय का ध्यान आकर्षित करना चाहूंगा।

मैं रेलवे मंत्री महोदय का ध्यान रेलवे कर्मचारियों की कुछ असावधानी की ओर दिलाना चाहता हूं। घुनघुटी और सहडोल के बीच एक स्टेशन है जिसका नाम बंधवा बड़ा है। पहले उस स्टेशन का नाम अंग्रेजी में लिखा गया और फिर उस अंग्रेजी से उसकी हिन्दी कर दी गई। अब उस स्टेशन का नाम हो गया है बंधवा बारा। तो मैं यह निवेदन करूंगा कि पहले से अंग्रेजी करना और फिर उसकी इस तरह से हिन्दी करना उचित नहीं है। उस गांव का नाम ही बदल दिया गया है।

अन्त में मैं रेलवे मंत्री महोदय को, जो उन्होंने एक संतुलित बजट इस सदन में रखा और जो कुशलतापूर्वक इस विभाग का संचालन किया, उसके लिए धन्यवाद देता हूं।

SHRIMATI RUKMINI DEVI ARUNDALE (Nominated): Mr. Deputy Chairman, many points have been covered. I would like to bring to your notice just a few points. Of course, we are all happy about all the good things that have been done in the railways, especially since India has become free. When one compares the old days, when thousands of poor people used to sit on the platforms waiting for a day or two to get places in the trains, with the present facilities available, one feels very happy. I also hope that a time will come when perhaps we shall have the blessing of fearlessness. People used to be afraid of going by aeroplanes but now they are beginning to be afraid of going by trains because of these unfortunate accidents. However, I am sure

everything is being done for that and I hope the time will come when there will not be these accidents.

First of all, I would like to say, I wish railway travelling was made more easy in certain ways. I know that many conveniences are made for the poor people, the lower classes and it is absolutely necessary that it should be done; many good things are also done for the tourists but the Indian upper class travellers have a very difficult time because the ordinary normal conveniences are not there. I have travelled in many parts of Europe and America. If I go to a travel agency and tell them that I am undertaking a tour and that they should reserve places for me in such and such places, they immediately do it and get me the tickets but here in India, it is absolutely impossible. It looks as if the travel agencies are being discouraged and except in big cities, there are no such tourist agencies. Even in some of the big cities, some of them are closing down. Suppose I go from Bombay to Madras, I can buy a ticket and I can reserve the seat but suppose I am undertaking a tour and stop in many places, I am not able to buy a ticket right through. I can only buy up to the next stage. I cannot reserve in the next place because they say that they cannot reserve unless I have a ticket and even if I were to write to the Station Master, I cannot send money because the officers there are not allowed to receive money. This way, there is a tremendous amount of inconvenience and I think this should be definitely put a stop to. What happens is that it does discourage Indian tourists though it might encourage foreign tourists and this seems to be a very unhappy situation.

There are many other points which I would like to bring to your notice. I am very happy that the fares are not to be increased because this increase in fares is one of the most terrible inconveniences caused to people and we should not discourage travelling in this way. Very important points have

to be raised and one which I would mention is this. People, artists, for example, are supposed to get concessions if they travel in a group of five. Suppose it happens to be less than five, say it is 3, 2 or 1, then it is not possible to get this concession. I would like to suggest that whether it is for one or for many, the same concession should be allowed as long as they are going for the purpose that they have mentioned.

Then with regard to concessions for those who are going to conferences and so on, there also we are supposed to have concessions for those who go to attend seminars, conferences etc. But I find that these concessions to delegates are not always granted. I do not know on what basis. I may mention an example. Of course, I must say that every cooperation and help was given, particularly for the delegates from foreign countries who came for the World Vegetarian Conference. But the concessions were not available to those who travelled within the country, except for a few who accompanied those foreign delegates. The same thing also happens to other societies and movements and I may mention even the Theosophical Society which holds its annual conference every year. Though attention has been drawn to this fact, so far this concession for delegates has not been given to them. That there should be some uniform principles on which these concessions are given to delegates who are attending seminars, conferences etc.

Then with regard to the question of cleanliness, I quite see that the public need to be trained. Perhaps little brochures might be issued to them in different languages telling them how to keep their places clean and so on. But we do find a great deal of unnecessary uncleanness even at starting stations. Many times when the train starts, we find the window does not open or it does not close, or the latch is out of order or there is no water or some thing or the other. Over and above that, there is also the

[Shrimati Rukmini Devi Arundale.] uncleanliness of many kinds. Here I would like to suggest one important thing. The carriages should be disinfected. There should be spraying of the carriages with disinfectant at least at the main stations and at the starting stations, because I am quite sure that train travelling is one of the ways by which many diseases can be contracted. Even hawkers selling food sell absolutely filthy foods with flies and so on. Why can't there be some kind of control to ensure that eatables are properly kept and are prepared under sanitary conditions. There should be some kind of inspection of these places and people who sell food and drinks etc. I fully agree with what Dr. Gilder said, because I was on the same trip, going from Patna to Calcutta and certainly in many of these places the waiters did look dirty and the cups and saucers were also filthy. Very often they are washed in the same water; I have seen that. They say they are washed in hot water, but it may be the same hot water. I think proper arrangement should be made for washing these vessels and for washing them in running water. We can then have a better standard of cleanliness.

There is one other point which I would like to mention in this connection and that is with regard to kitchens. Those who are vegetarians always feel uncomfortable if the vegetarian food comes from a non-vegetarian kitchen, because we never know how much foods are getting mixed. Suppose we want European vegetarian food, we have to order it from the European restaurant which is a non-vegetarian restaurant, where we have both vegetarian and non-vegetarian foods prepared. If you want Indian vegetarian food you can get it from the Indian vegetarian restaurant, but if you want European vegetarian food, you have to get it from the European restaurant which is non-vegetarian. And there is so much communication in between, although in some trains the kitchens are separate. They should be completely

separate. You can see them mix up their dishes and actually you find bits of meat when vegetarian food is served—even that unfortunately happens. It may be due to lack of proper washing of the plates, but it has happened.

SHRI JAGJIVAN RAM: Must be very rare.

SHRIMATI RUKMINI DEVI ARUNDALE: I am glad it is rare. Still I want to see a thorough separation all over India, because there are a large number of people who find it very unpleasant indeed.

I want also to mention about the steps. One of the things that ladies find to be very inconvenient is this running board all along the train. I wish it would be possible when they make new carriages to see that there is not this running board. Many times hawkers get on it and come right up to the next station and it becomes a nerve-racking affair sometimes. This should be avoided by some kind of an arrangement. You can have the steps only where the doors are, or the steps can fall out when the doors open. Some kind of a mechanical arrangement should be there which I have found in other countries. If that is done it will prevent people getting on the train like this and even ticketless travelling might be prevented, because sometimes people get on these running boards as the train is moving.

Another point that I want to mention is with regard to animals. I find not one person ever thinks of them. In these trains all the conveniences and amenities are for human beings. But surely so many animals and birds are also being taken by these trains, and when I think of the amount of suffering that animals undergo, I know that the greatest suffering is caused when they are being transported. About this nothing is being done. You hear of accidents and you don't know what is happening to these little helpless things. Is there any way of helping these animals? I have seen, for example in the Delhi station, while coming from Lucknow and at Lucknow station also and in between too,

monkeys put in and monkeys are put in luggage wagons without any air. And I have seen men throwing them down just as if they are luggage. In fact, I do not want even my luggage thrown in the way they throw these animals. I find complete disregard. You find ducks and chickens in the railway station, all cooped up. There is no feeling that there is life in them. In fact, people are much more careful about people's luggage than about these animals and birds, because luggage is something about which human beings will complain, but about animals nobody will complain. Therefore, nobody bothers about them. I would very much like to see our railways doing something in this regard and I wish reforms were made, for the convenience of other passengers, passengers other than human passengers—I do not mean bugs and cockroaches and so on, but certainly for animals and birds. This will indeed be a very very great step. I may mention incidentally that perhaps the Report of the Committee on the Prevention of Cruelty to Animals is there in the library and it might be studied. Some of the recommendations could be accepted by the Minister and that will certainly make our hearts glad if we can see some improvement.

The other point I want to mention relates to air-conditioned specials. I can well understand why these are not so popular, because in the express trains, in each carriage an enormous number of lower class seats are put together. Supposing one lady is going alone, there is no privacy for her. She is in the midst of a large number of people. I have seen this and therefore, I have mentioned it. It is tremendously awkward for ladies because there are no separate places for them. I think these lower class compartments have been made too large. If there had been smaller compartments, the special train might have been more successful and might have been much more appreciated. I may also mention that in some ways these air-conditioned classes are not all superior

to the ordinary first classes. In an ordinary first-class compartment, you have a bathroom to yourself, but in the air-conditioned compartment, the whole coach is sharing it. You may say that there are two bathrooms at each end, but not only are they small, but unfortunately in copying everything western, we have also copied this bad and unsatisfactory arrangement of having the W.C. and the bathroom in the same place and put together in a very small area. In fact, it is 'so small that I wonder how anybody but slender people can ever get into those bathrooms or bathe in them. It is certainly not possible to bathe in them without splashing all over the place and making the place dirty. The only lucky person is the person who goes in first. I wish that much could be improved. Even in air-conditioned coaches I have occasionally seen cockroaches wandering about, even in those extra special classes which are supposed to provide tremendous amenities to people and when you see cockroaches cooped up in them which you cannot drive out as you can in an ordinary first class, I think the ordinary first class is definitely preferable to the air-conditioned coaches. These are some of the few points that I wanted to mention as I do not want to take more of your time but let me finally mention one thing more and that is with regard to smoking.

The point has been raised with regard to smoking. I think smoking is just as dangerous as lighting a match or having a little spirit stove. Perhaps you may say that the spirit might spill but this does not. I have seen people carelessly throwing cigarettes all over the place. What with the dust and with the breathing of the smoke as well it is very troublesome indeed. In spite of the rule which says that if your co-passenger objects you should not smoke, it does not help because it is very difficult for a co-passenger to say so and especially if the co-passenger happens to be a lady who often lacks the courage to say, 'please do not smoke.' And if

[Shrimati Rukmini Devi Arundale.] the smokers are military people, very often even if you tell them, they do not pay attention but they begin to laugh. They think you are a queer person having all these strange objections. That is an unfortunate thing because there is the question of attitude and today smoking etc. are considered smart. It is also considered smart to disregard the other person's convenience and not to oblige the other person. Therefore I think we can either follow the Western way where there are smoking and non-smoking compartments or let the people who smoke get down at some station or other and smoke during the halts. We stop very often and I think it will be quite easy for them to get down for a few minutes to smoke.

These are the few suggestions that I wished to make and once again let me stress and let me appeal to the Railway Minister, please to try to make as many reforms as you possibly can for the helping of animals and birds that are continuously being transported from one part of India to another.

SHRI JAGJIVAN RAM: Sir, I am very much thankful to the Members of the House for all the good words that they have said about our Budget, about me, the Members of the Railway Board and the railwaymen. While I am grateful to the Members for all the kind words that they have said I would like to take the first opportunity to assure them that we are not at all complacent. We are fully alive to our shortcomings and it shall be our constant endeavour to rise to the expectations of our patrons so far as the travel of passengers and the transport of goods are concerned. No doubt, it is correct—and I believe that is a genuine grievance—that in our Reports about amenities no mention is made about that class of passengers whose number is quite appreciable but who are dumb, dumb in the sense that they do not speak the language understandable to us. On one or two occasions when this question came to my notice, I tried to know what we were

doing for them. We have certain rules and regulations regarding accommodation. In many cases these passengers travel along with their owners and it is presumed that the owners will take more care of their wards than the railway employees or the railways. Perhaps that has been one reason why we have not been making any mention in our Reports about the steps that we have been taking about that class of passengers but let me assure her that I will see how far we can make the travel of those passengers also pleasant.

Dr. Kunzru, whenever he speaks, brings the impress of his expert knowledge in matters relating to the operational efficiency of the railways. And as on previous occasions, this time also he has spoken about the operational efficiency of the railways and also about financial and other allied matters. Before I go into those details I would like to say briefly about a matter about which the House is also exercised—the accidents that have been taking place on the railways. We in the Railway Ministry are very much exercised over that and as I have said in my Budget speech we had a conference of the General Managers of all the Railways. We discussed this question in great detail and as I have said, in most cases it is a question of the failure of the human element. My friend, Mr. Sekhar, has in length dilated upon this question and he had put many things in my mouth or given interpretations which were far from my imagination even. I never blamed the workers of wilful negligence. I know that a driver or a fireman or a guard who is primarily responsible for the running of the train can hardly afford to be wilfully negligent of his duties because he knows that he will also have to undergo the consequences of his negligence. But when we speak of human failure or of the human element, at times in spite of the best intentions, accidents do take place. I do not want to say much about that. When any life is lost it is a matter of great concern and we have been trying how far

we can eliminate the possibility of accidents and it shall be our constant endeavour in that direction. More than that I do not want to say at this stage.

As I said, Sir, Pandit Kunzru raised the question about operational efficiency of the railways, about engine miles and wagon miles and always when he speaks on these subjects, his suggestions are useful. His criticisms are constructive and I have always been trying to benefit myself by his criticisms and by his suggestions. He raised the question of deterioration in regard to engine miles per day per engine on line during the year 1956-57 as against 1955-56. He observed that the following figures revealed a setback both in the case of broad gauge and metre gauge. Broad gauge 84 miles per engine on line in 1955-56 as against 83 miles in 1956-57; metre gauge 77 miles in 1955-56 as against 76 miles in 1956-57. The railways have registered an improvement in the matter of engine under or awaiting repairs both on broad gauge and metre gauge during the above period. The deterioration in the mileage figures has been brought about by a reduction in the speeds of goods trains which in turn is attributed to the recent trend in the density of traffic on most important routes in the country, while the ancillary works planned to handle increase in traffic have lagged behind, thus resulting in saturation of the sections concerned. The speed of goods trains since 1951-52 is:—

4 P.M.

	B.G.	M.G.
1951-52	10.7	9.22
1952-53	10.4	9.14
1953-54	10.2	8.93
1954-55	10.1	8.72
1955-56	9.84	8.41
1956-57	9.60	8.27

There has been a drop in this and the percentage drop from 1951-52 to 1956-57 was 10.3 on both the broad gauge

and metre gauge. The principal reason for this drop in speed is the heavy increase in the volume of traffic on the main trunk routes, so much so that most of the sections are being worked to the limit of saturation. In fact, in some cases traffic is being moved at the cost of the speed beyond the recognized sectional capacity. This is borne out by the figures of train miles per running track mile per day which is the recognized measure of density. I will quote these figures—train miles per running track mile per day:

	B.G.	M.G.
1951-52	17.1	10.8
1952-53	17.4	10.9
1953-54	17.6	11.0
1954-55	18.1	11.1
1955-56	18.7	11.7
1956-57	19.5	12.2

The increase between 1951-52 and 1956-57 was 14 per cent. on the broad gauge and 13 per cent. on the metre gauge. Thus, against a drop in speed of about 10 per cent. there has been an increase in the density of traffic on the broad gauge of 14 per cent. and on the metre gauge of 13 per cent. The average figure of density for the entire metre gauge section is lower than the broad gauge, because the metre gauge consists of a very large number of branch line sections with low density. Another contributory factor is the increase in the average train load of broad gauge from 922 tons to 1027 tons, or an increase of 11 per cent. . .

SHRI H. N. KUNZRU: May I interrupt the Railway Minister before he deals with any other point? If he examines the figures relating to the different railways, he will find that on the broad gauge on the South Eastern Railway the density of traffic has dropped from 16.5 to 16.4 in 1956-57. Yet the speed has dropped from 9.28 miles per hour in 1955-56 to 8.77 in 1956-57. If he looks at the figures relating to the metre gauge on the Central and Southern Railways he will find the same story repeated. How does he explain this?

SHRI JAGJIVAN RAM: I have not finished yet. But we have to take, I am taking all the railways together. I am talking of the averages. If there are certain sections where that phenomenon is noticeable that requires to be looked into. But there are causes for that also.

SHRI H. N. KUNZRU: May I point out another thing to him? Take the Central Railway, broad gauge. The density of traffic has increased from 19·2 in 1955-56 to 21·3 in 1956-57; and yet the speed has increased from 10·4 miles to 10·5 miles.

SHRI JAGJIVAN RAM: That possibility is also there. For that the Central Railway should be congratulated.

SHRI H. N. KUNZRU: Yes, questionably.

SHRI RAJENDRA PRATAP SINHA: May I just interrupt? The other point that I would like to know about these tracks, about the renewals to which the hon. Minister has referred, is whether there are limitations of speed due to track conditions—may be due to renewal or may be due to laying down some new lines, engineering troubles and all that. That factor may also be taken into consideration.

SHRI JAGJIVAN RAM: I was saying that there may be this phenomenon noticeable that though the density has not increased still the speed has come down. And there are factors for that, notably the factors which the hon. Member Mr. Sinha has pointed out. Another contributory factor is the increase in the average train load on B.G. from 922 tons to 1027 tons, or an increase of 11 per cent. On the metre gauge the average train load has gone up from 336 tons to 479 tons or an increase of 40 per cent. The corresponding increase in the tractive effort of engine power used on the B.G. and M.G. sections is 7·15 and 6·77 respectively. Furthermore, the proportion of loaded trains in relation to empty has also gone up by about

3·5 per cent. on the B.G. and 2·5 per cent. on the M.G. It is to be appreciated that during the last three years the freight traffic has increased from about 105 million tons to 124 million tons, or an increase of about 19 per cent. The bulk of the increased movement has been effected on the main trunk routes and, therefore, there has been a heavy strain. None of the major improvements for line capacity—I am coming to the factors pointed out by Mr. Sinha—and re-modelling marshalling yards has yet been completed. Most of the works are in the process of execution and in the bargain a number of restrictions have had to be imposed from time to time not only doling out the materials at the site of the works but also for effecting the improvement. The number of engineering material trains has gone up considerably and in consequence the free movement of freight traffic has been retarded. In some cases, lack of capacity in important yards which are being re-modelled has resulted in the hold-up of trains outside the yard which affects the speed of trains. We are fully alive to the situation. In fact, this question has been twice examined by the Efficiency Bureau and whatever defective features came to notice have been taken up. But until the development works in connection with the line capacity and re-modelling of yards have been completed any perceptible improvement in speed is not immediately possible.

Pandit Kunzru had also commented on the drop in the wagon miles per wagon day on the M.G. The corresponding figures from 1951-52 are: 32·4; 31·4; 28·4; 28·5; and 28·7. Then, I have got the corresponding figures for the different metre gauge railways on the different railways. The main drop has been in the case of North Eastern and Central Railways and on both of these railways the increase in the density of traffic has been fairly substantial. A factor which greatly influences the wagon miles per wagon day figure on the metre gauge section is the transshipment traffic. In the

nature of things it is difficult to match the B.G. and the M.G. transshipment traffic. But the position is further aggravated because of lack of transshipment capacity at junction points, while there has been a very rapid increase in such traffic. The percentage of transshipment traffic in relation to the total traffic has gone up on the M.G. from 26·6 in 1953-54 to 31·6 in 1956-57. On the North Eastern Railway besides the very heavy increase in the movements through the riverine point, there has been a substantial increase in the movement of traffic over the Assam Rail Link where owing to various reasons the movements are restricted. Various measures to improve the facilities are in hand, and as soon as the works have been completed a substantial improvement is expected. It is however to be noted that the broad gauge wagon mile per wagon day figure has improved from 40·9 in 1951-52 to 47·7 in 1956-57, and the sustained efforts which have brought about these results by reducing detention to wagons in marshalling yards have equally been applied to the metre gauge sections.

It was also pointed out that there has been a drop in the engine mile per engine day figure on lines in the case of broad gauge from 84 miles to 83 miles and in the case of metre gauge from 77 to 76 miles. This is simply a reflection of the drop in the speeds of goods trains. There has been no drop in maintenance. In fact there has been a slight improvement. But in spite of this improvement there is a drop in the engine mile per engine day figure merely owing to the drop in speed.

In spite of this thing, Sir, I again may say that the Board is constantly engaged in seeing how far we can improve the utilisation and efficiency of the engines and the wagons. We will never grow complacent on that matter and we will be pursuing it.

This leads me to the question which was raised whether the Railways will

be in a position to lift all the traffic generated due to the Second Five-Year Plan. We have never made it a secret that additional funds will be necessary if we are expected to lift 180 million tons or more of goods traffic, and we have been taking up this matter with the Planning Commission. I know the feeling in the House is with the Railways though it has not been finally decided, but the Planning Commission also appreciates that if all the developmental plans are to be implemented, some additional resources will have to be provided for the Railways.

Dr. Kunzru raised the question about the Railway Freight Structure Enquiry Committee's report, whether the freight structure is to be revised with a view to raising additional resources for the Railway Plan. I will not, Sir, at this stage go into details on that question. I will simply refer Dr. Kunzru to the terms of reference of the Railway Freight Structure Enquiry Committee on the question of the freight structure: "(1) to review the present railway freight rate structure in all its aspects and to suggest what modification should be made, bearing in mind the needs of a development economy and the necessity for maintaining the financial stability of the railways; (2) to examine whether the statutory provisions dealing with the responsibility of railways as carriers need any, and if so what, modification; and in the light of modification proposed whether any adjustment in freight rates is warranted"—and the recommendations of the Freight Structure Enquiry Committee are based on these terms of reference. It is a very important and intricate matter. It may affect the economy of the country. If we have taken more time in examining the recommendations of the Committee, it is only with a view to seeing that any action taken in implementation of the recommendations of the Committee does not disturb materially the economy of the country. We are very thoroughly examining it and it is expected that

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we will finalise our examination very shortly. Though it may not be necessary to come to Parliament, as I said yesterday, before we start implementation of the recommendation as we accept them, I will bring them to the notice of the House.

SHRI J. S. BISHT (Uttar Pradesh): Will the hon. Minister also consult the Economic Adviser to the Government or the Ministry of Finance before finalising his decision?

SHRI JAGJIVAN RAM: I would not like to say here what procedure we follow in the Cabinet and in the Government. Whatever procedure is to be followed will be followed.

Then, Sir, most of the things that have been said are about the amenities to the passengers. It may not be possible for me to go into the details of all those points, but it is the effort of the Railway Board and the Railway administration to provide as much facilities to the travelling public as we can consistent with the resources at our disposal. There are minor complaints for which I feel that there should be no occasion for making those complaints. But all the same those complaints arise. The complaints that there was no light in a particular compartment, or that the electric fitting was not working, or that the lavatory was not kept clean, or that the coaches were quite old—I do not say that these complaints are unjustified. I have myself noticed that in many cases these complaints are genuine. But here the co-operation of the public and the travelling public is required in order that we can maintain these services to the satisfaction of the passengers. I do not say that all these lapses are due to the factors which I have mentioned. I do not say that there is no lapse on the part of the Administration. I do not mean to say that there is no lapse on the part of those employees who are entrusted with the maintenance of those things. But at times I find that in spite of the

best care taken by the Administration, unless the co-operation is forthcoming from the passengers, it will not be possible to ensure all these things. And I know the loss to the railways by the theft of electric fittings is not quite inappreciable. It is not quite inappreciable. It is not a question only of the money value, but it is also a question of inconvenience that it causes to the passengers and to the Administration. Bulbs are taken away. Sometimes, if they cannot take away the wires, they are cut. And this is happening on certain sections on a very large scale. It is not possible, Sir, to guard every property of the railway in the running trains or when the trains are stationary in the yards unless public consciousness is roused, and that can be done only by the public co-operation and help of the public men and leaders of public opinion. We have been on our part trying to see how far we can minimise the incidence of such things. Education of the travelling public is also necessary. The other day, Sir, I was at Jamshedpur. Just I went to the railway station where one train was standing, and I just entered into a third class compartment. It was not crowded fortunately. I went into the lavatory and I found that it was very dirty, dirty in the sense that the passenger who might have eased himself there did not probably know how to use the lavatory, because his stools were lying there. There were some officers with me, and I asked them why nobody had looked into it and why it had not been cleaned. Of course, the sweeper was called and it was cleaned. And, Sir, there is a tendency on the part of the sweepers also to care more for the first class and second class compartments and not for the third class compartments. I have been thinking—I have not still consulted my advisers, but I have been thinking—whether on important stations we should not detail scavengers only for the third class compartments.

SHRI RAJENDRA PRATAP SINHA: Is it not a fact that it is already happening?

SHRI JAGJIVAN RAM: Those scavengers should only be meant for third class passengers, and there will be others, of course, for the upper class compartments. But here also what I find is that some education of the passengers is also necessary, how to use the lavatories. It was because that poor man did not know exactly how to use it that all his stools were lying there.

SHRI JASPAT ROY KAPOOR (Uttar Pradesh): Let your loudspeakers at the stations be utilised to give this social training.

SHRI JAGJIVAN RAM: We will try that device also, but I can assure my friend that that will not be very effective.

That, Sir, leads me to the question of ticketless travelling and alarm chain pulling. Well, Sir, I do not know what is the magnitude of the problem of ticketless travelling. Sometimes, Sir, interpellations and questions are asked as to how many people travel without tickets. I wish I knew all that. So, therefore, Sir, we do not know what is the magnitude of the problem. We detect some cases and we realise some money. Some are fined. But I do not know what percentage this constitutes of the entire number of ticketless travellers. And the problem of alarm chain pulling is also there. There are a few genuine cases where passengers feel that the chain should be pulled and the train stopped. Well, those cases are very few. Last month, I was going from Patna to Gaya. The train started and moved for just a few yards when it stopped. I enquired as to why it stopped. I was later on told that some officer of the Bihar Government was travelling by that train and one of his companions was late and therefore he pulled the chain when the train started. But on many occasions, as has been narrated by many Members here, the chain is pulled at the outer signal, the train is stopped and ticketless travellers walk away. It is not possible only for the railway staff to prevent it. There have been occasions

when the ticket checking staff has been assaulted or threatened "All right, today you have realised so much penalty from me. I will see you tomorrow at such and such station." So it is not possible for the railways, Sir, to provide escort for all the ticket checking staff, and no railway can run if we have to take precautions at every stage of all these things. For that, public opinion will have to be created. But there are, as I have said, lapses on the part of the Administration also, and we have been trying to see how far and how fast to take precautionary measures so that such lapses may not recur and we can give reasonable satisfaction to the patrons of the railways.

Well, Sir, catering is also connected with amenities to the passengers. On one or two railways departmental catering has been going on for a long time. On others it has been recently introduced. Some Members have raised the question that private catering should also be encouraged. I want to make it very clear in the very beginning that it is not our intention at present to departmentalise all the catering at all the stations and all the railways. A few stations and a few trains have been selected for departmental catering. It is running side by side with private catering. We should not generalise it. There have been complaints about the standard of cleanliness and the quality of meals supplied by the departmental catering, and conflicting opinions have been expressed here in this House. I will not generalise that all departmental caterings are not up to the standard required, nor will I say that all departmental caterings are giving perfect satisfaction. There may be one or two experiences which Dr. Gilder narrated or the other experience which Shri Sapru brought to our notice. Both are the experiences of departmental catering. Sir, as I have already stated, this departmental catering has been recently started. We have taken over most of the employees of the previous contractors. We have been trying to improve it so that we

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can give better satisfaction through these departmental caterings. Some minor defects have been pointed out. There should be no occasion for them. Dirty linen or dirty napkins should not find any place there, or there should be a better arrangement in the kitchen. There should be no opportunity of a small bone getting into a vegetarian dish. Well, Sir, I will see how far we can improve that.

Then, Sir, demands have been made about new railway lines. That is quite understandable. In a country like ours with a vast area and huge population, the mileage of the railways that we have got at present cannot be regarded as sufficient, and therefore it is quite natural that demands should be made from different areas where railways have not developed. I myself feel that there are quite number of areas in our country where the construction of railway lines is urgently necessary for the development of those areas, for the opening of those areas. But the main question is, Sir, where from to find the resources for the construction of new lines. The funds at the disposal of the Railways are well-known to the Members of the House. It is appreciated by the Members of the House that for the implementation of the various Railway projects and plans, additional resources will be necessary. Unless additional resources are forthcoming or are placed at our disposal, it will not be possible for us to undertake the construction of new mileage, howsoever much we may desire to do so. Take for example the demand for a railway line in Kashmir. I would like myself to do it if I have got the resources and the materials at my disposal.

SHRI ALGU RAI SHASTRI (Uttar Pradesh): Try to do it to make history.

SHRI JAGJIVAN RAM: It has got all my sympathy, full sympathy, and I will make earnest efforts to see whether I can do something for that area. Similarly, Dr. Kane pleaded the

case of a line on the west coast. I feel it is necessary to have a line from Bombay to Goa. My friend wondered whether I have visited that area. Perhaps he is not aware that I have toured extensively in that area by car, and I have seen some of the places like Mahad and others. I know the difficulty of that area. As I said, if I have the resources, I will ask the Railway Board to go ahead with it, but I know my limitations, and the House is also aware of those limitations. So, whether it is Kashmir or a line along the West Coast, or the Salem-Bangalore or the Tinnevelly-Cape Camorin line or the opening up of the Bastar area,—where I am told, there are large mineral resources—the limitation is finance. As a matter of fact, some preliminary survey has been made for iron ore in that area, not for the railways. Well, if we have resources, we will try to give new railway lines to all these areas, but as the House is aware, I have full sympathy with all these demands, but let the pleadings of the House be with the Planning Commission to place at our disposal additional resources so that we can construct some new lines in addition to those provided for in the Second Five Year Plan.

SHRI KAILASH BIHARI LALL (Bihar): May I interrupt the hon. Minister? This is in regard to new commitments, but what about the old commitments which the Ministry has already made in the previous years for opening up new places, e.g., the extension of the Mandar Hill railway to Deogarh?

SHRI JAGJIVAN RAM: All the old commitments are included in the Second Five Year Plan, and I do not want to take into consideration any commitment which is not provided for in the Second Five Year Plan. If there was any commitment about Mandar Hill, it would have been provided for in the Second Plan. The very fact that it is not provided for shows that there was no commitment on the part of the Railway Ministry about the construction of that railway

This leads me to the question of electrification. Some of the Members are not clear about the purpose and the utility of the electrification that is to be undertaken. Mr. Sekhar and Mr. Kane asked why we are spending so much money on electrification when construction of new lines is necessary in certain areas. The argument was as if electrification is something of a luxury that could be postponed for some time and the fund diverted to the construction of new lines. My friends forget that the electrification of the areas where we are undertaking electrification of the railway lines is required in order to serve the areas which are far away from the areas where we are going to have electrification. As a matter of fact, the electrification of the Calcutta area or the coalfields area is not for the advantage of the coalfields area but it is for the advantage of Western India, Southern India or Northern India. We cannot transport the coal and iron and steel that we are going to produce in these areas to the different centres in the country unless we increase the traction capacity of these lines, and it is not possible without electric traction. It is only with this end in view that electrification is being undertaken.

Rajkumariji raised the question whether electrification would be restricted to the suburbans or will be extended also to the main lines. I may inform her that we are not going to restrict it to the suburban areas only but we are going to electrify the main lines also, and in this plan we are going to electrify from Calcutta to Moghal Sarai and also on the South-Eastern Railway from Asansol to that side, and also something on the Southern Railway and on the Central Railway. Our electricity position is not very comfortable, that all the power we are going to generate under the Second Plan—I may inform her that we are working in close co-operation with the Department of Power and we are told this

—will not be enough for the requirements of the country and they will not be in a position to give all the power that will be required by the Railways if we were to undertake electrification on any larger scale. Apart from that, for electrification we require foreign exchange. We have difficulties about foreign exchange, apart from resources, but I wish to assure her that it is our plan to increase electrification of the railways as much as we can; in the Second Plan period we are going to execute 1300 to 1400 miles of electrification, and a larger mileage will be undertaken under the Third Plan. We have that in view. I may assure my hon. friends, Mr. Sekhar and Mr. Kane and others, that electrification is not being undertaken to provide any additional facilities to those areas but in order to increase the traction capacity of the railways in order to help industries far away from these areas, and that for operational purposes, it is found that it is more necessary and urgently required, and therefore it has to be undertaken.

It has been said by Dr. Gilder that whereas the Health Ministry is trying to eliminate malaria by killing all the mosquitoes in the country, the railways are acting as potential incubators of the mosquitoes, and asked whether we have at all sanitary engineers on the railways. Wherever we have the railway, alignment surveys are made and if the railway alignment comes in the way of the natural flow of the water in any area, suitable outlets are provided, whether in the shape of sluices or culverts or openings. Therefore any conditions which might be created by the Railway alignment for water to stagnate is not easily understandable. Recently we have gone a step further. We have constituted a joint committee on every Railway consisting of railway engineers and engineers of the Irrigation and Public Works Department of the State concerned, to go into all these questions and I don't think that one sanitary engineer

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or health engineer will be more effective or more useful than a Committee of Railway Engineers and State Engineers—the engineers of the State which is concerned—to go into all these matters.

RAJKUMARI AMRIT KAUR: Would you not have Public Health Engineers to advise you? I don't see any reason why you should not take public health engineers into it . . .

(Interruption.)

SHRI JAGJIVAN RAM: Where colonies are to be constructed, it is worth considering whether along with the sanitary inspector, a sanitary engineer could be also engaged or not but where we have to construct miles and miles and hundreds of railway lines, whether a public health engineer will be very useful or very effective . . .

DR. M. D. D. GILDER: Would you not take a public health director's assistance of that State?

SHRI JAGJIVAN RAM: Whenever all these things are constructed and if the engineers of the State concerned are there and if they find that a particular alignment of the railways is likely to create such and such difficulty in the flow of water, then it is for them to decide whether the alignment should be placed at this place or it should be changed or what opening should be provided.

DR. M. D. D. GILDER: If you go along the railway line, you see the pits full of stagnant water.

RAJKUMARI AMRIT KAUR: The sins of omission and commission have been so great in the past that I feel so strongly that the Minister should give attention to this.

SHRI JAGJIVAN RAM: Dr. Gilder has travelled by railway and he has found water-logging by the side or on both sides of the Railway lines. I have travelled by car also. . . .

DR. M. D. D. GILDER: Next time I travel, I will take photographs.

SHRI JAGJIVAN RAM: The question is whether the railway alignment has stood in the way of the flow of the water or the road or the terrain of the land, even before the construction of the railway line, was such that water would not have flowed from there, and whether it should become the responsibility of the Railways to maintain health standards of all the areas through which the railway alignment passes. It is such a big responsibility that we cannot undertake. As I have said, as far as the Railway colonies are concerned, I am myself not very much satisfied with the sanitary conditions there and I have suggested certain steps to be taken in that respect and we will see that it should be the common endeavour of the Railways also that the germination and multiplication of the mosquito responsible for the spread of malaria is not encouraged by the Railways. They should also help in their elimination.

RAJKUMARI AMRIT KAUR: Thank you.

SHRI JAGJIVAN RAM: We maintain our health services and medical services. As a matter of fact we were maintaining only the medical services and there was nothing like a health service but recently we have introduced that and we are having some doctors who have specialised in that matter also. We maintain a certain standard of medical facilities for the railway employees. When I was in charge of the Posts and Telegraphs Department I felt that it was perhaps advantageous to have common medical facilities for all Central Government employees. Here in the Railways I find that perhaps that will not function. We have our staff scattered and we have to provide certain facilities to them. As a matter of fact we are introducing mobile medical vans. For, at times it

becomes difficult for a railway employee at a way-side station to travel upto the hospital. So instead of his travelling to the hospital the mobile van will travel to him. It is not that we maintain hospitals only at headquarters of the railways. We have at other places as well. It may not be quite beneficial to have only a common cadre with the Health Ministry but all reasonable facilities, as Pandit Kunzru suggested, should be provided to Railway doctors for refresher courses or further training or specialisation in certain subjects and there should be no difficulty on that score. If we feel that a doctor has to be sent abroad for specialisation in certain subjects, we will create conditions in which he will go there and that will be to the benefit of the railways and the railway employees. So all those conditions we will create.

This question is also constantly raised as to whether some private lines or narrow-gauge lines in the country should not be taken over by the Railways. There are a few—some nearly 400 miles of narrow-gauge lines—light railways—which are owned either by District Boards or local boards or some private companies which are running in our country. We decided two years back that we should not at present take over those companies because whatever resources we have got, I think, it will be better, if we have some extra money, to construct a few miles of new railway lines than to take over the old narrow-gauge light railways and that policy stands at present.

SHAH MOHAMMAD UMAIR: Why are not they closed then?

SHRI JAGJIVAN RAM: It is left to those companies and if they choose, they may close them but the pressure has been exercised mostly by the employees of those light railways for the nationalisation of those railways. I am very frank. The employees of those railways know that if that railway is taken over by the Railway

Ministry, overnight they will come to the scales of salaries of the Central Government employees. There is no doubt that the salaries that they are getting in those light railways as compared with the Central Government scales, are very low. So they have been always agitating for the nationalisation of these light railways.

They approach public men and create public opinion. There are a few, one or two, such railways where conditions are very bad and if we find, Sir, that those railways are in a very bad state and that the area will greatly suffer if that railway is closed, of course, the Railway Minister will examine the position and find out whether there is any possibility of taking over that railway or not. In many cases, we find that the terms of agreements are such that exorbitant compensation will have to be paid by the Railway Ministry to take over these light railways. In such a case, I do not think, in the present state of our finances and resources, it is desirable to force those railways to sell them. But, whenever we find this to be justifiable or necessary, in order to provide service to the people of that area, to take over any light railway, the Railway Ministry will examine that question.

Sir, about the electrification of railway stations, we have a programme. Wherever there is electricity available in a town or city, electricity may be taken for the stations also, but at times some difficulties arise about the supply of electric energy to stations and delays occur. But we have got a programme. We have electrified quite a large number of stations during the first Five Year Plan and quite a large number of stations are going to be electrified during the second Five Year Plan also.

My friend, Mr. Kishen Chand, raised the question of over-capitalisation and contribution to the R.R.F. We are also quite conscious of it. We are not unmindful of the consequences of over-capitalisation, and

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appropriate action will be taken in time to see that the consequences of over-capitalisation do not overtake the Railways.

Shri Raj Bahadur pointed out certain discrepancies in the actuals of last year and of this year. Perhaps he was not aware that last year I had to present two Budgets, one in March and the other in May. The comparable figure will be the one which was presented in the Budget Memorandum along with the Budget presented in May. What he has done is to try and compare the figures of the March Budget and therefore it is that this discrepancy was noticed by them. If he had compared that figures with the figures supplied in the Explanatory Memorandum accompanying the May Budget, there would have been no discrepancy.

Suggestions were made, Sir, for running parcel express trains. We are running quite a larger number of parcel express trains practically on all the railways.

Overcrowding is a problem, Sir, but then it will not be right to say that there is uniform overcrowding on all the sections. I know certain sections where the position is quite comfortable. I know of certain sections where, from the number of passengers travelling in those trains, there is every justification for withdrawing those trains, but there are certain sections where there is much of overcrowding. What we are doing is this: If additional coaches are to be provided, we are not providing them in sections where there is no overcrowding. What we are doing is to try and to provide, if possible, a few more additional coaches where there is accentuated overcrowding. Overcrowding may be lessened to some extent but I do not claim that it will be completely eliminated. In course of time, this position will become satisfactory because the number of coaches available now is also not up to our requirements. A complaint is

made that in certain areas the coaches are rickety or old. I do agree there are such coaches, but then we are not in a position to replace them, and therefore we are running them. We are trying to utilise the full capacity of our workshops and many of our workshops are working for more than one shift. In others also we are trying, by training up the necessary personnel, to see whether we can reach the second and the third shifts also. The capacity of our workshops has been fully utilised and looking into the figures of production and the work that has been done in those workshops I find, Sir, that there is no additional capacity which we can place at the disposal of other authorities.

Hours of work of drivers, guards, firemen and the running staff were referred to. These are regulated by the award given by Mr. Justice Rajadhyaksha. My friend, Mr. Sekhar might be aware that Mr. Justice Rajadhyaksha went into this question in great detail and gave an award which we accepted and implemented. The running staff is required to work only up to that and not more than that. It is said that they are doing much more work and so, whenever this occasion arises, I go into the question to find out whether the driver or the fireman concerned has worked overtime, in order to cause more fatigue in him. In all such cases, I have found that that is not the case at all.

SHRI N. C. SEKHAR: I would like to request the Minister to investigate in the Southern Railway. He will find that the Drivers and Firemen are made to work continuously for twelve hours frequently.

SHRI JAGJIVAN RAM: What I have said is that they are regulated by the award given by Mr. Justice Rajadhyaksha. If he has any concrete case where he finds that any driver or any fireman had worked or was called upon to work for hours much more than what has been laid

down there, he will kindly bring it to my notice. I will look into that.

SHRI N. C. SEKHAR: All right, Sir.

SHRI JAGIVAN RAM: As I said, Sir, perhaps I have not covered all the points that have been raised but I have covered the main points. We have inflated mileage on certain hill sections. The House is aware that last year I reduced the inflated mileage to the extent of 25 per cent. Still we charge inflated mileage on certain hill sections and there is every reason for that. This question has been examined on more than one occasion and everytime we go into this question, we find that it is not justified but, yet, in spite of that, only last year I could reduce it by 25 per cent.

SHRI AKBAR ALI KHAN: What about the six crores of rupees that I referred to last year?

SHRI JAGJIVAN RAM: My friend, Mr. Akbar Ali referred to the six crores. I had that question examined and I found that that was from the Depreciation Fund meant for renewals and replacements. 4 crores or so was meant for renewal and replacement and only about 52 lakhs of rupees was meant for development. I am still examining that question, but on looking into that question I found that more than four crores of rupees were meant for renewal and replacement which really cannot be diverted for developmental purposes. The amount which is meant for development is something like fiftytwo lakhs of rupees, a very small amount. I have looked into the recommendations of the Financial Integration Commission also, and, as I said, I am further looking into that question.

Again, Sir, I will express my gratefulness to the Members of the House for all the encouraging words that they have said about the Railway

Ministry. I will again assure them, Sir, that these kind words, these encouraging words will not lead us to complacency but will goad us to our duty and responsibility and will make us quite alive to our duty, that we have to serve our patrons in a better way and try always to remove all the shortcomings that have been pointed out to us.

Sir, I thank the House again.

MESSAGE FROM THE LOK SABHA

THE APPROPRIATION BILL, 1958

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 Appropriation Bill, 1958, as passed by Lok Sabha at its sitting held on the 26th February, 1958.

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

Sir, I lay the Bill on the Table.

ANNOUNCEMENT REGARDING THE SUPPLEMENTARY LIST OF BUSINESS FOR THE 27TH FEBRUARY, 1958.

MR. DEPUTY CHAIRMAN: I have to inform hon. Members that after the disposal of the business entered in the List of Business for tomorrow,