

Minister to keep a vigilant watch over the D.M.E. who is so very adamant in the matter of employing Adivasis. Specially when I come to the question of Ranchi, it is a Hill Station, and if the Government wants to develop Ranchi, I would state that all industrial and technical schools should be located at Ranchi.

ALLOTMENT OF TIME FOR DISPOSAL OF GOVERNMENT BUSINESS

MR. DEPUTY CHAIRMAN: Before I call upon the next speaker, I would like to make an announcement.

I have to inform Members that the Business Advisory Committee at its meeting held today has allocated time as follows for Government business during the remaining part of the current session of the Rajya Sabha:—

1. The Railway Protection Force Bill, 1956. (Consideration and passing).	1 hour 30 minutes (in addition to the time already taken).
2. The Industrial Disputes (Amendment) Bill 1957. (Consideration and passing).	2 hours
3. The Coal Bearing Areas (Acquisition and Development) Bill 1957. (Consideration and passing).	2 hours
The life Insurance Corporation (Amendment) Bill, 1957. (Consideration and passing).	3 hours
5. The Reserve Bank of India (Amendment) Bill, 1957. (Consideration and passing).	} 2 hours for both
6. The state Bank of India (Amendment) Bill, 1957. (Consideration and passing).	

7. The Central Sales Tax (Amendment) Bill 1957. 2 hours
(Consideration and return).

8. The Appropriation (No. 3) Bill 1957. (Consideration 30 minute? and return .

In order to be able to complete the business by the 31st May, 1957, which is the day fixed for the adjournment of the current session, the Committee has recommended that the House should curtail the lunch recess on each day by half an hour and should also sit till 6 p.m. daily.

Regarding today's discussion, I have still got about 20 names. Hon. Members will take 10 minutes each so that at least 12 more can have a chance.

THE BUDGET (RAILWAYS), 1957-58—GENERAL DISCUSSION— continued.

MR. DEPUTY CHAIRMAN: Mr.-. Bheron Prasad.

श्री भैरों प्रसाद (मध्य प्रदेश) : उपसभापति महोदय, मैं रेलवे मैनिस्ट्री को मुबारकबाद देना चाहता हूँ, के उसने १० साल के अन्दर काफी सुधार रेलवे डिपार्टमेंट में किये हैं। लेकिन मुझे एक बात अफसोस के साथ कहनी पड़ती है, के जहाँ कई स्टेशनों पर काफी सुधार हुआ, वहाँ भोपाल के स्टेशन को बिल्कुल नगलेक्ट किया गया है।

भोपाल एक प्रिसली स्टेट रहा है और उस जमाने में उस शहर की आबादी मुश्किल से ७५ हजार होगी। लेकिन आज मध्य प्रदेश जैसे बड़े प्रान्त की वह राजधानी है और उसकी आबादी करीब डेढ़ लाख तक की हो गई है। अभी तक इस स्टेशन की तरफ कोई तबज्जो नहीं दी गई है, यह एक अफसोस की बात है। उस स्टेशन की जो हालत आज से २५ वर्ष पहिले थी वही हालत अभी तक कायम है, उसमें कोई सुधार नहीं हुआ है। भोपाल का जो मेन प्लेटफार्म है वह बिल्कुल अनकवर्ड है। भोपाल में वर्षा ५० इंच के करीब होती है। वर्षा के दिनों में मुसाफिरों को इंतहाई सख्त

[श्री भैरों प्रसाद]

तकलीफ का सामना करना पड़ता है। यही हालत गर्मी में भी होती है। इसके अलावा जो दूसरा प्लेटफार्म है उसका भी बहुतसा हिस्सा अनकवर्ड है। उसकी तरफ रेलवे डिपार्टमेंट को तबज्जो बहुत जल्द करनी चाहिये।

दूसरी बात यह कि भोपाल स्टेशन में बहुत असें से जो वेंटिंग रूम हैं, वही आज भी चले आ रहे हैं। भोपाल दिन प्रति दिन तरक्की कर रहा है, हजारों आदमी बाहर से वहां आकर बस रहे हैं, सैकड़ों मुलाजमीन आ रहे हैं, लेकिन वेंटिंग रूम की वही हालत है जो पहिले थी। बाहर से जो लोग भोपाल में आते हैं उन्हें वेंटिंग रूम में ठहरने के लिए जगह नहीं मिलती है। वे भोपाल को कर्म करते हैं और कहते हैं कि भोपाल कैसे ऐसी खराब जगह होने पर भी राजधानी बना दिया गया है। भोपाल को राजधानी इसलिए चुना गया क्योंकि वह एक अच्छी जगह थी। अगर आज लोग उसको कर्म करते हैं तो केवल रेलवे डिपार्टमेंट की बजह से जिसने उसकी तरफ कोई तबज्जो अभी तक नहीं दी है। वहां पर अच्छे वेंटिंग रूम की सलत जरूरत है। वहां पर पहिले से जो मुसाफिरखाना था वही आज तक चला आ रहा है। तीसरे दर्जे के जो मुसाफिर होते हैं उन्हें सड़कों में पड़ा रहना पड़ता है। इसका कारण यह है कि वहां पर जगह बहुत कम है, इसलिए अर्ज यह है कि उस मुसाफिरखाने को भी बढ़ाया जाय।

आजकल गर्मी के मौसम में वहां पर ठंडा पानी नहीं मिलता है। एक रेफ्रिजरेटर कई हजार रुपये की लागत का वहां के लिए खरीदा गया था ताकि मुसाफिरों को गर्मी के दिनों में ठंडा पानी मिल सके लेकिन वह बेकार पड़ा हुआ है और उसकी तरफ कोई तबज्जो अभी तक नहीं की गई है। गर्मी के मौसम में लोगों को गरम पानी मिलता है, यह बहुत ही अफसोस की बात है।

भोपाल का जो माल गोदाम है वह बहुत छोटा है, जितना भी माल होता है वह प्लेटफार्म पर पड़ा रहता है। वर्षा के दिनों में भीगता रहता है लेकिन उसकी ओर भी अभी तक रेलवे डिपार्टमेंट का ध्यान नहीं गया है। उस स्टेशन को बिल्डिंग को बढ़ाने की ओर हमारे रेलवे डिपार्टमेंट का कब ध्यान जायेगा, यह बात समझ में ही नहीं आती है। आज जरूरत इस बात की है कि जो बिल्डिंग इस समय है उसको दुमंजिला कर दिया जाय। वेंटिंग रूम ऊपर रखे जाय और नीचे की मंजिल में माल गोदाम के लिए काफी जगह मोहय्या की जाय।

जब हम मैन प्लेटफार्म से शहर की तरफ जाते हैं तो जो रेलवे कांसिंग पड़ता है उसके कारण अक्सर लोगों को दूसरी तरफ जाने के लिए आधा-आधा घंटा इंतजार करना पड़ता है। मैंने पहले भी यह बात कही थी कि कोई ऐसा इंतजाम हो जाय कि जिससे यह दिक्कत दूर हो जाय। इंदौर में जिस तरह से एक ब्रिज बना दिया गया है, उसी तरह से जरूरत इस बात की है कि भोपाल में भी वैसा ही किया जाय।

इसके अलावा जहां तक स्टेशन का नाल्लुक है, वह तो मैं अर्ज कर चुका हूँ। लेकिन भोपाल को इम्पोटेंस के लिहाज से एक गाड़ी ऐसी चलाई जानी चाहिये जो भोपाल, बीना, कटनी होते हुए कम से कम रायपुर तक जाय। इस तरह की एक ऐसी ट्रेन की जरूरत है क्योंकि अक्सर जो लोग जबलपुर से भोपाल की तरफ आते हैं, उनको भारी रात इटारसी स्टेशन में इंतजार करना पड़ता है, कोई ट्रेन ऐसी नहीं होती जो भोपाल से कनेक्शन आसानी के साथ मिला सके। इसलिए जरूरत इस बात की है कि एक ऐसी ट्रेन जबलपुर से रायपुर तक जाय। दूसरे डी-लक्स ट्रेन जो कि दिल्ली से मद्रास को जाती है, उसके मुताल्लिक भी मुझे यह कहना है कि वह ट्रेन कुछ और जरूरी है। उससे थर्ड क्लास पैसंजर्स को कोई फायदा नहीं पहुंचता। उसमें किराया

सेकंड क्लास का होता है और थर्ड क्लास में जितने आदमी सफर करते हैं उसके चौथाई भी उसमें सफर नहीं करते हैं। आजकल रेलों में ओवरक्राउडिंग हद से ज्यादा बढ़ी हुई है। आप थर्ड क्लास पैसेजर्स के लिए नई गाड़ियां चलायें, इस किस्म की गाड़ियां चलाने से आम जनता को कोई फायदा नहीं पहुंचता।

इसके बाद एक जनता एक्सप्रेस दिल्ली से चलती है और वह मद्रास तक जाती है, लेकिन कोई ऐसी जनता एक्सप्रेस नहीं है जो कि दिल्ली से भोपाल होती हुई बम्बई तक जाय। इसलिए जरूरत इस बात की है कि डी-लक्स ट्रेन को बन्द किया जाय और उसके बजाय एक दूसरी जनता एक्सप्रेस चलाई जाय ताकि ओवरक्राउडिंग भी कम हो जाय। इसके अलावा इटारसी से लेकर बम्बई तक कोई जनता ट्रेन नहीं जाती है। इस कमी को भी पूरा कर दिया जाय।

रेलवे डिपार्टमेंट ने मध्य प्रदेश में रेलों को फैलाने की तरफ कोई तबज्जह नहीं की है। बहुत से इलाके मध्य प्रदेश के ऐसे हैं जिनमें रेलें बिल्कुल नहीं हैं, मसलन बस्तर का इलाका है। बस्तर के इलाके में आदिवासी बहुत बड़ी तादाद में पाये जाते हैं, लेकिन वहां दूर-दूर तक रेल नहीं मिलती है। इसलिए इस बात की जरूरत है कि रेलवे डिपार्टमेंट इस तरफ भी तबज्जह करे और इन इलाकों को वाई रेल कनेक्ट करे।

मेरी मालूमात में आया है कि दार्जिलिंग को जो रेल जाती है वह बन्द की जा रही है और बन्द इस स्थान से की जा रही है कि इसमें सर्फा ज्यादा है और आमदनी कम है। मेरा खयाल है कि इस रेल को बन्द नहीं करना चाहिये। इसकी वजह से एक तो टूरिस्ट ट्रैफिक को धक्का लगेगा और दूसरे जो पहाड़ी लोग हैं उनके लिए मैदान में आने में असुविधा पैदा हो जायगी। इसलिए इस ट्रेन को जारी रहना चाहिये।

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श्री त्रि० दा० पुरन्के (मध्य प्रदेश) : उपसभापति महोदय, रेलवे की काफी तरक्की इन आठ दस वर्षों में हुई है यह तो सभी जानते हैं। लेकिन हमारा देश भी प्रगति कर रहा है, आबादी बढ़ रही है, व्यापार बढ़ रहा है, इसलिए उसकी जरूरतें भी बढ़ रही हैं। आज हम यह देखते हैं कि "तरक्की" कह देने से ही लोगों को संतोष होने वाला नहीं है। लोगों की आज जो उनकी जरूरतें हैं उनको पूरा करना है और पूरा करने के लिए हम टैक्सों बढ़ा रहे हैं, फ्रेट्स बढ़ा रहे हैं। लेकिन इधर हम यह भी कह रहे हैं कि अभी कई वर्षों तक हम बैंगन्स नहीं दे सकेंगे, ओवरक्राउडिंग को दूर नहीं कर सकेंगे। लोगों को इससे तसल्ली होने वाली नहीं है। हम ओवरक्राउडिंग को जितनी जल्दी कम कर सकें, उतना ही लोगों को आराम पहुंचने वाला है यह सब मानते हैं। ओवरक्राउडिंग को दूर करने के लिए, जैसा अभी भेरे दोस्त ने कहा है, जो डी-लक्स ट्रेन चला दी गई वह लक्जरी की बात है और ऐसी डी-लक्स ट्रेन को चलाने से क्या ओवरक्राउडिंग कम होने वाली है? अगर आप आराम ज्यादा बढ़ाना चाहें तो जिनको तकलीफ ज्यादा होती है उनके लिए आराम बढ़ाना चाहिये। छः सात महीने से मैं देख रहा हूँ कि वह ट्रेन आधी से ज्यादा खाली जा रही है और ऐसा कहा जा रहा है कि वे एक्सपेरीमेंट कर रहे हैं। मैंने जोनल कमेटी में इसका जिक्र किया था तो यह कहा गया कि वह एक एक्सपेरीमेंट है। एक्सपेरीमेंट किस बात का किया जाय? जो ओवरक्राउडिंग हो रही है उसको कम करने के लिए हमें एक्सपेरीमेंट करना है या लोगों को लक्जरी कैसे दी जाय इसके लिए एक्सपेरीमेंट करना है? इसलिए मेरा तो यह खयाल है कि ओवरक्राउडिंग कम करना आवश्यक है। वह एक प्राइमरी बात है, वह एक प्रायोरिटी की बात है। जब तक ऐसी बातें अपने सामने रखकर हम अपना कार्यक्रम नहीं बनायेंगे तब तक लोगों को संतोष होने वाला नहीं है। हम यह कहते हैं कि हम और ट्रेनें नहीं चलायेंगे, हम यह भी कहते हैं कि हम

[श्री त्रि० दा० पुस्तके]

नई लाइन्स नहीं जारी करेंगे, हम यह भी कहते हैं कि हमारे पास ट्रेन्स जारी करने के लिए बोगीज नहीं हैं। अभी हमने उज्जैन कुम्भ मेले में देखा कि लाखों लोग वहां आये। नहान के दिन तेरह चौदह लाख लोगों ने स्नान किया। महीने भर पहले से काफी इंतजाम होता रहा, लेकिन एक इंतजाम नहीं हुआ और वह यह है कि लोगों को ज्यादा ट्रेन्स नहीं मिलीं। उसी ट्रेन में जितने भी ज्यादा लोग ले जाये जा सके वे ले जाये गये। इससे क्या तकलीफ हुई होगी, यह तो अंदाजा किया जा सकता है। रात में जो ट्रेन्स गयीं, उनमें अंधेरा था, लाइट नहीं थी। जब स्टेशन पर यह कहा गया कि यह गाड़ी अंधेरे में जा रही है तो उन्होंने कहा कि हमारे यहां लाइट का इंतजाम नहीं है। वहां १०-१५ लाख यात्री एकत्रित हुये। १३ अप्रैल से लेकर १३ मई तक एक महीने मेला चला। दो चार महीना पहले से रेलवे इंतजाम करने की बात सोच रही थी और कमेटियां भी बनाई थीं। लेकिन जब यात्री बाहर से आने लगे तो यह देखा गया कि रतलाम और दूसरे स्टेशनों पर सैकड़ों हजारों पड़े हैं। वहां उनको दो-दो चार-चार घंटे तक पड़ा रहना पड़ा, पानी की तकलीफ हुई, दूर दूर से मुसाफिर आ रहे थे, लेकिन उनको कनेक्शन नहीं मिल रहा था। मुझे मालूम नहीं है कि कहां तक यह सब सच है, लेकिन यह कहा गया कि अगर से यह पालिसी है कि स्पेशल ट्रेन्स जारी न की जायें। मैं हैरान हो गया कि क्या ऐसी भी पालिसी हो सकती है। मैंने देखा था कि कितनी जगह नासिक में है, इलाहाबाद में, स्पेशल ट्रेन्स जारी हुई थीं। इसलिए मुझे इस पर विश्वास नहीं हुआ।

जो भोपाल तक का लाइन अभी हाल में मेट्रल रेलवे से वेस्टर्न रेलवे में लाई गई है, उस पर ट्रेन महीने भर में चार दिन भी बराबर वक्त से नहीं आती है। तीन-तीन चार-चार घंटे लेट होने का वजह यह बतलाई जाती है कि जो मेट्रल रेलवे के लोग इन्वर वेस्टर्न रेलवे में

आये हुये हैं उनका और वेस्टर्न रेलवे के लोगों का कोआपरेशन नहीं है, आपस में सजूक नहीं है। मैं नहीं समझता कि सजूक क्यों नहीं है। आज कम्पनी को रेलवे नहीं है। आज दोनों रेलवे गवर्नमेंट की रेलवे हैं और इन दोनों रेलवे के लोग गवर्नमेंट के लोग हैं। अब उनमें सजूक का सवाल नहीं रह जाता है। मालूम नहीं कहां तक यह बात सही है। इसकी जांच होनी चाहिये। वहां का मेला खत्म हो गया है। मैं यहां था, लेकिन मुझे ऐसा मालूम हुआ है कि आखिरी दिनों में इंतजाम काफी सुधर गया था। शुरू में मैं वहां था और मैंने देखा कि लोगों को काफी तकलीफ हुई। पालियामेंट के कई मेम्बर स.हेवान भी, जो वहां आये थे, और मुझ से मिले थे, उन्होंने भी उस तकलीफ का जिक्र किया था। चूंकि मैं वहां जाता था और लोगों को तकलीफें देखता था, इसलिए मैं आज मिनिस्टर साहब के सामने यह बात ला रहा हूं।

मुझे एक बात यह कहनी है कि जहां जहां रेलवे क्रॉसिंग है, वहां पर होने वाली तकलीफ को हम अभी तक दूर नहीं कर सके हैं। रतलाम नागड़ा स्टेशन के बीच में खचरोड एक छोटा सा स्टेशन है। वहां चार छः महीने से एक रोड बन गई है और उस पर जो रेलवे क्रॉसिंग है वह खचरोड स्टेशन से दो या तीन फुटिंग है। वहां शाम को छः बजे क्रॉसिंग का आदमी, पीटर, क्रॉसिंग का फाटक बन्द करके स्टेशन पर चला जाता है, और फिर शाम के बाद चाहे कोई बैलगाड़ी आ जाय, चाहे कोई मोटर आ जाय, वहां क्रॉसिंग से एक आदमी स्टेशन पर आना चाहिये, स्टेशन मास्टर से इजाजत लेनी चाहिये, पीटर को साथ ले जाना चाहिये, तब वह क्रॉसिंग का दर्वाजा खुलता है। अगर उस बैलगाड़ी वाले के पास दूसरा आदमी न हो तो रात भर उसे वहां सोना चाहिये। मैंने जब स्टेशन मास्टर से इसका जिक्र किया तो स्टेशन मास्टर ने कहा कि हमारे पास आदमी नहीं है, एक

हीं आदमी है और वह सुबह में शाम तक कामें रहेगा। मैंने कहा कि जब वहाँ उसके लिए कमरा है, कोठरी है, और दूसरे जो फ़ार्सिंग हैं वहाँ लोग रहते हैं, तो वह भी क्यों न रहे? इसका जवाब कुछ भी नहीं मिला। तो ऐसे रेलवे फ़ार्सिंग जो शहर के पास हैं, जहाँ बड़ी-बड़ी सड़कें बना दी गई हैं, बन रही हैं और पंचवर्षीय योजना में जगह जगह सड़कें बनेंगी, उनके वास्ते खास तौर से जो देहाती लोगों को तकलीफ़ होती है, रेलवे का इंतजाम करना है।

3 P.M.

रेलवे बोर्ड ने कुछ आवश्यक सहायित्व कायम की है जो कि हर स्टेशन पर मुसाफ़िरो को मिलना लाजमी है। ऐसा कर दिया गया है लेकिन मैं देखता हूँ कि जो नये-नये स्टेशन बन रहे हैं वहाँ उनमें से बहुत सी बातें नहीं होती हैं। अभी अभी एक स्टेशन "बिरवनिया" के नाम से बना है लेकिन वहाँ न तो कोई बेंचिंग रूम है और न कोई शोड है। वहाँ धूप में खड़े रह कर और बरसात में भीग कर के टिकट लेना पड़ता है। ग्रह स्टेशन अभी ही बना है। तो मेरा कहना है कि जो चीजें एसेंशियल अमेनिटीज की लिस्ट में आती हैं उनका तो कम से कम नये स्टेशनों को बनाते वक़्त जरूर ही ध्यान रखना चाहिये। मैं तो यहाँ तक सुझाव दूंगा कि हमारी जो कंसल्टेटिव कमेटीज हैं उनके सामने जिस तरह से और स्टेटमेंट्स रखे जाते हैं उसी तरह से एक स्टेटमेंट उस तरह का भी रखा जाना चाहिये कि ऐसी एसेंशियल अमेनिटीज किन किन

स्टेशनों पर हो गई हैं और किन किन स्टेशनों पर बाकी हैं और कितने दिनों में हो जायेंगी। इस तरह से हमारे सामने एक प्रोग्राम रहेगा और हम यह बात देख सकेंगे कि जो आवश्यक बातें हैं वे हर जरूरी स्टेशनों पर हो भी रही हैं या नहीं।

एक बात मैं आखिर में और कह देना चाहता हूँ। लोक सभा में हमारे माननीय मंत्री जी ने यह घोषणा की है कि बड़ी-बड़ी बिल्डिंग्स या बड़े-बड़े स्टेशनों को बनाने का काम उन्होंने स्थगित कर दिया है। इस पर मैं उनको हार्दिक बधाई देता हूँ और यह निवेदन करना चाहता हूँ कि जो छोटे-छोटे काम मैंने अभी उनके सामने अर्ज किये हैं उनकी तरफ यदि उनका ध्यान जायगा तो लोगों को ज्यादा आराम मिलेगा, ऐसी मेरी आशा है।

मुझे एक बात और कहनी है। करप्शन के बारे में और रेलवे के नुकसान के बारे में हम लोग बहुत कुछ कहते हैं लेकिन इस बारे में जहाँ ले स्ट्राफ़ के कुछ कर्तव्य हैं वहाँ जनता का भी, लोगों का भी, कार्यकर्ताओं का भी और सोशल रिफ़ॉर्मर्स का भी कुछ कर्तव्य है। यह जो एक, एक या दो, दो करोड़ रुपये की रेलवे की जायदादों का नुकसान होता है वह तो हमारे देश का नुकसान है। वह तो हमारी जायदाद है, वह तो हमारी राष्ट्रीय सम्पत्ति है। उसका जो नुकसान होता है वह किस वजह से होता है? वह केवल रेलवे स्ट्राफ़ की वजह से ही तो नहीं हो रहा है, उसमें लोगों का भी कुछ हिस्सा है। तो मुसाफ़िरी करते वक़्त

[श्री त्रि० दा० पुस्तके]

इस बात का ध्यान रखना हमारा फर्ज हो जाता है। हम अक्सर देखते हैं कि जब कोई टिकटलेस ट्रेवेलिंग करता है या रेलवे की प्रापर्टी को कोई नुकसान पहुंचाता है और हम जनता के लोग उसके बारे में कुछ कहते हैं तो हमारे पास बैठे हुए लोग ही यह कहने लगते हैं कि अरे साहब, आपको क्या करना है वह पकड़ा जायगा, अगर वह बिला टिकट जा रहा है तो जाने दीजिये आपको क्या पड़ी है, इस तरह की दलीलें दी जाती हैं। तो जैसा कि मैंने अभी ले स्टाफ के बारे में कुछ कहा उसी तरह से जो सोशल वर्कर्स हैं उनके बारे में यह कहना चाहता हूँ कि यह हमारा फर्ज है कि कुछ बुराई ले कर भी इन बातों को ठीकने का प्रयत्न करें और इस तरह से अपनी प्रापर्टी को बचाने का प्रयत्न करें। धन्यवाद।

SHRI K. L. NARASIMHAM (Madras): Mr. Deputy Chairman, Sir, the objectives of the first Five Year Plan were described as follows:

- (1) An extensive rehabilitation of the fixed and mobile assets of railways so as to recover the standards of efficiency which had declined since the pre-war years.
- (2) The removal of the principal bottlenecks on existing lines in order to handle currently traffic offering, and the provision of additional facilities, to the extent possible, to meet new traffic arising out of

implementation of the Fiva Year Plan.

- (3) The policy of improving' amenities to the travelling public and measures designed to improve the housing and welfare of staff.

Now, Sir, let us examine the results of the First Five Year Plan. After the First Five Year Plan we were told that the percentage of overaged engines increased and also the track renewals and the sleeper renewals went to the extent of 7,000 miles. If you examine the punctuality of trains,, you will find that it went down. In 1951-52 the percentage of passenger trains arriving in time on the broad gauge was 78-81 and on the metre gauge it was 77:70. But at the end of the Plan we find that the percentage, of the passenger trains arriving in time-was only 77:99 on the broad gauge and 74-70 on the metre gauge. We also find that the speed of the goods trains also declined considerably. On the broad gauge, in 1951-52, it was 10:7 and in 1955-56 it was only 9:84. On the metre gauge, in 1951-52 it was 1951-52 it was 9-22 and in 1955-56 it was only 8-43. So the average speed of the goods train has also declined and the average percentage of the trains coming in time has also decreased and the percentage of overaged engines has increased and some of the targets fixed for the Five Year Plan have not been fulfilled as is evident from the figures shown by the Railway Ministry itself. For instance, for track and bridges an allocation of Rs. 70:4X

crores was made, but they were not able to fulfil it fully. They were able to fulfil it only to the extent of Rs. 68-03 crores. For other structural and engineering works the allocation was Rs. 69-9 crores but the actual expenditure was only Rs. 68*10 crores. For passenger amenities Rs. 15 crores were allotted, but they were able to spend only Rs. 13.34 crores. Thus you will find that they were not able to fulfil the objectives that were enunciated in the First Five Year Plan. I think even more than 50 per cent, was spent on importing locomotives and some wagons etc. If you examine the material that they imported, you will find that some of the material that they imported was not up to the mark and it needed more repairs. These things have been pointed out even in the Audit Report. Even in the Estimates Committee they mentioned those articles. I can only give some examples. One is about the 900 shells which they imported and in the workshops they have been found to be not in order. The springs were found to be defective, and still they have managed with these defective materials. Then, Sir, they imported some axle-boxes for locomotives from Italy, and the third thing is the diesel hydraulic locomotives ordered for the Simla-Kalka Railway, and they found that the materials that they purchased from foreign countries, were in practice, defective, and they needed some changes, and they had to change them. But still they are operating with that material. So you will find that most of the money they have spent on importing the material which was found to be defective, and this is a sheer waste of money. When I had a talk with some of the railwaymen working in the loco sheds, they pointed out to me some of the things, for instance, they mentioned to me that in the loco sheds they were daily coming into contact with such materials, for instance, in the case of WP engines the cylinder pressure release valve rings were very defective, in the case of the WG engines the cylinder covers were defective and in the case of YL engines valve springs were breaking,

I and with these things the percentage I of repairs was daily increasing in the loco sheds and the workshops. You do not find sufficient tools or the standard bolts and nuts in the running sheds. In this way, Sir, with the over-aged stocks and the defective material—lack of tools in the running sheds and lack of sufficient number of men—we are not able to cater to the needs of the traffic offered to the railways either in goods or in passengers, and we can easily find from this picture that the operational efficiency is not good and on the contrary it is deteriorating from year to year. We may be satisfied by taking some figures into consideration. There might be an increase in certain respects, but if you take the overall picture, you will find that it is very defective and it needs immediate attention.

Then, Sir, coming to the next point, I will submit that they were not able to fulfil the targets fixed in the First Five Year Plan, and the reason that they give was the shortage of material. Apart from this, if you see the Plans as a whole, you will find that they are drafted without taking into consideration the worker who is a very important factor for putting the Plans through, and the Railway Ministry has been continuously following the anti-working class policy and the policy of not trusting the worker or not taking his co-operation in fulfilling the Plan. Sir, in the short time at my disposal I do not want to go into any details, but I will mention here one thing, and that is this.

Shri Govinda Reddy pointed out that Shri Bhupesh Gupta has not given any instances where victimisation has been resorted to. I will answer him on that point by only reading out to him some names of the people who were victimised. Sir, one Shri Priya Gupta, General Secretary of the N.E. Railway, Mazdoor Union has been removed from service under the special powers of the General Manager, without giving

[Shri K. L. Narasumham.] any opportunity of showing cause, and the operation of this order has, however, been stayed at the instance of the Hon'ble High Court, Allahabad. Secretary and Assistant Secretary of Eastern Railwaymen's Union, Asansol Branch, have been removed from service after a show of departmental enquiry. Secretaries of Samastipur and Fatehgarh Branches of the N.E. Railway Mazdoor Union have been removed from service for trade union activities under departmental rules. Shri Subrata Chatterjee, a worker of Calcutta Branch of the Eastern Railwaymen's Union, has been removed from service without showing any reason. Secretaries of Patherdihi and Ranaghat and Assistant Secretary of Dhanbad Branches of the Eastern Railwaymen's Union have been punished with stoppage of increment. Shri S. Subrahmaniam, Ex-General Secretary of S.E. Railwaymen's Union has been charge-sheeted to be removed from service for addressing a letter to the Hindustan Standard as General Secretary of the S.E. Railwaymen's Union. Assistant Secretary of Tatanagar Branch of the S.E. Railwaymen's Union has been charge-sheeted for collecting subscription on behalf of the Union. President, Mandhupur Branch of the Eastern Railwaymen's Union has been charge-sheeted to be removed from service for filing nomination in the Madhupur municipal election.

These are some of the instances. I have answered Mr. Reddy. He said that we were inciting workers instead of instilling in them the spirit of service to the country and devotion to the national cause. One instance has been mentioned and I will repeat the same. During the time when there were great disturbances in the north of India, the people in my region offered to work in that region, but still we find that year after year some of them are put under suspension or discharged from service under national security rules. Apart from the national security rules, they are taking the help of the powers given to the President

under the Constitution and in the name of the President charge-sheets are framed and workers are dismissed from service. Thus, trade union rights are attacked, and there is victimisation of trade union workers, and political discrimination is made between worker and worker. To one set of people you give leave in the name of deputation, and without working for the railways, they work whole-time for particular sections of the unions. But you attack another side and victimise people who honestly do trade union work in order to voice the grievances of railwaymen. This is clearly illustrated by your refusal to give recognition to a federation which has a membership of 2,70,000. Some unions affiliated to this are not recognised. The Chittaranjan Locomotive Workers' Union which is affiliated to the N.F.I.R., Madras, is not yet recognised. Trade union rights are attacked in various forms in the name of national security rules, in the name of service conduct rules. One cannot meet on railway land without the permission of the local officer who invariably discriminates between persons and persons, between union and union. This is one of my points.

The next point is about the pay of the Class IV railway employees. One hon. Member referred to this here. There is a case for the revision of the scales of pay of the Class IV employees. An ordinary Class IV employee other than those working in workshops gets Rs. 961 per annum, and a Class IV employee in workshops gets Rs. 1,058 per annum. This is less than what an industrial worker gets in all States except in Madras State. You will find that it is less than what an industrial worker gets in the textile industry or in any other industry. You will find from the co-operative banks and urban banks that the loans taken by the railway employees are increasing, that their indebtedness is on the increase. When prices are going up, railwaymen are not able to make their both ends meet. They want a revision of their pay scales, and for that the Railway Minister should see that a Pay Com-

mission is constituted. In case there are difficulties in constituting such a Pay Commission as he has to consult other Departments, he may still appoint a Wage Board to go into the case for a revision of the scales of pay of Class IV employees, since it is necessary. He mentioned a New Deal, but this does not satisfy many people. Only 6,000 workers will benefit. There are many other categories to whom justice is not accorded. For instance, I would mention one, the Station Masters and Assistant Station Masters on the Southern Railway, who have to undergo various courses. They have to work as clerks for several years before they can become Station Masters and yet their pay is not commensurate with their responsibilities.

Coming to local problems, Andhra Pradesh has its capital in Hyderabad, and we do not have any trains which can take people to the capital in a short time. Even in the G.T. Express, there are restrictions on Third class passengers buying tickets from Bezwada to Hyderabad. I understand that the Andhra Pradesh Government has made some representations in this connection, and I would request the hon. Minister to look into this and see that Hyderabad is linked up by fast trains from all parts of Andhra Pradesh.

SHRI B. C. NANJUNDAIYA (Mysore): Mr. Deputy Chairman, I wish to make a few suggestions for the better working of the railways. Ticket-less travel is increasing day by day. I regret to say that the Railway Police and Travelling Ticket Collectors are also helping this. Especially, in local trains there is no proper checking. This must be checked.

After the reorganisation of the States, we have felt the necessity for another train from Hubli to Bangalore. People have agitated for this for a long time, but the Railways have not yet introduced any extra trains.

So far as goods traffic is concerned, merchants are always at the mercy of the Station Masters. There must be some priority for the different categories of goods to be transported.

The train between Bangalore and Poona will have mail to halt at Hubli for four hours. This is causing inconvenience to the passengers travelling from Poona to Bangalore. People who want to come from Bangalore to Delhi take 60 hours to reach here. The G.T. Express starts from Madras at 11 A.M. and the Madras Mail comes to Bangalore in the morning, and we have to wait for four or five hours in Madras to catch the train. If we travel by the air-conditioned train, we can reach Bangalore in about 48 hours, but if we travel by the G.T. Express, it will take nearly 60 hours. The timings may be so adjusted as to reach New Delhi early.

There is a feeling in South India that the extension of the railways is not taking place in the South. We badly need a line between Chamaraja-nagar and Satyamangalam. It is already three or four years since the survey was completed, and the survey of the Hassan-Mangalore section also has already been completed, but we do not see any provision in the Second Five Year Plan for the construction of these lines. There is a feeling that South India is neglected. So I would request the hon. Minister to make an attempt to put new lines in the southern region.

SHRI B. K. MUKERJEE (Uttar Pradesh): Mr. Deputy Chairman. Sir before I deal with other aspects I wish to, in regard to the Budget, I would like to offer my remarks on the points raised by hon. Mr. Narasimham who preceded me just now. I am aware that he was with us some 30 or 35 years back when we developed or built the All India Railwaymen's Federation and then he has lost touch with it for many years? I feel that he is not in touch with the railway

[Shri B. K. Mukerjee.] workers now and therefore, he is not aware that there does not exist any trade union on the railways today. Therefore, if there is victimisation, it cannot be construed that it is due to the policy of the Government to victimise the trade union workers. I don't know about the details he has given but I am pretty sure that—and he will agree with me if I say—there are no trade unions in the country today on the Railways though it is an unfortunate affair. But now we have got a Minister who has recently taken over charge and who has got all sympathy for the workers, as we know while he was functioning in other spheres; we are aware what amount of sympathy he has for the working classes; and I have no doubt in my mind that all these individual victimisations also, will be reduced during the tenure of his office here as the Minister for Railways; and the trade unions, as they are in an unfortunate condition today, will rehabilitate themselves and try to start functioning for the 'cause of the workers and that of the country.

The railway is a commercial undertaking though it is a public utility concern. Again it is a monopoly concern today in this country. We are not aware how the Government or the Railway Board is treating the railway industry. If it is a public utility concern, it has to cater to the calls of the public or look to the conveniences of the public and if it is a business concern or commercial concern, which I feel it is, there also the Administration and the Government must look to the conveniences of the people using the railways. In this Budget we find the freights increased and in the other Budget presented by the hon. Finance Minister of the Government of India also, he has increased the fares of the passengers. As it is a monopoly concern, people have got to use these railways, whether you raise the freights and fares ten-fold or hundred-fold. But my point is if it is a public utility concern, you must allow people to travel. The passenger fare is a direct taxation, if you increase it there will

be agitation, but if you raise the freights there will not be so much agitation. Therefore, I am of opinion that regarding the rates that have been increased by the Railway Minister, I have no objection, but as regards the passenger fare, I feel that there will be a lot of agitation. People will not be able to use the railways and you cannot have a prohibitive rate for railway travel. Because railway travel is not a luxury but it is a necessity, you must make it possible for the people to travel by your railways. Therefore I am opposed and strongly opposed to the increase in passenger fares, whether it is for 50 miles or even beyond that. Passenger fare should not be raised.

Then there was the argument that instead of raising the third class fares, you can raise the upper class fares. I am opposed to that also. There are members who object to overcrowding in the railways. If you raise the fares of the upper classes, there will be more overcrowding in the third class. Therefore, people who are poor will not be able to travel and even today they travel with great difficulty. Therefore, that question also does not seem to be justified at least to me.

Now, this is a commercial concern and therefore, there should be two important points before the authorities responsible for the operation of these monopoly concerns. That is, economy in operation and facilities and cheapness for people using these concerns. I will first take the question of economy because the time will not be enough for me to go into details. So, I will only touch on the points which I want the Minister to take note of. If we are to concentrate our attention to economy, there is vast scope for the Railway Administration to have economy. The Second Plan for the Railways is not progressing so much for want of materials but the Railway Board has been expanded. Before the material has come, before the operation has started, the Board has been expanded—more than what it was before. If we want economy, we

should reduce the overhead charges which are terrible now. I would not go into details. You will find that it is double of what it used to be previously regarding the Railway Board. Therefore, there is scope for economy at the top.

I will touch on one point regarding operation, namely coal consumption. Of course, it is not a new one for me as I have been pressing every year about the coal consumption in the Railways. Coal is misused or used in excess of requirements. I don't know how it happens. This year they have said that they have added 5 per cent, of the goods earnings more than the previous years but if you see the Budget estimate for the coming year, -we find the earnings will be more than 5 per cent. Therefore, there is some snag somewhere—either the 5 per cent, given for more coal consumption is not correct or the figure of probable earning in the current year is not correct. Either of these is incorrect. But my point is that there is enough scope for effecting economy in coal consumption or fuel consumption by locomotives. They are very heavy today.

One more point about economy. The hon. the Railway Minister said in his Budget speech that there are 8 projects now under construction and the total length of mileage will be about 524 of new lines under construction. If we take an average of Rs. 1[^] lakhs per mile, as it is often the cost per mile of railway track, we will get the figure of about Rs. 7 crores. The bulk of this amount will be spent by the Railways through the contractors. I am opposed to the employment of private contractors for the construction of railway line and I want the Railway Minister to consider this question. If he wants, he can avoid the contractors and by that at least one-fourth of the total charges required for the construction of 524 miles will be saved. There will be economy effected through that.

I want to stress one point as regards passenger amenities and that is regarding the regularity of the trains. Trains run late too often and the statistics

kept by the Railways are not to our satisfaction. They are not such as to enable us to know about the late running of trains. They give the percentage of trains running late but I want the Board to advise its officers to keep statistics of trains running late by hours, for example, so many hours per month the trains were late. That will give an idea of the number of trains that run late. Trains are kept waiting for hours at roadside stations because it is not the driver or the guard who is responsible for the detention but it is somebody else at the headquarters who is responsible for the detention. The passengers do not know who is responsible. The man who makes the train wait for two hours at a station is not responsible to the authorities for bringing the train in time to the terminus. Therefore, I say that the Railway Minister should try to get statistics as regards hours are concerned.

One thing more and then I will finish because time is not enough. Now, about staff matters, I am thankful to the Railway Minister for all that he has said about medical arrangements for the staff. It is better to have preventive measures than curative measures. This is a new point which he has brought in and I am thankful to him for that but there is one point that I must tell him and that is, all these arrangements will not reduce the incidence of sick report on the Railways because you do not keep adequate staff for relieving people whenever they want to go on leave. So, whenever they want to go on leave, they have got to go to a doctor and get a sick report. If you want to reduce this incidence of sick report on the Railways, you have got to provide more and adequate leave reserves. By mere employment of preventive measures, the incidence will not be reduced though practically there will be no sickness if preventive measures, as he is contemplating, are enforced. As I say, the incidence of sick report will not be reduced until and unless you appoint more number of people to allow others to get leave whenever they require it.

[Shri B. K. Mukerjee.]

Thank you very much, Sir.

SHRI RAJENDRA PRATAP SINHA (Bihar): Mr. Deputy Chairman, it is very difficult to do any justice in the limited time that I have at my disposal to the important subject of the Railway Budget but even then, I would like to draw your attention to a few important matters. Sir, at the outset, I would like to offer my compliments to the Railway Administration and the railwaymen for the various improvements that they have again recorded during the last year and the steady improvement that they have maintained in various directions. At the same time, I would like to draw the attention of the hon. Minister to a very important indicator, the operating ratio which I find has a tendency to rise. In 1951-52, it was 77.36. It went up to 85-02 in 1953-54. Then it came down to 81-74 in 1954-55 but again, this year it has gone up to 81.93. Now, Sir, this is a pointer to the fact that the overall efficiency of the Railways has not improved. It is also a pointer to the fact that the productivity of the labour and the staff has not gone up as it ought to. Also, Sir, it is a pointer that there is no "close and constant supervision"—to use the words of the U.S.A. Expert Team which has come here—and also, Sir, it is a pointer that the zonal system is not functioning properly to which we made a reference last year. This year also my hon. friend, Dr. Kunzru, made a reference to it. Sir, you will find that the Estimates Committee has reported in its 19th Report that the Efficiency Bureau has calculated that the optimum workload for a divisional system, which we are now adopting, should be 125, but the optimum load for the various zones is very much higher. At least in three of them, as I find from the figures, it is very much more than 125. Therefore, Sir, I would endorse the recommendations of the Railway Corruption Enquiry Committee and of the Estimates Committee that the Railway Minister should examine this question and should appoint a high-level tech-

nical committee to advise him in this matter. Sir, I have not got much time to elaborate my points and support them, but I would like to touch a few more points.

Sir, the speed of the goods trains has been going down as has been pointed out by my other friends. I think that one of the major contributory causes may be the arrears in track renewal and unless adequate steps are taken to wipe out, this, I do not think we can make any improvement upon our speeds.

I find from the Supplement to the Explanatory Memorandum that the hon. Minister hopes to increase the net surplus from Rs. 21.43 crores to Rs. 30.83 crores and that he proposes to appropriate all this surplus to the Development Fund. He has said that the gross profits have improved by Rs. 9.4 crores but he has kept the ordinary working expenses at the same low level which he pointed out during the March Session of Parliament where he presented the interim Budget to Parliament. Now, he has recently appointed a Committee to look into the question of the increments to be given to the Class IV employees. It is a right thing that he has done but he knows that Class IV employees constitute the highest number of railway employees and any increment allowed to them will increase the working expenses. I have my own doubts and I think that the surplus that he expects will not be that much as he has indicated in this yellow supplement. Therefore, Sir, the question remains of augmenting Railway reserves to meet the demands of development. He has indicated that he needs about Rs. 200 crores more for the increase in the cost of labour and material and for providing extra transport capacity. He is going to provide for a gap of 18.8 million tons which was not provided for in the Rs. 1,125 crore Plan. I find, Sir,—we pleaded about this in the last session also—that this is an under-estimate. Now, no less a person than Mr. K. B. Mathur, a Member of the Railway Board, has written an article on the Indian Railways wherein he has said

that this is an under-estimate and that various other factors have not been taken into account, e.g., the load that is likely to increase with the impact of the developments of the Plan, the export drive and various other things have not been taken into account. Therefore, the estimate is that the gap will not be 18' 8 million tons but nearly about 30 million tons. This was the figure that I gave during the last Budget debate as well, as estimated by certain economic journals. I also find that the Railway Board had estimated that they would need about Rs. 160 crores in order to fill this gap of 30 million tons. Now, I cannot understand why the Railway Board could not plan for covering this gap of 30 million tons and for making a provision of Rs. 160 crores if that is the amount required for meeting this gap. Sir, it is no good developing our economy, producing other industrial or agricultural products, if they cannot be moved to be consumed. It is much better that the Railway plan should be augmented so that the transport capacity is developed and this should receive priority over the development in other sectors. Therefore, our Railway Minister will have a headache to find, I think, much more than Rs. 200 crores if he really wants to do business and to meet the entire demand made upon the railways by way of additional traffic. Therefore, I think that there is no way out but to increase the railway fares and freights or the Central Exchequer must find the money for the railway development projects. In this connection I would say that it is very unfortunate that the Central Government has decided to tax the passengers and appropriate the amount for the Central Exchequer, whatever may be the purpose whether it be for giving to the States or for something else. When the Railways are in dire necessity to augment their resources in order to meet the demand made upon them for their development, it is rather difficult for me to appreciate such a move on the part of the Finance Minister to cripple the Railways in raising their own resources. I hope

that the Railway Minister will lodge and convey our protest to the Finance Minister against this type of treatment meted out to the Railway Administration.

Now, if you will refer to the White Paper you will find that there are serious shortages of materials required for the implementation of the Second Five Year Plan and it appears to me that we shall not be able to achieve the targets that we have set for ourselves for the development of the railways during the remainder of the Plan period. The Railway Minister must assure us that he will be able to > raise the necessary resources and procure the required materials to implement the Plan. In this connection I must congratulate him for making a decision to do away with all prestige buildings. I would also like him to get this issue examined as to whether he cannot do with less of steel and less of cement as we used to do previously. Before this, what I might call, cement era, the railways have been there and they have not been using so much of steel and cement. We must see whether it is not possible to reduce the use of steel and cement. In this connection I would refer again to the Estimates Committee Report in which they have said that we can do away completely with the use of steel for sleepers and they have said that in the United States and Soviet Russia they use only wooden sleepers and not steel ones.

SHRI P. D. HIMATSINGKA (West Bengal): But you cannot get wooden sleepers here.

SHRI RAJENDRA PRATAP SINHA: I was just talking to people in Bihar and I was told that they were prepared to meet a good deal of the Railways' demand for sleepers, but that the price which the Railway Administration was offering was not enough to attract them to explore the forest resources. They say, "why should we suffer if the Government of India is taxing cement and steel? Why should they grudge to give us at least the price which we demand for our timber?" This has been referred to by the Esti-

[Shri Rajendra Pratap Sinha.]

mates Committee itself and the Estimates Committee consider after making a thorough enquiry—of course, I cannot just quote them because of the short time at my disposal—that their entire demand for wooden sleepers could be met and I would like the Railway Minister to examine this point.

Sir, I have read with great interest another article by the U.S.A. Study Team with regard to centralised traffic control in which they have said that doubling of railways had been given up in the United States because of this instrument for centralised traffic control. The Team has advised that we should reconsider our plan for doubling of lines. If we can get the same amount of traffic on single line through the use of this instrument, there will be a good deal of saving of steel. Sir, these are some of the points that I would like the hon. Minister to examine.

There is one point more and I shall have done. The hon. Minister is thinking of importing 100 diesel engines. They are very much costlier than the other steam or electric locos. Still I do not mind that because I have seen the arguments that he has advanced and they are quite convincing. But I would like to draw his attention to this fact that in the United States they have found that they require huge plants and workshops to keep these diesel locos going. It requires a lot of complicated machinery to keep going. And for overhauling them, usually the practice is that they are sent back to the manufacturers. We have got no such big workshops here nor the necessary plant and machinery. Is it the intention of the Railway Minister to establish such big workshops here to have them overhauled? In the long run they will prove very expensive and he should think twice before he spends a huge amount of money on buying them.

DR. P. J. THOMAS (Kerala): Mr. Deputy Chairman, Sir, I am happy to find that the Railway Budget has not

evoked such severe criticism as the General Budget, and at least for this the Railway Minister can take credit. Well, criticism has been voiced about the low efficiency level, about too many accidents and so on. We are living in an under-developed country where we are trying to carry out economic development at a rapid rate through democratic methods. In fact it is extremely difficult to carry out such rapid development without consequences like these. Evils are bound to arise, but we must work hard to prevent them. As was pointed out by one of the previous speakers, the railways have to be viewed from three angles, as a public utility, as a monopoly and above all as an industry and business. In fact, we must think of the railways chiefly as a commercial business. But unfortunately our tradition in this country has been to keep it as a Department of Government. Of course, it is a part of Government, I agree; but this Department must be run on business lines, on commercial lines. Therefore, we must take the advice constantly of people with long experience in business and industry. Also we must take the advice of the public. There are two things we must do. We have to make this a very efficient concern, bringing profit to the State and benefit to the public. We must also see that it provides to the people at the cheapest rate one of the most valued public utilities. For securing both these interests, we have to carry on this business at the most efficient level. In this matter we have to learn much from countries like U.S.A. and Canada. These are the countries where the railways are run very efficiently and they have got both private railways and public railways and these Governments have been managing this public utility very competently. I am sure that efforts are being made for studying the working of railways in the other countries and I am sure that improvements are being carried out. For the present I do not want to elaborate on this.

There is one point which I should like to raise. The Railway Minister

has been speaking about the lack of capacity to carry all the goods piled up. Traffic is so active particularly at some ports and trade centres that we find a lot of commodities being stored up, because there is not sufficient rail capacity. Having got other types of communication—lorries and buses for instance—should we not utilise them much more at this juncture? The country must proceed with the Plan at a rapid pace. We want more and more goods to be carried more business to be carried out. If the railway capacity cannot expand as rapidly as required, we should utilise other agencies also. Those are more economical. Some of them are run by private agencies. We can take them over into public sector. In some States there is already State-managed motor business. In any case, we cannot put off our development because the railways cannot expand capacity sufficiently. If our plans have to be carried out within the time provided, we must resort to other agencies, so that the goods may be moved, so that the Plan may be carried out sufficiently swiftly.

Sir, I must congratulate the Railway Minister on some points, in particular, on the concession made to blind people travelling by rail and also to persons suffering from T. B. proceeding to hospitals. I would request him to go a little further in this matter. Numerous persons suffering from diseases have to go from my State, Kerala, to Madras or to Vellore incurring heavy cost. And I think all persons who have to go to hospitals far away from their homes on approved technical grounds, may be given such concessions. If necessary, we may look into their economic condition. To my mind such concessions should be extended further. Even if we have to increase railway fares on that account, I am sure, the public will not mind that. We have to be kind to these people. The ancient Dharma of this country also demands it I hope that our Railway Minister will favourably views this matter.

Only one more point. Several Members have been speaking about the need for certain new lines. I come from a part of India which is very thickly populated. Kerala is the most densely populated part, not only in India perhaps of the whole world. We have got the Cochin harbour. Long before Bombay developed, Cochin was a big harbour. It was once the biggest harbour of India—Cochin and Cranganore nearby. Cochin has again become an important, a growing harbour. We want that harbour to be utilised more widely. Now, there is a railway line from Cochin to the north and to the south. We want urgently a railway line to the south-east, from Cochin to Madura through Theni and Bodinayakkanur. There is a large quantity of commodities like rubber, pepper, ginger, coconut and aracanut which have to go all over India. Local transport agencies cannot haul these. Also, estate produce like tea, cardamom etc. have to come to Cochin to be exported abroad. To have no rail K)ute for this heavy expenditure on inland transport. If only a railway line is opened that way, it will greatly help both Madras and Kerala States in every way. I would, therefore, request the Railway Minister to give priority to this railway line. I would also recommend a line from Telli-cherry to Mysore through Mercara (Coorg). Tellicherry is also an important port; we have got several ports on the west coast, as Kerala depends so much on foreign trade as also inland trade. Therefore, we do require these several lines and considering our high population density, I am sure these are fully justified. It is my hope that these lines will soon be taken up.

SHRI P. D. HIMATSINGKA: Mr-Deputy Chairman, my hon. friend, Mr. Sinha has pointed out that to meet the increased demands that will be made on the railways you must be able to increase the carrying capacity both of passengers and of goods, and unless that is done it will be very difficult to meet the requirements of the increased production of every

[Shri P. D. Himatsingka.]

kind of commodity, including agri-cultural produce, during the next five years. Therefore, it is up to the Railway Minister to try to find some more money, so that he may be able to increase the capacity beyond what has been decided upon just now, because there is no doubt that the commodities that will be required to be handled will be much more than perhaps they have planned for. And unless that is done no amount of attempts by the higher authorities will be able to reduce the corruption that has been reported upon by the Enquiry Committee. After all, corruption sometimes exists even without reason, but when there are causes which give an opportunity to the officials working there, when the demand is more than the supply, naturally, this goes on increasing and it will be impossible for the authorities to control this kind of corruption, unless the capacity is equal to the demand that is expected to be made. And, therefore, it is up to the Government to see to it that they find more money for the railways to be able to increase the capacity. Unless that is done, it will be very difficult for them to meet the demands.

Various Members have thanked the Ministry for the number of improvements that you find everywhere almost at every station, and I also join them. I have had occasion to travel very often and I have noticed that there are a number of improvements at various stations in the shape of platforms and amenities at the stations. Cleanliness also has increased. But I would suggest that the Railway Authorities should draw the attention of the railway employees, vendors, porters and others at the stations, to the necessity of their also observing the rules of health and rules of cleanliness and so on. Also, they should draw the attention of passengers to these things, a large number of whom commit nuisance, throw unnecessary things on the platform due to ignorance. If you draw their atten-

tion to it, I am sure that there will be a lot of improvement. Therefore, if a circular is issued drawing the attention of the employees and of the vendors to their duties and also to the necessity of their drawing the attention of the persons who use the platforms, I think there will be definitely an improvement and that should not be difficult for the Railways to do. I have seen, and it has been mentioned by certain hon. Members who have spoken before me, that a number of staff and vendors do cause a lot of inconvenience and dirtiness on the platform. I have had a number of occasions to draw their attention and immediately they recognized that they were in the wrong. They have said that they would not do it again. Therefore if this is followed up by way of instructions being issued from time to time, I have no doubt that a very great improvement can be noticed.

Then, as regards the difficulty about running of trains, I cannot understand, with the new locomotives and the powerful locomotives, why there should be any delay in the running of trains. Why should they run late? If you compare the time that was taken by trains from Calcutta to Delhi before the war and the time that is now provided for the running, you will find that there is a margin of about two hours. That is to say, about two hours more have been given to the trains to complete the journey. Therefore, there is no reason why with the new engines, new locomotives, there should be any delay. So far as my information goes, I felt that there has been a definite improvement on the main lines, but from the figures that have been quoted here by some of the friends, I find that there is a lot of deterioration so far as the running of trains is concerned. An enquiry should be made as to the reason why that is so. Of course, so far as Calcutta is concerned, the train that comes from Nagpur side is almost always late— sometimes two hours, three hours late. I do not know the reason. I have occasion to travel on that side. But

surely with the improved engines there must be some avoidable reason, I should say, which ought to be looked into. 4 P.M.

Then, Sir, as regards the colonies where the railway staff are housed, some of them are very bad so far as sanitary conditions are concerned. I had a talk with my Nagpur friend who had just spoken. So far as Nagpur is concerned, it would be a disgrace to the railway authorities to allow that condition to continue. Railway undertaking is the biggest nationalised industry, and crores of people come in daily contact with the railways, Railway Authorities and the working of the railways, and therefore if you can show better results, if you can show efficiency and if you can show that things can be done very properly, that in itself will raise the prestige and the position of the nationalised industries, because this is the one industry in which the largest amount of capital of the nation has been invested, and this is also one of the most profitable concerns also so far as the Government is concerned. Therefore, there is no reason why a little more attention should not be paid to improving the conditions and to show that this institution under the charge of the Government is being run very efficiently and very properly and that corruption and other things that exist are removed. Otherwise that has a very very corroding effect on the general population and the general public who always point out that this is an instance of how Government business is being run. Therefore, it is up to us to remove this blot on this Administration as early as possible and as quickly as possible.

Sir, one of my friends who has spoken before me has also suggested that if the railways cannot cope with the amount of traffic that is being offered. Government should also take notice of co-ordinating other modes of transport by tracks, by boats and steamers. So far as Assam is concerned, everybody knows that things have

to be sent almost regularly by air, and it becomes very costly for the people of Assam to get their supplies regularly. Railways in the rainy season generally go off, some portion of the track or other is washed away, and there is no regular communication. Some step should be taken to see that areas like Assam which is a border State and which has its own difficulties do not suffer for want of proper communication and proper transport. If the inland river transport can be improved, a lot of difficulties of Assam and areas like that may be done away with.

(Time bell rings.)

If my time is up, then I do not want to continue.

SHRI C. P. PARIKH (Bombay): Mr. Deputy Chairman, this biggest national undertaking involves a capital outlay of Rs. 1200 crores on which we are earning a depreciation of Rs. 45 crores and also Rs. 60 crores by way of profit, which means a return of 5 per cent. Now, Sir, we have to recognise that it is a monopolised concern and it is not a profit-making concern. Therefore, whatever transport charges are levied should be levied in a way that would promote sufficient economy and sufficient efficiency in the concern. Sir, before I go into that question, I will first point out that it is the duty of the monopoly concern to provide all facilities for passenger as well as goods traffic, and I think, Sir, it is necessary to have an additional outlay to meet all the goods traffic. The reason is, if we examine the prices, we will see that the prices in one district in India are different to the extent of 38 per cent, from those in another district. The distance is 2000 miles in our subcontinent and the price differences is 30 per cent, between one district and another, and that can only be met by efficient and quick transport. Therefore, Sir, about Rs. 200 crores further outlay is necessary, and it should be forthcoming because a monopoly concern, should meet all the demands of goods transport and

[Shri C. P. Parikh.] because it will correspondingly have an effect on the cost of living index. What I mean to say is that the present cost of living index can be reduced by five points if the transport is capable of meeting all the demands made upon it. But if, as has been clearly pointed out, owing to our industrial and agricultural development there is a shortfall of 30 million tons in carrying the goods traffic, Sir, the position will be very serious. I want to point out that on that account there will be a rise of ten points in the cost of living index. Your outlay of Rs. 200 crores will pay itself. Let us balance our position. We must accord priorities, and priorities there are; irrigation may have priority, but transport must enjoy the second priority in our country because if we do not have this, our whole industrial and agricultural development will suffer considerably as India is a continent of 2000 miles east to west and north to south.

SHRI M. GOVINDA REDDY: The Plan itself will suffer.

SHRI C. P. PARIKH: I have no time to expand my arguments, but this is very clear. According to me, we must also achieve efficiency. First we must have adequate outlay, and secondly there must be efficiency. The Railway Minister is quite alive to the fact that wagon capacity efficiency can be increased, and figures were also given. We are proud that we have been able to improve our efficiency in this respect in the last three years, year after year, but there is scope for still further improvement, and especially when we are short of funds the scope for improvement should be emphasised more and more. I think, Sir, everyone in the country should see that the efficiency of the railways increases. The Administration alone will not be able to do that. I think, Sir, public co-operation or public response is specially required if we want to have the administration conducted efficiently. Therefore, I request the Railway Minister to divide India into

about ten zones. Each zone should have an economic officer and a research department, and it should be entrusted only with that kind of work. At present there is too much concentration in the hands of a few people, the same people are looking into the questions of economy, research, administration and various items of expenditure. It is not advisable to do like that. Please do not give any work to those persons except economising in matters of administration, in matters of repairs and maintenance, in matters of operating staff, in matters of fuel. These persons should only look into that work and a research section should be attached to the economic department. In this set-up technical persons and non-officials should be associated. In order that there may not be a hue and cry that the railways are not run efficiently, it will be the responsibility of the non-official persons who will join it in an advisory capacity to impress on the public that the railways are doing their best in the matter and that any hue and cry or any criticism is unjustified. These non-official persons, if they are aware of the difficulties, can explain to the public that this is the difficulty and we are doing our best. So, at present if the officers of Administration alone were to explain the difficulties to the public, it will not be properly understood or appreciated. In order that the difficulties may be appreciated, labour and management and staff may co-operate and corruption may go away, we have to create public responsibility and co-operation. This will not be there unless we attach non-officials also in an advisory capacity in various affairs. These committees should not meet once in two months or so, but they should meet every fortnight to-examine and investigate into the various problems. Then only we will be running the Administration on proper lines with our limited resources and utilising them in the best way possible.

I next come to the question of increase in freights. It is to the

extent of Rs. 25 crores in one year.] And let it be clearly understood that ' all this increase is borne by the consumers due to increased prices. This incidence falls upon the consumers over and above the indirect taxation of Rs. 70 crores which has been levied this year. I think it is not wise to levy such an incidence at one time in one year. We can do it, but do it gradually. As if this is not enough, there has been an increase in passenger fares also. I quite understand that there should be an increase in passenger fares, but that increase should also be acceptable to the public. That is what I mean. If we look at the revenues which are realised from the upper class passengers, we will find that they are Rs. 13 or 14 crores and from the third class passengers, they are Rs. 105 crores. The ratio is one to eight. The Railway Minister should examine how many upper class coaches and third class coaches are running from one terminus to another and I think, the ratio is not one to eight, but it is much different, two to eight. More upper class coaches are run and they are not paying the fare which they should in relation to the third class passengers. I say, if the question of the number of coaches run for third class and upper class passengers from one terminus to another is examined, I am quite certain that the ratio is not one to eight, while the earnings are one to eight. Therefore, the whole burden more or less falls on the third class passengers. We must discourage travel by air-conditioned, first and second classes by charging higher and higher fares in order that we can have more coaches available for the third class passengers. The ratio of earnings should be coupled to the number of coaches that are run. That is my point. The Railway Minister and the Finance Minister have levied these excess fares on passengers. They may be there, but I suggest that, as regards the third class passengers travelling by local trains where they spend 50 per cent, more time, there should be no increase at all. When third class passengers travel by mail trains or

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people travel in the second class—the former inter class—the rate of increase should be 5 per cent, in the first class, the rise should be 7½ per cent, and in the air-conditioned class, the rise should be 10 per cent. If we have a graded rise of fare, then the lower class passenger will know that he is paying normally, when his brother who is enjoying more facilities is paying much more correspondingly. Here, you are having this practically uniform percentage of rise and this will not appeal to the public and you must understand their psychology also. Therefore, I would ask the Railway Minister and the Finance Minister to revise their method of levying this increased fare on passengers in this way. I want to emphasise again that the ratio in regard to the number of coaches running from one terminus to another for upper class and third class passengers should be in the ratio of one to eight, which is the earning represented by the third class and upper class passengers.

In regard to the purchase of stores and equipment, there is also scope for economy because we have a great outlay and on that outlay there should be greater concentration by some officers attending to that matter — and they are doing it; the offers and tenders should be scrutinised better and there will be a large scope for improvement in the economy in the purchase of stores, wagons, etc. I am very happy to note that as regards our requirements— 2,200 locomotives, 11,000 coaches and 1,07,000 wagons in the Plan period— we are able to produce them locally and indigenous production is able to come up. 180 locomotives are produced every year; 1,200 coaches are produced here every year and 14,000 wagons are also manufactured every year. I think that the progress is very encouraging and there should be further progress.

Sir, whatever we do, let us understand that we are short of raw materials in supply; we are short of sleepers, cement and steel. But unless

[Shri C. P. Parikh] transport is fully adequate to meet the requirements of the country, we shall be in shorter supply of all these materials, because even if we produce cement, steel, etc. we should be able to transport them in quantities that are required to places where they are needed otherwise we will hinder the progress of our Plan.

SHRI PURNA CHANDRA SHARMA (Assam): Mr. Deputy Chairman, I do not feel that I can do justice to my own conscience if I were to dilate on all the points that occur to my mind on this Budget within ten minutes. The railway is the greatest national undertaking in the country and the Railway Budget presented should take enough time for one to criticise it or to associate himself with it. Sir, yet I want to draw the attention of the House as well as the Government to one particular part in the map of India. This is a part which is most neglected and most uncared for—this part in the north-east corner of the country and this has received the least attention from the Railway Ministry during the last six years. I should submit, Sir, having come from that corner, I see the contrast in the locomotives, I feel the contrast between efficiency of railway in Assam and in other parts of the country. Is Assam to be so much neglected as the Budget presented does not mention a single item of development except certain loco-sheds and some items of flats for the employees? Except for these, the Budget does not show even a single item of development, not even about the taking over of private Railways that were promised to be taken over during the last year. I do not know if it is the management that is responsible for all the delinquencies in that State or it is the Railway Board or it is the Government. If it is the management, I should condemn them. I should say that they betrayed the cause of that State. If it is the Railway Board, that also betrayed the cause of the eastern corner the most strategic State of the whole country. From all con-

siderations, I feel that some more attention than is being given should have been given to that particular State because of its natural resources, the development of industries as well as in consideration of the backwardness of the people of that States. Over and above all these, the topmost consideration should have been the strategic position of that State in the matter of defence. If that was ever taken into consideration, the Brahmaputra bridge would not have been left over till ten years after Independence. Lines have not been increased; communications to Assam have not been improved. A feeble line over the hilly region has not been able to serve the people. It should have been done on a war-footing. It should have been stabilised long ago. And if that line would not serve the purpose, an alternative route should have been there. I feel that the management has not been able to draw the attention of the higher authorities and it is because, the people of Assam have not had their say in that management. It is therefore the grievance of the people of that State that until they have a separate zone for Assam and the connected areas, there will be no improvement of the position in that State. We want a separate zone which should be attended to by one high officer who should be stationed there to look into all these troubles and difficulties.

Next, Sir, apart from these difficulties, Assam is going to be further cut off. There is going to be only one division for the whole of Assam. Well, why I say all this is because we feel that some parts of the country which had been developed even in time of the British rule are going to be abandoned, for instance Lunding. It is going to be abandoned, which means pulling down or suppressing the backward people of that area.

Now, Sir, I come to the Chapar-mukh-Silghat Railway. This Railway was owned by Martin & Co. and it

was due to be taken over by the Indian Government last year. It has been under the management of the Government of India for so long a time, but what is there? Can any man travelling on that Railway think of anything having been done throughout the country under these Plan? Has any one of the Authorities gone there to see the condition of the passengers and how the trains are being run? None of these trains have got a single new bogie, not a single new engine, all condemned bogies and condemned engines are being placed there.

SHRI GOPIKRISHNA VIJAIVAR-GIYA (Madhya Pradesh): How long is that line?

SHRI PURNA CHANDRA SHARMA: Fifty-one miles, and it passes through important tea areas as well as some district towns. Sir, there is no light in the train, there are no fans and nothing of the sort, and none of the amenities which you have been talking or so loudly here in this House, in the Plans and everywhere. In spite of several complaints made in this regard, little attention has been paid to it. The General Manager himself told me last year that it is going to be taken over and as soon as it is taken over, he will give due attention to it. Well, the Railway was under the management of the Government of India through the North Eastern Railway and there has been some maintenance cost. Where has this maintenance cost gone? Are not the electric items, the benches, the lavatories etc. included in the maintenance charges? Then, where has this expense gone? Nobody cares to enquire about these things and nobody takes any notice. It has been my grievance that no attention has been given to that area. No one travelling in the State of Assam by these Railways can say that any improvement has been effected there under the Plans except some sheds at two or three stations. Nothing more than that. We cannot even recognise the junction station, at all. There are no

lights and passengers have to roam about in darkness. There was a project for electric installation at the Chaparmukh Junction which is so very important, but it has not found any place in the Demands. I have gone through the Demands and I find no mention of it. (*Time bell rings.*) Sir, the development of any State depends upon the good wishes of the Railway Board and on the Ministry. We appeal therefore to them to take all possible measures for developing our part of the country. It will not only be in the interest of Assam, but it will be in the interest of India as a whole. Sir, in the short time at my disposal I cannot discuss any other items which have already been discussed by my other friends. So, I simply draw the attention of the Railway Board as well as the hon. Minister to the conditions prevailing in that part of the country and to the grievances of the people of that State. Thank you, Sir.

JANAB M. MUHAMMAD ISMAIL SAHEB(Madras): Mr. Deputy Chairman, Sir, in view of the almost universal protest voiced in both Houses of Parliament and outside, I hope and—may I say—I am sure that the Railway Minister and also the Finance Minister with whom the Railway Minister unconventionally— against the convention— agreed on this matter, will reconsider the question of surcharge on the railway fare. This levy of surcharge on the railway fare as well as the other new taxation are really highly objectionable and they add' to the burden of the people which they cannot bear. Therefore, they are fully justified in agitating against every one of these measures. Sir, the suggestion is made that they should travel less as if the choice is left in their hands whether to travel or not to travel, as if they can help the necessity or otherwise of travelling. Sir, travel nowadays is not being undertaken by most people on account of pleasure, but it has become of sheer and mere necessity of life. It is a necessity of life and therefore it is not fair and just to impose

[Janab M. Muhammad Ismail Saheb.] further burdens on one of such necessities of life.

Sir, last year, I spoke about a number of points regarding the requirements of the South by way of railway services and railway facilities. There is no sign or indication whatever to show that any of those points have received any consideration at the hands of the Authorities. Therefore, I would like to mention those points once again because they are of great importance and necessity to that region which is very sparsely, meagrely and poorly served by the railways. But as there is not sufficient time at my disposal, Sir, I would make a selection out of those points and mention only a few ones.

Sir, I shall first take the question of constructing a line from either Nilambur or Melathur to Feroke so as to connect it to Calicut on the west coast. The hon. Minister for Railways at that time wrote to one of my friends saying that the construction of that railway line will be included in the Second Five Year Plan, but we find that it has not so far been included and nothing is known about it. I refer again to the necessity of constructing a line in the far-South, about 400 miles south of the Madras City, a line between Manamadurai and Maniyachi. If that small line is constructed, it will rationalise the line from Madras to Cape Comorin and it will shorten the distance considerably. It will increase the traffic and will add considerably to the revenues of the railways. Besides this, it will open up a very undeveloped part of the country which has been suffering, I do not know for how long, from drought and famine and which is a very backward and famine-stricken region. This line will open up that area and develop the resources in that part of the country.

Then, Sir, there is one other point which I mentioned at that time. That was to draw the attention of the Railway Authorities to the nature of

traffic between Tiruchirapalli and Mayavaram Junctions. That section between these two Junctions is one of the lines which are having the heaviest traffic, I may say, in the whole country. And it is served by a metre gauge line, of course, and that too a single line. I pleaded that the line may at least be doubled, so that it may be serviceable not only to the people of that particular section, but also to the people who are to the south as well as to the north of it. This again will add to the rationalisation of the whole line from the Madras City to the South.

About two years ago a Minister in the Ministry of Railways was in Madras. Then the question was put to him regarding the electrification of the suburban railway from Madras City to Villupuram, thus extending the electrified railway line from Tambaram to Villupuram. He at once said that the project had been approved and sanctioned and that it was the local Railway Authorities who were not taking it on hand and that it was for them to finish it as soon as possible. Then the railway officials who were there pleaded that an agreement had not been reached between the Railway and the State Government with regard to the supply of electricity, and that the work was being held up for want of that agreement. Then, somehow that agreement went through and the work was taken in hand. Now, about six weeks ago we were told that the work had been put an end to. Many of the technical personnel were taken away from that area, and then the people naturally raised a hue and cry. Now, the General Manager of the Southern Railway has come forward with a statement that the work is not given up but that it is being held up on account of something connected with the question of current, whether it should be A.C. or D.C. Such things come up again and again and delay even the few projects that are sanctioned for the South. People feel very much exasperated over this. It is for the

Centre now to come to the help of the people. Decentralisation has been suggested by more than one hon. Member as a good thing and that that goes for efficiency and so on. I agree indeed with them. But in such matters as I am referring to the Centre, the Centre has to come in and help the local Authorities to put through the work as quickly as possible, because delay will mean more money and also inconvenience and hardship to the people and also spread dissatisfaction among the people.

Coming to certain other matters, I drew the attention of the Government to them. When I say T, I don't mean that I alone did it. Several other Members also put it before the Government on more than one occasion. One such point is the antediluvian nature of Calicut Station which is now called Kozhikode. If one goes there, one would wonder how such a railway station in the most important place on the west coast of South India can be tolerated in modern times. The attention of the Authorities has been drawn to this, and I don't think that they can find any excuse for leaving the station as it is. And yet nothing has been done.

Then, one word about the suburban railway near Madras; it has to serve every day thousands and thousands of people. Still there are stations on this line having no covered platform. During the rainy season and in the hot season people are put to a lot of inconvenience. There are other stations on this line which have got meagrely covered platforms. Still far south in the Tinnevely District there is a station called Pettai. For the last four years or so whenever I go there, people say that some improvements are coming, some facilities would be provided in that station by way of providing sufficient amount of drinking water, by way of providing more waiting rooms for passengers, but they have not yet come. I do not know why these things are not coming.

PANDIT S. S. N. TANKHA (Uttar-Pradesh): Mr. Deputy Chairman, during the course of my recent travels in the country I have been very much pleased to hear from the public at large the remark that of all the Departments of the Government, the Railway Department was the only Department which had shown appreciable improvement in its working since our independence. This improvement is visible not only from the improvements which have been effected at the railway stations and on the platforms but also from the improved conditions of the compartments in passenger coaches. For this improvement credit has to be given to our ex-Minister, Shri Lai Bahadur Shas-tri, and to our present Railway Minister, who has not only maintained that improvement but is doing his very best to improve upon it.

This improvement is not only observed from what I have just said, but is also evident from the figures of the operational efficiency in the working of the railways, which are given in the White Paper presented to us in March last, paragraph 7, page 2. They show that wagon miles per wagon day, engine miles per engine day, net ten miles per wagon day, train miles per running track mile per day, etc. on the broad gauge have risen to a great extent during the last year as compared with 1950-51. It is true that overcrowding in the trains still persists and of which of course nobody is unmindful. The hon. Minister has himself stated that further relief for overcrowding is hampered by the inadequacy of line capacity in certain sections and the shortage of coaching stock and locomotives for which extensive funds are needed and in which the problem of foreign exchange has been the main headache. And this, Sir, is one of the greatest difficulties for the working of our railways under the present Five Year Plan. Then, Sir, in spite of the improvement in the rolling stock position, we find that the proportion of over-aged locomotives and wagons at the end of the last Plan period was

[Pandit S. S. N. Tankha.] higher than at its commencement. The percentage of over-aged locomotives has gone up from 23 per cent. to 32.5 per cent, and over-aged wagons from 13.3 per cent, to 16.5 per cent. Even though there has been a slight increase in the position of our coaches, yet this matter requires our very serious and careful consideration in view of the obligations which we have to fulfil under the Second Five Year Plan. Therefore, Sir, we must take immediate steps to increase our rolling stock position in the country. Although it is gratifying to note that the Chittaranjan Locomotive Works has exceeded the target and has gone beyond the figure of 97 w.g. type engines for which it was built—it having now gone up to 129 w.g. locomotives in 1955-56—yet I would plead with the hon. Minister that it is absolutely essential to increase the production of our rolling stock. And for this I will suggest that immediate steps be taken to increase the production of locomotives either by greater use in the shifts of the workmen or by installation of additional plant at the Chittaranjan Locomotive Works. Further, I would suggest that steps be also taken for putting up greater number of factories and workshops for building coaches and wagons. We find, Sir, that under the Plan we have to fulfil the target of carrying 180.8 million tons of goods and 30 per cent, increase in our passenger traffic. For this the hon. Minister tells us that Rs. 200 crores more are needed. Besides this, there is a gap of Rs. 50 crores in the railway contribution of Rs. 375 crores which has to be paid to the general revenues. To meet a part of this gap the Railway Minister levied a surcharge of 6J per cent, on goods and freights in February 1956 and he has now levied another additional charge of 6J per cent. Naturally, these additional charges are fully justified and I wholeheartedly support them. But this does not end our difficulties. We find that the Railways under the Second Plan have been provided with only Rs. 1125 crores whereas they

needed Rs. 1480 crores and out of these 1125 crores also, they have to find Rs. 375 crores out of their own funds to meet its needs. Now, this financial burden on us I expected that the hon. Minister would come forward with proposals for increase of railway fares, which I have no doubt would have been fully justified in view of the improvements that have been made both in the third class railway travel as well as in the upper classes. But if he did not consider it feasible to increase the third class fares, I would certainly plead with him even now that he may find it possible to increase the first class fare, which of course is really the old second class fare whereby the first class passengers have the benefit of travelling in the first class with all its comforts by paying the old second class fare. (*Time bell rings.*) But instead I find Sir, that the Railway Minister has left it to the hon. Finance Minister to place a tax on passengers. This tax which is to be realised from the public in the shape of a passenger tax, is not justified because this money will go directly to the general revenues whereas if passenger fares had been increased, the Railways would have benefited by it.

SHRI J. S. BISHT (Uttar Pradesh): That goes to the States.

PANDIT S. S. N. TANKHA: And the Railways having benefited by it, could have paid to the general revenues afterwards by way of further contribution. Therefore, I would plead with the hon. Minister that if it can be possible even now to impose additional railway fares instead of the proposed passenger tax, it would be much better, but if the passenger tax is to remain, then as many of the hon. Members have pleaded earlier the first 50 miles or at least the first 30 miles should be exempted from the operation of the tax.

MR. DEPUTY CHAIRMAN: Shri Akbar Ali Khan. Just five minutes. I want to give 2 more speakers some time.

SHRI AKBAR ALI KHAN (Andhra Pradesh): But the hon. Minister is not answering today.

MR. DEPUTY CHAIRMAN: Yes, at five I am calling the Minister.

SHRI AKBAR ALI KHAN: I am very grateful to you for giving me this opportunity to speak.

MR. DEPUTY CHAIRMAN: Just mention your points. You need not thank me.

SHRI AKBAR ALI KHAN: When I spoke last, I expressed my appreciation so far as the relations between the labour and the Department are concerned and at the same time there was also appreciation for improving the amenities in Railways, particularly to the third class passengers. But at the same time I expressed my disapproval so far as the operational efficiency was concerned. Now, I would say that after the facts relating to the Kalka affair, after the facts coming to our knowledge that from Italy some machinery was brought and that its defects were not found for a long time, and after the defects that have come to our notice regarding the inefficiency not only of the lower strata but of the higher strata, I am compelled to say that it is high time that the Railway Ministry and the Railway Department take very seriously to this question that the Second Plan will be absolutely set at naught if the Railway Department from top to bottom don't feel the necessity of improving these things, not only on the anti-corruption side but also on the efficiency side and not only on the efficiency side of the lower grade but the efficiency side of the higher people in the Department.

Now as I have to narrate points, so I would say 1, 2, 3 and 4 in order to save time.

As regards the Mehboobnagar affair, let me say that I do not agree with the opinion of the Government. When a judicial enquiry has been ordered

and when a judicial finding has been given, it is up to us to respect those judicial findings and see that these things are improved.

The next point is regarding the erstwhile Hyderabad State. Let me remind the Railway Ministry that we handed over to them a very efficient Railway administration as admitted by Shri Lai Bahadur Shastri and we also gave them Rs. 6 crores with the stipulation that it should be spent on the erstwhile Hyderabad portion with the result that now it has to be divided in the ratio of 60 per cent, to Telangana and Andhra, 15 per cent, to Kannada or Mysore, and 25 per cent, to Bombay State. Now, I would request the hon. Minister—that the people of these States want a definite and categorical reply to this question—to say what the position is about those Rs. 6 crores. Will you honour your promise or not? Our development demands are not to be postponed simply because they say that there is no money. I am pointing to you this money and I would appeal to you to see that that money is spent on the development of these areas.

Again in connection with the Singa-neri Collieries in the Second Plan an amount of Rs. eight crores was fixed. That amount could be tapped for the development of Ramagundam and again for a new line at Nagarjuna Sagar.

I do feel that the present zonal arrangements are very defective. The big regions are not working to the mark. If you have smaller regions, then I am sure your efficiency will improve.

Some suggestions have been made so far as the backward classes are concerned. I am second to none in saying that they must be provided with jobs etc., but let me tell you that this biggest industry which Government is running, let it be run above regions, above castes, above communities and let it be an ideal example that only those get the opportunity in the service of the Railways who

[Shri Akbar Ali Khan.] stand on their own merit and merit alone. I am sure the Railway Department will rise to the occasion.

SHRI D. A. MIRZA (Madras): Mr. Deputy Chairman, I am not going to inflict a speech on you. I want only to mention the points. There was a scheme for the electrification of the Tambaram-Villupuram section sanctioned long ago and that has not been taken up at all. It has been postponed because the Ministry expected A.C. current to be released and it is said that this type of current is more economical than D.C. current. Let this not be an excuse to drop the proposal. The other scheme which was sanctioned side by side with it—I mean the Howrah-Burdwan section—is in progress. Now, let not people of the South think that the South is neglected by the Government because there was a change in the Ministry. Let that not be so.

I now come to the question of late running of trains and especially of the Grand Trunk Express by which I have the misfortune to travel. It reaches Madras at least four to five hours late. I ask the Minister here, can he cite one instance at which the train ran to time, reached its destination at the scheduled time? Everyday, there is nothing less than a delay of four to five hours. I am sure the Railway Minister will do some justice and see that the train runs to time. As at present, the Grand Trunk Express is neither Grand, nor Trunk nor even an Express. It is a fast Janata Express; the other is a slow one. You know, Sir, in the British days what importance used to be attached to the Grand Trunk Express. The other point is about the bogies attached to the train. The moment you enter a first class compartment and remove the cushion, you find cockroaches, bugs and several other things. The whole compartment is contemptible, the bathroom is contemptible and the whole thing is contemptible and yet it is attached to the Grand Trunk Express simply because it goes South.

I am sure there will be an end to all these things.

Now, Sir, here is the memorandum that was presented to me on behalf of the dining car staff, the dining car staff of the Grand Trunk Express, the De-luxe Express and the Janata Express. Of course, I congratulate the Ministry on the De-luxe Express but simply because it is there, you have ignored the Grand Trunk Express. The De-luxe train is taken in time and it is good because I have travelled by that train. The working hours for the managers of the dining cars are not at all in conformity with the rules and more work is extracted from them without any adequate compensation. I may tell you, Sir, that the managers of the dining cars in the Grand Trunk Express work for 82 hours, those in the De-luxe Express for 80 hours and those in the Janata Express for 53 hours. They start from Madras at 11 A.M. but the managers have got to be ready at 6 in the morning. They come on duty at 6 A.M., work the whole day, the next day they work from the morning at 5 throughout the day and the third day from 6 in the morning they have got to work till 9 and then they go home. I am sure the hon. Minister is one of us; though he is a Minister, he is one of us and he must have some heart and some sympathy for these workers. I request him, Sir, to go into the matter and see that adequate compensation is given to them for their work.

Now, Sir, I come to the Mehboob-nagar tragedy. It is a very great tragedy and a great disaster but greater tragedies have occurred in other lands. In this land people make much of these tragedies and disasters because no Minister comes forward and says, "It is our responsibility and I take the responsibility on my shoulders". If the Railway Minister had done that, so much of fuss would not have been created and everything would have ended well. Shri Lai Bahadur Shastri, as a gentleman of high rank, came forward and said, "I am resigning on this issue". They

appointed a Commission consisting of one of the most eminent Judges of the country. He presided over that Commission and that Commission presented a Report. Now, the Ministry says, "We are going to throw the Report in the waste paper basket. We are not going to honour the judgment of that Commission". Had that Report been favourable, the Ministry would have come forward and said, "Yes, it is there and we have been exonerated". They are rejecting it simply because the Commission's judgment happens to go against them. They do not want to attach any importance to the Report. I am sure, Sir, that the Railway Minister will do everything that is in his power to bring about improvement in the Railways and having a wonderful lieutenant in Mr. Shah Nawaz Khan—he is a practical man and a man of action—I hope both will strive for the improvement of the Railways.

श्री राम सहाय (मध्य प्रदेश) उपसभापति महोदय, समय कम है, इसलिए मैं ज्यादा नहीं कहूंगा। मुझे जो खास बात कहनी है वह यह है कि रेलवे बजट पर बोलते हुये सब ने ही यह इच्छा जाहिर की है कि उनके इलाके में या उनके क्षेत्र में कुछ न कुछ इम्प्रूवमेंट किया जाय। लेकिन जब उन्होंने टैक्सेशन के सवाल को लिया, तो उस वक्त सबने इस बात की मजमूत की और यह कहा कि यह टैक्स नहीं बढ़ने चाहिये। मेरा यह कहना है कि जब हम अपने देश की उन्नति चाहते हैं तो हमको अपना आउटलुक बदलना होगा। हम एक तरफ ऊंचे उठने की और अपनी सुविधाओं की बहुत सी बातें सामने रखे और दूसरी तरफ टैक्सों से बचे तो यह पासिबिल नहीं है। कौन चाहता है कि टैक्सेशन हो? न हो तो अच्छा है। लेकिन जब जरूरत है तो टैक्सेशन हुए बिना काम चल नहीं सकता। सेविंग फाइव ईयर प्लान में ९ अरब रुपये की रकम रेलों के लिए रखी गई है, तो वह कहां से आयेगी, किस तरह से आयेगी? तीस मील पर जो ५ परसेंट टैक्सेशन बढ़ेगा, उसके बारे में यह

कहा जाता है कि यह बहुत ज्यादा है, इससे किसान मजदूरों पर बहुत बोझ पड़ेगा। मैं आपसे निवेदन करना चाहता हूँ कि इससे कोई खास बोझ नहीं पड़ता है। ३० मील के १३ आने पैसे होते हैं और १३ आने के ८१ नये पैसे होते हैं। इस पर जो टैक्स पड़ेगा वह केवल चार पैसे होगा जो किसी तरह से ज्यादा नहीं है। इसके अलावा ३० मील किसान लोग बहुत कम सफर करते हैं। वे ज्यादा से ज्यादा १०, १५ मील सफर करते हैं और १०, १५ मील पर डेढ़ तथा सवा दो पैसे टैक्स पड़ेगा और वह भी पुराने पैसे में नहीं बल्कि नये पैसे में पड़ेगा। इतने छोटे से टैक्स का इजाफा हुआ है और इसके लिए जगह जगह इस बात की चर्चा है कि बहुत ज्यादा असर पड़ेगा।

Shri AKBAR ALI KHAN: This does not go to the Railways. That is the pity of it.

श्री राम सहाय: मुझे यह निवेदन करना है कि हमें इस बात पर जरूर सोचना चाहिये कि जब हम हाउस में बैठ करके किसी बात की चर्चा करते हैं तो उसका बहुत सारा प्रभाव बाहर के लोगों पर भी पड़ता है। हमें इस बात पर जरूर सोचना चाहिये कि किस तरह से हम चीज को हाउस के सामने रखें कि उसका बुरा असर बाहर न पड़े। टैक्स लगेगा, यकीनन लगेगा—शायद यह रेलवे टैक्स न भी लगे—लेकिन जब लगता है तब अगर हम उसकी यहां इतनी मजमूत करें, इतनी बुराई करें तो बाहर जा कर हम उसको जस्टीफाई नहीं कर सकते हैं और जब हम टैक्सेशन को जस्टीफाई नहीं कर सकते हैं तो हम देश की उन्नति के बारे में भी नहीं सोच सकते हैं।

अब मैं दो एक बातें और बताना चाहता हूँ। पहली बात तो मैं यह अर्ज करूंगा कि राज्य पुनर्गठन रिपोर्ट में विध्य प्रदेश के बारे में जो लाइन्स और ट्रैक वर्गरेह बनाने की बात कही गई है उस पर मिनिस्टर महोदय गौर करें। ऐसा निवेदन मेरा है।

[श्री राम सहाय]

दूसरी बात यह है कि इनएफिसियेंसी और करप्शन के बारे में बहुत कुछ कहा जाता है। इस बारे में मैं यह कहूंगा कि मेरा जो यह निश्चित मत है कि करप्शन यकीनन कम हुआ है और इनएफिसियेंसी जरूर बढ़ी है, इसमें कोई शक नहीं है। तो इन दोनों बातों के ऊपर विचार करने की जरूरत है। इनएफिसियेंसी के बारे में मैं एक मिसाल देता हूँ। अभी १४ मई को जनता एक्सप्रेस में मैं यहाँ से खाना हुआ। आगरा में जा कर यह मालूम हुआ कि ट्रेन में लाइट का कोई इंतजाम नहीं है। हम लोग झाँसी तक पहुँच गये लेकिन वहाँ तक लाइट का कोई इंतजाम नहीं हो सका। झाँसी में कुछ पैगेंजर्स ने चैन खींच दी और गाड़ी को खड़ा कर दिया। वहाँ दो घंटे तक गाड़ी खड़ी रही। ट्रेन के साथ जो कंडक्टर गाई था उसका यह कहना था कि उसने तो इफामें कर दिया है कि ट्रेन में लाइट का इंतजाम नहीं है और किया जाये। उस ट्रेन में सभी तरह के लोग थे और लेडीज वगैरह भी थीं लेकिन लाइट का कोई इंतजाम नहीं हुआ। मेरे कहने पर आखिरकार झाँसी में कुछ हाथ लाल ने मंगा करके हर एक डिब्बे में एक, एक लालटेन रखी गई। मैंने पैगेंजरस को कहा कि चलो कोई बात नहीं है, पुराने जमाने में इसी से काम चलता था इसलिए इसी प्रकार चलो। इससे लोगों को कुछ संतोष हुआ। वहाँ पर एक मुकामी इंजेक्टिक इंजीनियर थे उन्होंने इसके बाद कोशिश करके दो ठोसे डिब्बे लगाये जिनमें कि डाइनमो वगैरह था। कहने का मतलब यह है कि करीब २ घंटे के बाद वहाँ से गाड़ी चली। मेरी अर्ज यह है कि जब ऐसी ब्रॉड नोटिस में आये तब उनका पूरा खयाल रखा जाना चाहिए।

तीसरी बात मुझे भेलसा के बारे में कहनी है, जिसका नाम अब विदिसा है। सांची उसके करीब है, करीब ५ मील की दूरी पर है। तो जो सांची को देखने के लिये जाते हैं वे भेलसा पर ठहरते हैं। भेलसा में भी ऐसे आर्कैलाजिकल

मानुमेंट्स हैं जिनको देखने के लिए लोग आते हैं। तो वहाँ सभी एक्सप्रेस या मेल ट्रेन्स नहीं खड़ी होती है ब्रैड ट्रंक एक्सप्रेस जब उधर से आती है तब शायद कभी-कभी खड़ी होती है, जो डाइनिंग कार के लोग होते हैं उनको उतारने के लिये खड़ी होती है लेकिन उधर से जाने पर वह खड़ी नहीं होती है। जैसा कि मेरे साथी ने बताया कि ब्रैड ट्रंक अक्सर घंटे दो घंटे लेंट होती है। मेरी अर्ज यह है कि ब्रैड ट्रंक एक्सप्रेस को और डिलवस जनता को वहाँ खड़ी करने की व्यवस्था की जाय तो ज्यादा अच्छा होगा। धन्यवाद।

5 P.M.

THE MINISTER FOR RAILWAYS (SHRI JAGJIVAN RAM): Sir, I am thank ful to the Members for the kind words they have said and references that they have made to the Railway Ministry and to the Railway Board. It will not be possible for me to reply to all the points that have been raised here but I will take the broader questions and try to meet them.

The Budget has been appreciated that financially it is a sound budget. It has been suggested from certain quarters that the surpluses could be increased if more economy is effected in certain items of expenditure. I have been trying, and the Railway Board too, to see whether we could further economise in the various sectors of the running of the railways and we will continue to do that. It has been appreciated—and it is encouraging for us—by the whole House, that the importance of the transport capacity of the country cannot be over emphasised. I am fully aware that what I have proposed in the Budget, that is, the enhancement of the capacity for the transport of goods traffic in addition to what has been provided in the Second Five Year Plan, will not be enough to meet the requirements of the country. It is not that we are not aware of that but we have at the present moment to try to increase the capacity only according to the resources that may be available to us. And

when I speak of the resources I do not mean only monetary resources but I mean also the material resources.

SHRI H. N. KUNZRU: May I put a question to the hon. Minister? I should like to know whether the imported foodgrains that will have to be transported are included in the total additional capacity for the transport of goods to be provided by the railways. We are going to get I think about two million tons of rice from Burma and about 3 \ million tons of wheat etc. from other sources. Is this amount included in the total of 66 8 that the Minister has just referred to?

SHRI JAGJIVAN RAM: As I have said, I am not going into details. Of course, it is a very relevant point that has been raised by Dr. Kunzru but I am not going into all those details. All that I say is that even this enhanced capacity will not be sufficient and the railways will not be in a position to meet all the requirements of the country in the matter of transportation of goods traffic. And I was saying that when we were thinking of resources we had to keep in view not only the monetary resources but the material resources also. We have never made it a secret that we are in a very tight corner as regards steel, cement and timber. Dr. Kunzru asked what we were going to do about that and some hon. Members asked whether we cannot think of alternative materials. As the House is perhaps aware, we are sending a Steel Mission to Europe and other countries to try whether we can secure rails, sleepers and other steel materials in larger quantities. We are also trying to use more and more wooden sleepers in place of steel sleepers. But there is shortage of wooden sleepers also. Then we are thinking of using concrete sleepers in some of our yards. So, we are always trying to replace the materials that are in short supply by material which may be in somewhat easier position. But what I want to emphasise is this that taking

Into account all the developments in the country, we are quite conscious of the fact that even this increased capacity for transportation of goods traffic will not be sufficient to meet the requirements of the country. Of course, we are concentrating on the important basic materials like coal, iron and steel, cement and foodgrains, but I am afraid that we will not be in a position to create capacity which will be sufficient for the general merchandise. That was ignored even in the first Plan. Though we are trying to increase it to some extent, that will not be enough. So, it comes to this that the Railway Ministry will approach the Planning Commission again, argue with them and try to impress upon them the necessity of creating additional capacity for the railways and if we are fortunate to secure some additional allotment from them, we will try our best with our advisers and officers—to create additional capacity with the resources available.

In this connection it will not be out of place to make a mention about the various demands that have been made in this House for opening new railway lines in various parts of the country. Sir, I have got briefs about each one of these demands but I will not take the time of the House in giving reasons why one of them may be taken up during the course of the Second Five Year Plan and why the other may not be taken up. I will only say that demands have been made practically from every State— Andhra, Mysore, Orissa, Madhya Bharat, Madhya Pradesh, Bihar, Kerala, Assam—and I do appreciate that there is necessity of new railway lines practically in every State. There are areas which are far away from existing railway lines and if we open up that area even if nothing is done in that area for development, if only a railway line is provided, that itself adds to the progress of that area. But we are not in a position to do that at present. As you are aware, the Second Five Year Plan provided for the construction of only 800 and odd

[Shri Jagjivan Ram.] miles of new lines and those too mostly in areas where we are going to have new plants located, like Rour-kela, Bhilai, or where we are going to open up new coal fields like Champa-Korba. So, we were not left with additional mileage to enable us to undertake new railway lines elsewhere. Some Members have complained that even surveys were not being carried out. That is true; I have stopped all new surveys. Unless I know that we are in a position to undertake new lines, there is no use wasting manpower, technical manpower of which we are so short today, over surveys which will be of no use at the present time. If we get some additional allotment and if we know that we are, in the course of the Second Five Year Plan, likely to take up construction of a new railway line in an area, then only it will be worth having a survey of the area. Many surveys have been completed. I made a mention of those in my Budget . Speech. Now, once a survey starts there is some satisfaction in that area that the railway line is coming. And when the survey is completed and we say that there is no chance of that railway line being taken up during the course of the Second Five Year Plan, well, it causes disappointment in that area. So, I feel that this allotment *i.e.*, allotment for new lines, should also be increased, so that we can take up the construction of some new railway lines in certain areas. Especially, the case of Kashmir was very ably pleaded. Then there are Manipur and Tripura, isolated more or less. Unless one travels by air, there is practically no link. They deserve some consideration and I think something should be done in those areas. Again, the inability is due to the paucity of funds. I will plead their case and if I can secure some additional allotment, I will try to do something in such areas, which are backward from the railway point of view, to provide some new railway lines.

Complaints have been made about the punctuality of passenger trains or

the slow speed of the goods trains. If their speed increases, there is greater turn-round and we can perform better work. And that leads us to the operational efficiency of the railways. Dr. Kunzru has analysed some of the statistics and he has tried to prove that the speed of the trains has gone down and been continuously deteriorating. From the statistics that he has quoted that conclusion is inevitable; but I have never pleaded that the speed of our goods trains or passenger trains has deteriorated only on account of the density of traffic on the lines. There are several factors which contribute to the slowing down of the speed of a train and density is one of the factors. That is not the only factor or the sole factor which slows down the speed of a train. There are several factors on which the speed of a train depends. These are the main determinants of the speed of a train: tractive effort; class of locomotive; gross load behind the engine; density of traffic; sectional capacity; stage of utilisation of capacity; and shunting and loading and unloading time in the case of goods trains. So, if we analyse each one of these factors

SHRI H. N. KUNZRU: Is it the contention of the hon. Minister that the tractive power has become less during the last five years?

SHRI JAGJIVAN RAM: I am not contending that; but I say these are the several factors which determine the speed of a train.

SHRI H. N. KUNZRU: All these factors were taken account of by the Efficiency Bureau which said that the decrease in traffic was unsatisfactory and that it should be remedied—the decrease in speed.

SHRI JAGJIVAN RAM: I am coming to that. I have not finished. I was pointing out that when Dr. Kunzru argued, he wanted to show that this slowing down or decrease in speed of the goods trains was due to the density of traffic. What I was saying to the House is this that the speed does not depend only on den-

sity. It depends upon so many factors. And one of the factors is that if the train carries more load it slows down and the Railway Board have consciously done that. Let the goods train carry more weight even at a slower speed. That is what we have done. I do not propose to tire the House with quoting figures here. What I propose to do is this. As I said in that House also, the Railway Board is constantly seized of this problem and it has been the subject of two special studies as to how we can increase the speed of our goods trains. And we will further look into the matter, because any increase in the speed will give us better results and we can move a larger traffic. So, it is a question which has to be constantly watched and we are constantly watching it. So, I do not want to labour this point very much. But one thing I will point out. That is about the sectional capacity and the engineering works. It may be that this capacity is not congested throughout the railway but only on certain sections of a particular railway and if the density- on a particular section of a railway is very high that affects the movement on the whole railway. It is not that movement only on that particular section is affected. We have got sections practically on all the railways where the density of traffic has increased during the course of last few years. The percentage of increase in the density has been very appreciable, very large. And they affect the speed throughout that railway. If the speed is affected on that railway the all India average is also affected. All the same I have got figures to justify that what has been . inferred from these statistics does not prove the inefficiency of the railways, but it proves the operational efficiency and increased efficiency of the railways. Still, as I said, it is a factor which should be constantly watched and we are going to look further into the matter as to whether we can improve it.

Then, as the House is aware, during the war years, very little of the normal rehabilitation work and mainte-

nance work of the railways was done and war years threw the greatest strain on the railways. The work of rehabilitation and the normal work started in the post-war years. As a matter of fact, the First Five Year Plan was nothing else but putting together all the normal rehabilitation and maintenance work *ci* the railways. But all the work was not completed during the course of Jie First Five Year Plan. Much of the work is still being continued during the course of the Second Five Year Plan. And if engineering work is going on in a particular section on a particular railway, speed restrictions have to be imposed. That also contributes to the slowing down of the speed of the goods trains and also affects the punctuality of the passenger trains. Though these factors are there, we will further investigate whether we can in any way increase the speed of goods trains. Here also co-operation from the public is necessary especially in the case of goods traffic. Our wagons do not travel more than four hours in twenty-four hours. For the rest of the time they are at some station or some siding. Unless the time taken in loading and unloading is minimised, our wagons do not travel much. We are also constantly watching whether we can increase the utilisation of the wagons, and in the same way we are keeping a watch over the utilisation of the locomotives. I do not want to make a secret that though we increased the number of our locomotives and the number of our wagons and coaches, there has not been proportionate increase in the capacity of our workshops, loco-sheds and sick lines. Therefore, the locomotives, the coaches or the wagons are held up for a longer time than what normally should have been the case in the workshops or the loco-sheds or in the sick lines.

SHRI D. A. MIRZA: Why not Government increase the road transport?

SHRI JAGJIVAN RAM: If my friend will have a little patience, he will hear it. We are trying to see whether we can have greater utilisation of all the

[Shri Jagjivan Ram.] rolling stock. We are short of these stocks and we will try to have greater utilisation of each of the items on the railways.

Dr/ Kunzru also raised the question of rail, road and river co-ordination. That is being done. As a matter of fact a committee has been set up to go into that matter. But even for more road transport my hon. friend forgets that we require roads for running buses and motor trucks.

AN HON. MEMBER: Petrol also..

SHRI JAGJIVAN RAM: We very conveniently forget that our roads are very narrow throughout the country. We think it to be a good road if it is 25 feet wide. If we have goods traffic on a road which is only 24 feet or 16 feet wide, the question is whether we will be in a position to run motor buses in any appreciably larger numbers. But all the same, there is no conflict between rail and road traffic. There is so much traffic and there is so much scope that the road transport can be developed to any extent. Similarly, there is enough scope for river transport also. There are certain rivers which are quite navigable, and the Transport Ministry has set up a committee to find out which are the rivers which are navigable throughout the year and what steps should be taken to fully utilise them. So, we are trying in the Ministries of Railways and Transport to co-ordinate the various means of transport and increase the overall capacity of transport in the country. But I cannot say in greater detail about that because that pertains to the Transport Ministry.

Then it was also said that there was great congestion at the ports. Well, there is. We have in the Railway Ministry placed officers to co-ordinate the movement between the ports and the railways. But sometimes difficulty arises in this way. I found when I visited the Bombay port that in the case of some of the consignments it is not known to the port authorities or even to the Ministry concerned when

a particular consignment is arriving, and therefore it is not possible to give prior intimation to the Railways which would enable the Railways to arrange for a particular number of wagons to be made available at that particular port. Sir, it will not be fair to them if I do not further inform the House that sometimes the port authorities do not know themselves who the consignees are, and therefore the goods are lying at the ports for weeks and weeks together, adding to the congestion at the ports. That question is being further looked into.

SHRI H. N. KUNZRU: How does this happen?

SHRI JAGJIVAN RAM: It happens. I know of a few consignments of steel. When I visited Bombay, I found them lying there and I was told by the port authorities that nobody was coming forward to clear them. I said "you¹ require the steel, why don't you use it? When the claimant comes, you I pay him the price." These are things which require some co-ordination.

Dr. Kunzru also said something about the functioning of the Railway Board. It is too early for me to give any detailed reply to that question. But I may say that on the Railway Board, whether they are the full Members of the Board or the Additional Members, I have got very fine, efficient, competent officers who never shirk responsibility and never regard any work too hard for them. They work day and night, long hours. I myself usually sit in office late, and I find even at that time, at seven o'clock or half past seven, some of the officers working, daily. So, we have got a very fine team of workers in the Railway Board, and they have produced results. Sir, sometimes to a layman like me it appears like a wonder how a train goes on the track. If the track is neglected even for a few hours, the train cannot move, and it is something like a miracle. We are in a very tight corner—shortage of everything as I have said. The complaint in many of

the sections is that the requisite number of sleepers has not been made available to them. In spite of these things the trains are moving, moving with a little slower speed, moving not with that amount of punctuality which we in the Railway Ministry would like to give to our patrons and customers, but all the same we are moving, and moving in very difficult times. But I will very carefully go into the suggestions of Dr. Kunzru and see how best we can have greater co-ordination, greater efficiency among the Members of the Railway Board, and also decentralisation of work among the various zonal railways. It may be that in certain respects we may require some centralisation and in others we may require greater decentralisation, so that there may be more diffusion of authority among the various zonal railways. After some time, when I have studied the various aspects, I will go into this question in further detail, and I shall try to profit by the suggestions made by Dr. Kunzru.

Then, another point has been raised while demands for new lines were made. One or two Members suggested "why don't you stop electrification and doubling of tracks so that new lines may be constructed?" Perhaps Members forget that this electrification and doubling of tracks is inevitable. We want electrification not because we want to provide additional amenities to those areas and those zones, but because the economy of the whole country will be affected if these schemes are not put through in those areas. Take, for example, the coalfields of Bihar and Bengal. At times there are complaints, and some hon. Members here complained about movement of coal. You forget that if coal does not move quickly, it is not only Bengal and Bihar which are going to be affected, perhaps Bengal and Bihar will not be affected, it is the other parts of the country which are going to be affected if coal does not move quickly from the coalfields of Bengal and Bihar. If

electrification of lines is thought of as a necessity, it is because steam traction will not give that amount of speed to the locomotives..

SHRI AKBAR ALI KHAN: Same is true of Singareni.

SHRI JAGJIVAN RAM: And unless we move quicker, we will not be able to move more traffic. Therefore, these schemes are to be executed as a necessity and not as a luxury, not as providing additional benefits to the areas concerned. The same argument applies to the doubling of lines also. I do not propose to go into this matter in detail.

I would like to say something about the Mehboobnagar accident because that has exercised the minds of some hon. Members in this House, especially as to why the findings of the High Court Judge were set aside. It is not a question of fixing responsibility on somebody. Perhaps, hon. Members may think that the Fairway Board and the Railway Minister have not been able to see their way to accepting the findings of the Judge because he held some officers of the railways responsible for the mishap. That is not the position. It is immaterial whether *one* officer or two officers or three officers are punished or are not punished; whether responsibility is fixed on them or not. The whole Question here was whether the bridge that was affected was, according to the technical specifications, held to be sound or not. That is the most important factor in the whole enquiry. And if, according to the overwhelming technical opinion of people who are regarded as experts on this subject, it is held that the bridge, according to accepted technical specifications, was sound, it becomes very difficult for the Government to accept any other 'finding. Shri Raja-gopal Naidu argued quoting some extracts from the report. Well, some impression was created that it was perhaps the opinion only of the railway engineers which was different

[Shri Jagjivan Ram.] from that of the Judge and one of the assessors who was not a railway engineer. That is not the position. The opinions of many people were taken. It is important to note, in this connection, that . . .

SHRI B. B. SHARMA: May I ask one question, Sir, whether the opinions of experts were obtained after the incident or before it?

SHRI JAGJIVAN RAM: The Enquiry Commission was set up after the accident and everything that followed was after the accident.

SHRI D. A. MIRZA: If serious consideration is not given to the Report, why was the Commission appointed? Was it not a criminal waste of money and time?

SHRI B. B. SHARMA: The very fact that the bridge was broken is sufficient proof that the opinion taken later on is . . .

SHRI JAGJIVAN RAM: I would like the hon. Member to read the Report; if he had done so, he would perhaps not have used the words that 'the bridge was broken.' I say that Members have not understood what the accident was and one hon. Member comes here and says that the bridge was broken. It is far from the fact. It was never broken. This is how we treat the subject. The bridge was not broken.

Well, whenever we appoint any judicial officer or a High Court Judge, we give all consideration to the opinions expressed by him.

SHRI B. P. BASAPPA SHETTY (Mysore): Is it not an act of God?

SHRI D. A. MIRZA: We can go into the horoscope of anybody.

SHRI JAGJIVAN RAM: The matter involved in this case was of a technical nature regarding the design of the bridge and was of considerable complexity in the field of hydrology.

SHRI P. N. SAPRU: May I just intervene to ask one question? If it was a matter of technical nature, why was it necessary to have a non-technical man to go into this question? Technical questions are dealt with with confidence by non-technical men every day in courts of law.

SHRI JAGJIVAN RAM: The answer is very simple. If Dr. Sapru wants an answer from me, it is very simple because High Court Judges are appointed to decide all matters—technical, non-technical, scientific, non-scientific, professional, non-professional, legal, non-legal and everything. The Additional Chief Engineer, P.W.D., the Chief Engineer, P.W.D. and Shri Thirumale Iyengar, Chief Engineer of the Hirakud Dam Project, all have, after due consideration . . .

SHRI P. S. RAJAGOPAL NAIDU: (Madras): Shri Thirumale Iyengar's opinion came later, after the Report was published.

SHRI JAGJIVAN RAM: The opinion of Shri Thirumale Iyengar was, on his own admission, in the possession of the Judge before he wrote his report.

SHRI M. B. JOSHI (Bombay): Will any High Court Judge in future undertake such a responsibility?

SHRI JAGJIVAN RAM: It is not the one case in the world where the opinion of a High Court Judge has been rejected. And the hon. Member should not forget that it was not a judicial tribunal. It was a Commission of Inquiry under the Commission of Inquiry Act, where the findings are only recommendations; nothing more, nothing less.

SHRI P. S. RAJAGOPAL NAIDU: How can the opinion of Dr. K. L. Rao of the Central Water and Power Commission be brushed aside?

MR. DEPUTY CHAIRMAN: Mr. Naidu, this is not question-time. He is replying to the debate.

SHRI JAGJIVAN RAM: I am giving the facts. After due consideration of the local data, they, I mean the experts, came to the conclusion that the vent-way of the bridge—and this is the most important factor—was sufficiently sound; and was adequate for all foreseeable situations, having been designed on the basis of the Dicken's formula for the discharge of 2,500 cusecs. The Government Inspector of Railways and Shri N. K. • Mitra, one of the Assessors, have corroborated the views fully. Dr. K. L. Rao, the other Assessor, has also stated that for a hilly country such as Pochani, Ryve's formula with a co-efficient of 850 is generally adopted.

This gives a maximum discharge figure of 2,413 cusecs which is within the designed discharge by Dicken's Formula. So there was the weight of opinion by technical experts which the Government could hardly be expected in the circumstances to have overlooked. So this was the only point about the bridge, and the question before the Government was whether the bridge, according to accepted engineering formulae was provided with sufficient vent-way for all foreseeable future or the vent-way was not sufficient and the engineers failed in their duty because they did not increase the vent-way. The crucial question before the Government was this. On the one hand there is the recommendation of the Judge supported by only one man, and on the other hand there is the opinion of so many engineers. And I attach great importance to the opinion of Shri Thirumale Iyengar who has spent most of his time in that area and who knows the topography of that area and who has studied the hydrology in that area.

Another misunderstanding perhaps in the House is, Sir, that the Government Inspector of Railways is a railway employee. That is far from

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the fact. He is neither in the Railway Ministry, nor in the Railway Board. The Inspector of Railways is in the Communications Ministry which is a different Ministry. That I must say for the information of the House.

DR. ANUP SINGH (Punjab): May I ask one question from the hon. Minister? When the Government knew that the problem was of a highly technical nature, why did they not appoint a Commission consisting of those people whose competence to pass any judgment on the technicality would have been beyond doubt? Why did the Government think it advisable to appoint a High Court Judge?

DR. W. S. BARLINGAY (Bombay): May I further add, Sir, that if this was the view of the Government, then the Government should have put this view before the High Court Judge in the statement that they filed before him?

SHRI P. N. SAPRU: May I also add, Sir, that the Commission consisted of one Judge and he had two assessors? One of them took the same view as the High Court Judge. Therefore, the Government experts took it upon themselves to overrule the High Court Judge and the Assessor, and the assessment was not made by any independent body of foreign experts as was the case with the Locomotive Enquiry Committee in regard to Bihta.

SHRI JAGJIVAN RAM: Well, we had not to form any opinion before this Commission of Inquiry was appointed. We had to go into the recommendations of the Commission of Inquiry and also the opinions submitted to the Commission by various experts and technical people and then to come to a decision whether to accept the recommendations of the Commission or not to accept them.

Then, Sir, the case of Bihta was raised here. Perhaps in the history of the railways there have been only

[Shri Jagjivan Ram.] few judicial inquiries like Bihta and Mehboobnagar. In the case of Bihta also the recommendation of the Judge was not accepted by the Government.

SHRI AKBAR ALI KHAN: But it was referred to the foreign experts.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI JAGJIVAN RAM: Sir, here the whole question before the Government was whether to accept the recommendation or not. It said that the vent-way of the bridge was not sufficient, thereby disproving all the accepted formulae. There was also this question before the Government whether to accept the opinion of the expert and technical people who can speak with authority on that subject. And we thought it proper to go by the opinion of the experts in this field of science.

Then, Sir, several points of local importance were raised, apart from the construction of new railway lines and railway crossings. Well, with regard to the railway crossings, I do not know how many, man-hours are lost in this country, or will I say, how many million man-hours are lost in this country on account of the railway crossings. Sir, today the railways are not in a position to provide over-bridges on all the railway crossings in big towns and cities. We have certain principles fixed that the municipalities might bear a certain proportion of the cost. Then the question naturally arises that the financial conditions of most of the municipalities is not such as to meet the expenditure for the construction of over-bridges. In that case the municipalities may approach the State Governments, and the State Governments may approach the Centre for subsidy or loan in this behalf. But I attach great importance to the construction of over-bridges on the railway crossings. Today we are surplus in manpower and we do not attach great importance to the loss of manpower. But I

do not know how many crores of rupees we lose every year on this account i.e. by the loss of millions of man-hours every year.

Then, Sir, I come to staff relation. On the whole, Sir, the staff relations on the railways, I should say, are happy. But when we work together, sometimes some differences arise. We meet and discuss and we settle those differences. And whether we settle those differences for all times, that will be too much to say or to expect. But there is one thing that I would like to emphasise in this connection and that is that when there is a nationalised undertaking, the distinction between employer and employee ought to cease because all the employees are the employees of the taxpayers. Whether he is the Chairman of the Railway Board or a Member of the Railway Board or even an ordinary gangman on the railway track, all of them are equally the employees of the tax-payer.

SHRI BHUPESH GUPTA (West Bengal): But some are in the big strata.

SHRI JAGJIVAN RAM: According to capacity, capacity to work, the position will be different. Even in societies which claim to have enforced equality in all walks of life, those distinctions do exist and they will exist, distinctions in position, distinctions in salaries and other distinctions. They do exist. But what I was emphasising was this that in a nationalised undertaking the distinction between the employees and employers should not exist because all of them are employees.

Mr. Bhupesh Gupta talked so much about democracy. Well, I am one who stands for democracy, but democracy pure and unalloyed, which I think Mr. Bhupesh Gupta may not like. His grievance was that democracy means that all the railway employees should be members of this party, that party or the other party. But I say that they should be mem-

bers of no party, whether it is the Communist Party or the Congress Party, whether it is the Socialist Party or the Praja-Socialist Party, whether it is the Jan Sangh or the Hindu Mahasabha. They should be members of none of these parties, which are political parties.

SHRI BHUPESH GUPTA: But the Railway Minister can be a member of the Congress Party.

SHRI JAGJIVAN RAM: Of course; because the Railway Minister is not a Government servant. Another thing which Mr. Bhupesh Gupta forgets is that when a citizen undertakes to join the Government service or the service under the Railways, he voluntarily agrees to abridge his citizenship rights to some extent.

SHRI BHUPESH GUPTA: By which provisions of the Constitution? May we have some idea?

SHRI JAGJIVAN RAM: Well, if my hon. friend will refer to the Constitution, he will be able to find it. What the Railway Service Conduct Rules say, I will read to the House, because much confusion was sought to be created:

"Taking part in politics: No railway servant shall be a member of, or be otherwise associated with, any political party or any organisation which takes part in politics nor shall he take part in or subscribe in aid of, or assist in any other manner, any political movement or activity."

I think this is unexceptionable . . .

SHRI BHUPESH GUPTA: But I was referring to trade union activity.

SHRI JAGJIVAN RAM: . . . unless any particular party tries in subterranean ways to infiltrate into the service. Much capital was made out of this. I would read further for the benefit of the House to see whether there is anything to which ex-

ception can be taken. It reads like this:

"It shall be the duty of every railway servant to endeavour to prevent any member of the family from taking part in, subscribing in aid of, or assisting in any other manner any movement or activity which, is, or tends directly or indirectly to be subversive of the Government as by law established . . .

I take it that my hon. friend does not preach subversive activities in the country. I am sure he will not have the courage to say that he stands for subversive activities.

SHRI M. GOVINDA REDDY: That is what he stands for.

SHRI JAGJIVAN RAM: He will never have the courage to admit it.

SHRI BHUPESH GUPTA: Look at me. They are not challenging you.

SHRI JAGJIVAN RAM: No man will admit that he stands for subversive activities, that he wants to over-throw the Government as by law established.

SHRI BHUPESH GUPTA: I am not a railwayman. I say that this is being used now against the trade unions just in the same way the word 'subversive' was used in the old British days against innocent people like Mr. Jagjivan Ram.

SHRI JAGJIVAN RAM: I will be glad if he can give some instances where people have been victimised on that ground.

SHRI P. D. HIMATSINGKA: He is incorrigible. Why argue with him?

SHRI BHUPESH GUPTA: I have already given.

SHRI JAGJIVAN RAM: Much capital was made of this.

SHRI BHUPESH GUPTA: May we have a definition of the words 'subversive activities'?

SHRI JAGJIVAN RAM: I will refer my friend to any English dictionary.

SHRI BHUPESH GUPTA: You give a definition.

SHRI JAGJIVAN RAM: Then he talked about trade union rights.

SHRI BHUPESH GUPTA: That is more important.

SHRI JAGJIVAN RAM: I also stand for trade union rights, but I have always felt that right can never be separated from responsibility. There is no right worth the name if it is not accompanied with responsibility. There cannot be any right without responsibility. If there is any right without responsibility, then that right is illusory. My friend wants only rights, rights, and rights, without any responsibilities.

SHRI BHUPESH GUPTA: Who run the railways? It is the workers who run the railways.

SHRI JAGJIVAN RAM: I have not discriminated between trade unions. I do not want to mix politics with trade unionism. Perhaps that will be too bad for my friends. I do not want the workers to be made pawns on the chess board of party politics.

SHRI BHUPESH GUPTA: May I remind the hon. Minister that after the last war the decision to form the I.N.T.U.C. was taken by the Congress Working Committee in Birla House in Bombay?

SHRI JAGJIVAN RAM: He does not know the history of the trade union movement. It was not formed in Bombay. It was formed in Delhi.

SHRI BHUPESH GUPTA: The decision to form it, I said.

SHRI JAGJIVAN RAM: The decision was taken here, because I was one of those who took the decision.

SHRI PERATH NARAYANAN NAIR (Kerala): The Congress Working Committee took the decision.

SHRI JAGJIVAN RAM: It took the decision to form an independent organisation.

SHRI PERATH NARAYANAN NAIR: To eschew non-Congress politics.

SHRI JAGJIVAN RAM: What is the grievance of the people? I have recognised all sorts of trade unions on the railways whether they are affiliated to the Vasavada group or the Guruswamy group, whether they are led by the Communist or anti-Communists.

SHRI BHUPESH GUPTA: You have not recognised the Southern Railway Union.

SHRI JAGJIVAN RAM : On the Southern Railway there is no union.

SHRI BHUPESH GUPTA: There is.

SHRI JAGJIVAN RAM: Practically, I agree with Mr. B. K. Mukerjee that there is no union on the railways. Every day in the newspapers we read about Station Masters' Unions, Line Staff Unions, Khalasi Unions, Gang-men's Unions, etc. Well, the whole thing is disintegrating. If you regard me as an employer of railwaymen, perhaps I will be very happy to have 200 unions on the railways and play each against the others. I do not want that.

SHRI PERATH NARAYANAN NAIR: In the P. & T. there were more than 30 unions, and they were amalgamated.

SHRI JAGJIVAN RAM: If my friend will apply his mind and try to understand trade unionism, he will find that it is detrimental to the

workers to have so many unions on a functional basis. If you seek a little more enlightenment on trade unionism, I should say that the whole process of the unions on the railways is already in a state of disintegration, and this is a very painful thing. I want to have one union of railwaymen. I want to have one federation. When I called a meeting of the representatives of the various unions on the 10th February, it was a very encouraging feature that all of them were very enthusiastic about establishing one federation for railwaymen. Sometimes the question is raised, 'Why don't you recognise the Guru-swamy Federation?' Well, if anybody is to blame for that, it is Mr. Guruswamy and nobody else.

SHRI BHUPESH GUPTA: Why don't you recognise that union?

SHRI JAGJIVAN RAM: Because I do not want to divide the ranks of the railwaymen. It is very simple. I do not want to create division among railwaymen.

SHRI BHUPESH GUPTA: There are two Federations existing unfortunately.

SHRI JAGJIVAN RAM: Both of them want to amalgamate. I want to help the process.

SHRI BHUPESH GUPTA: Since both the Federations exist for the time being and it has not been possible for him to get them united, why can't he recognise them? There will probably be union between them in due course. Why withhold recognition to the workers of certain trade unions?

MR. DEPUTY CHAIRMAN: No fresh speech.

SHRI JAGJIVAN RAM: It is because it will create division among them and weaken them. Railwaymen feel that one federation may give them better unity and greater strength. There is no denying that fact. It is

a matter of ordinary common sense that one federation will be more powerful than two federations, and I have been persuading railwaymen to have one union on the railways and one federation too. I do not want to interfere in the working of their trade unions. I offered them that if at any stage they required my services, they would be available to them to help them to form one federation. I am making earnest efforts to persuade them to have one federation and one union on each railway. There should not be two unions. I know a little bit of the history of the unions on the Southern Railway. One railway man tries to decry the other railwayman. One railwayman speaks against the other railwayman. This is not a very desirable thing. From your standpoint it may be, but I do not regard it as a very desirable thing. That is what I feel about railwaymen's unions. My friend quoted quite a number of names of Secretaries and Presidents of this union and that union, discharged and dismissed, and things like that. When we have an undertaking having nearly a million people, it will not be unusual for some people to be discharged or dismissed or punished.

SHRI BHUPESH GUPTA: Not some people.

SHRI JAGJIVAN RAM: I say some people and when I say some, it means 001 per cent. Not more than that.

(Interruptions.)

SHRI BHUPESH GUPTA: They are the leaders of the trade union.....

SHRI JAGJIVAN RAM: I am coming to that. It does not mean that an office-bearer or a member of a union becomes immune from the disciplinary rules of the undertaking in which he has undertaken to work. It does not mean that. He does not cease to be under the rules of conduct framed for that undertaking. He continues to be under that, and if

[Shri Jagjivan Ram.] anybody feels that being office-bearer of any union means putting premium on indiscipline and inefficiency, that will not be tolerated.

(Interruptions.)

SHRI BHUPESH GUPTA: Why deny them their legitimate trade union rights?

SHRI K. L. NARASIMHAM: I can give instances to the Minister.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI JAGJIVAN RAM: If anybody wants leave for trade union activities I am always prepared to grant him leave and lien, both.

SHRI K. L. NARASIMHAM: That is for Congress propaganda . . .

(Interruptions.)

SHRI JAGJIVAN RAM: That is wrong. If my hon. friend gives proof, I will take action. If any employee takes part in Congress propaganda or Communist propaganda, I will proceed against him. It is no use making allegations. If any Member has any proof, let him produce it.

(Interruptions.)

SHRI K. L. NARASIMHAM: I will give proof. One Mr. Chellapathy Rao of the Southern Railway Employees* Association who associated himself with the Congress propaganda . . .

SHRI JAGJIVAN RAM: This type of allegation is not proper and if any hon. Member has got any proof, I will request that let him pass it through you, Sir, to me and I am prepared to investigate into the case. So, I say that Government servants, railway employees, should not take part in politics, whether it is of the Congress or of any other brand. One may believe in Communist or Congress ideology. We cannot regiment the mind of the people. He is free to think, he is free to feel in any way '

he likes but in his action he should not be involved as a member or take active part in the Congress or in the Communist or any politics. That is what I have to say.

So, as I was saying, in a huge organisation like the Railways, if a few people are dismissed or discharged, there are proper channels for representation of their cases and it is open to them to represent through them. There are certain powers given to the General Managers like, where they find that an employee is palpably guilty of some actions, he can forthwith dismiss him. If he finds an employee is caught taking bribe, the power is there with the General Manager to dismiss him and I know of certain cases where the General Managers have exercised those powers and exercised those powers with discretion and caution. I would like that where there are cases of corruption and bribery, when there is so much complaint in the House about corruption in Railways and things like that, when there are complaints of collusive pilferage of railway property some action should be taken.

SHRI BHUPESH GUPTA: You are not holding Grade I . . .

(Interruption.)

MR. DEPUTY CHAIRMAN: Order, order.

SHRI JAGJIVAN RAM: I am talking of the employees of the railways, whether it is an officer of Grade I or employee of Grade IV, that is equal to me. I am not making any distinction between the two.

SHRI BHUPESH GUPTA: We are not speaking for them.

BABU GOPINATH SINGH (Uttar Pradesh): May I know if this sort of running commentary is desirable or in order?

SHRI BHUPESH GUPTA: It is quite in order.

SHRI JAGJIVAN RAM: That is Bhupesh Gupta brand. I don't mind the hon. Member.

SHRI BHUPESH GUPTA: I am provoked from these . . .

(Interruptions.)

AN HON. MEMBER: Why should you?

SHRI JAGJIVAN RAM: I say it will happen. My dear friend there raised the question: "Why should not the employees approach Members of Parliament?" Normally, I would say that hon. Members of Parliament should not take up individual cases. Let them come forward—they represent their constituencies, they represent the electorate, let them approach the Government, the Railway Board or the Minister—for matters of general public importance.

As regards employees, certain rules are provided for them. If they are aggrieved, they can represent to their superior officers. They can appeal, they can approach the Minister, they can represent to the President and all the channels are open to them.

SHRI BHUPESH GUPTA: They can be elevated to the skies.

SHRI JAGJIVAN RAM: Yes. But in order to have influence over certain sections of Government employees . . .

SHRI BHUPESH GUPTA: I am speaking as a Member of Parliament

(Interruptions.)

SHRI JAGJIVAN RAM: But the cap fits him.

MR. DEPUTY CHAIRMAN: He is replying to the debate and he should not be disturbed like this.

SHRI JAGJIVAN RAM: I am saying this because that question was also raised in this House and I was explaining to the House that there

are established channels for representation open to the employees to ventilate their grievances and seek redress of their grievances. Normally, I would say that it should not be encouraged by hon. Members of this House to take up the question of individual grievances with the Minister or with the Railway Board. I have experience of these things. What happens is, one employee is not satisfied with certain things that have been done in connection with his lapses. He goes to one Member of Parliament. The Member writes to me. I send a reply to that particular Member. The employee does not feel satisfied with that reply. What does he do? He goes to another Member and that Member also writes to me about the same employee. I get letters at least from a dozen Members of the House, whether of this House or that House. That is so much of time wasted of the Members of the House and also of the Government. I have to send replies to all the Members. So I say that this thing should not be encouraged.

SHRI BHUPESH GUPTA: Is this the only reason why you discourage such things?

MR. DEPUTY CHAIRMAN: Please go on.

SHRI JAGJIVAN RAM: This is one of the most important reasons.

SHRI BHUPESH GUPTA: May I know the other reasons?

MR. DEPUTY CHAIRMAN: He need not be disturbed.

SHRI JAGJIVAN RAM: The other reasons are, because the channels are open to them and they should ordinarily approach through those channels and should not go.

SHRI SONUSING DHANSING PATIL (Bombay): Do not these representations come under the disciplinary rules?

SHRI JAGJIVAN RAM: They come but I cannot proceed according to the disciplinary rules when Members of the House are concerned. We have some consideration for the Members of the House.

Then about break in service and things like that, when employees go on illegal strike, they take the consequences. But we have been, I have been, quite considerate in that matter and where I have left that this break in service will be rather a heavy punishment for the employees, I have removed that. Well, where they indulge in violent activities, naturally the arms of law will extend to them and legal actions according to the established law and practice will be taken against them and naturally there will be proceedings against them in court. Some workers are being prosecuted because they indulged in non-violent, no, violent activities.

SHRI BHUPESH GUPTA: The other thing was right. Perhaps it slipped out of you.

SHRI JAGJIVAN RAM: You know the people now.

Then, Sir, comes the announcement that I made.

SHRI BHUPESH GUPTA: About President's order.

SHRI JAGJIVAN RAM: True there have been a few cases and the cases are quite old. Some workers in the Railways indulged in activities which were not desirable from any standpoint. Their conduct in 1948-49 was bad and during all these years did not improve. Action has been taken.

SHRI BHUPESH GUPTA: Even recently, last month, you took action.

SHRI JAGJIVAN RAM: Action has been taken against a few people but, as I said, the cases were pending since 1948-49.

SHRI BHUPESH GUPTA: No, Sir, these are new cases that I mentioned.

SHRI JAGJIVAN RAM: Now I come to the New Deal. I do not know how it came to be so called. Neither Government nor the Railway Minister ever called it a New Deal. I made certain announcements for upgrading certain posts among Class III employees. My friend disputes that and says that it will benefit only 30,000 or 35,000 employees.

SHRI BHUPESH GUPTA: I say it is 35,000.

SHRI JAGJIVAN RAM: I say it is ultimately going to benefit a lakh and seventy thousand workers.

SHRI BHUPESH GUPTA: In how many years?

SHRI JAGJIVAN RAM: During the course of the next year, not many years. I do not want to elaborate this point because it has been published and discussed in the press and in the unions. By this time it is well-known.

Then comes the point about recruitment of the Scheduled Caste and Scheduled Tribe candidates. I must admit that their recruitment has not been according to the quota fixed for them. I had been looking into that question and there is an earnest desire among the Members of the Board and among the various Railway Administrations that the quota reserved for the members of the Scheduled Castes and the Scheduled Tribes and also for the Anglo-Indians should be fully filled by them.

SHRI H. P. SAKSENA (Uttar Pradesh) : That is also the desire of the Members of this House, Sir.

SHRI JAGJIVAN RAM: Mr. Akbar Ali raised the question of efficiency. Perhaps he forgets that everything is done consistent with and commensurate with efficiency.

SHRI P. N. SAPRU: At this stage, I have got the Report of the proceedings of the Council of State in regard to the Bihta disaster.

MR. DEPUTY CHAIRMAN: It is not necessary at this stage.

SHRI P. N. SAPRU: The hon. Minister's Statement was that the old Government rejected the Inquiry-Report. That was wrong. I have got the proceedings here.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI KISHAN CHAND (Andhra Pradesh): It is already twelve minutes past Six, Sir. How long are we going to sit?

MR. DEPUTY CHAIRMAN: Till he finishes his speech.

SHRI JAGJIVAN RAM: I will not take long, Sir.

SHRI BHUPESH GUPTA: I hope the same principle will be followed in respect of us also, "Till we finish our speeches".

MR. DEPUTY CHAIRMAN: No, your time is restricted.

SHRI JAGJIVAN RAM: I will not mind if we finish now.

(Interruption.)

MR. DEPUTY CHAIRMAN: That will do, Mr. Mirza.

SHRI BHUPESH GUPTA: You had your bite of interruptions.

SHRI JAGJIVAN RAM: Dr. Kunzru raised the question about the announcement that was made by my predecessor, Shri Lai Bahadurji » Shastri, about scholarships to the children of the Railway employees and he wanted to know whether that scheme has been implemented.

SHRI H. N. KUNZRU: For technical education.

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SHRI JAGJIVAN RAM: I am glad to inform the House that it has been implemented and scholarships have been awarded to 930 students. The annual amount of scholarships will be more than Rs. 2,81,956. I think in years to come this will increase along with the increase in the number of students.

Reference, Sir, was made to three procurements which were regarded as defective, namely, diesel locomotives, axle boxes and narrow gauge locomotives. Well, Sir, it has been noticed that there were some defects in all these three procurements. This was pointed out by the Railway Audit Report of 1956. The question will be taken up by the Public Accounts Committee.

SHRI BHUPESH GUPTA: May I ask if any enquiry has been instituted in order to find out the person responsible for wasting public funds in this manner?

SHRI JAGJIVAN RAM: I say, Sir, that the Public Accounts Committee will go into this question but, apart from that, we are also looking into the matter. I would also like to say one thing in this connection. The Audit Report has said that the extra expenditure involved in those three cases is about six lakhs of rupees. "We should not forget that the procurement of stores and equipment during the course of these years was to the tune of Rs. 514 crores.

SHRI BHUPESH GUPTA: What a consolation?

SHRI JAGJIVAN RAM: Out of this huge sum, the sum involved in the purchase of defective items is of the order of six lakhs of rupees. I do not want to minimise the thing. Even small parts may hold up the implementation of the bigger plan. So, I propose to go into the matter and fix the responsibility. I would also take appropriate action in the matter.

SHRI BHUPESH GUPTA: Article 311.

SHRI J AG JI VAN RAM: If it comes to that, if that is necessary, that may also be applied.

Then, Sir, about the hill railways, it has been said that they have to pay passenger fares and freight charges at an inflated rate and grievances have been voiced in this House and that House also that if the supplementary surcharge and tax on passengers are not withdrawn, then the passenger fares will increase the burden on the travellers and users of those hill railways. I propose to go into the whole question and examine how far the inflated mileage rates in the hill railways can be reviewed. I will hold out that hope at the present time. The question of the Darjeeling-Hima-layan Railway was very able pleaded by

SHRI BHUPESH GUPTA: Shrimati Maya Devi Chetty. You should know the name of your own Party Member.

SHRI JAGJIVAN RAM: But that arose out of a misapprehension that this Railway was going to be dismantled. I *do* not know how this news spread throughout Darjeeling. I have received quite a large number of telegrams and letters. Of course, that has added to the revenue of the Communications Ministry but there is no foundation for that. Though the Railway is running at a loss, there is no intention at present to dismantle it.

SHRI BHUPESH GUPTA: That is the only good thing you have said so far.

SHRI JAGJIVAN RAM: But I must congratulate her for the able manner in which she has pleaded the case of her constituency. I propose to do another thing. We have got a number of hill railways. They are not very efficiently run which is in the very nature of things. What I propose to do is to send some officers to Switzerland where they have got quite a number of hill railways to see

their working so that we can also improve our railways accordingly.

Questions were raised about Assam and the North Eastern Railway. The North Eastern Railway is in a special area and requires some special consideration. What I have decided is that we should pay greater attention to the development and stabilisation of the railways in the Assam area. Assam is our frontier and it has become strategically important. I am thinking of creating it into the Assam Zone so that better attention can be given to the railways in the Assam area. I have another thing and that is about the supplementary surcharge of 6J per cent. When it was first imposed, though certain commodities were exempted from the surcharge, strangely enough milk was not exempted. Now, it has been pointed out to me that this additional surcharge of 6J per cent, which means a surcharge of 124 per cent., will fall on milk but I want to exempt milk not only from this surcharge but even from the original surcharge also.

Then, it might have been noticed that I mentioned in my Budget Speech that I proposed to grant the concession of a single ticket to cover a blind passenger and his attendant and a similar concession to persons suffering from tuberculosis for their journeys for admission to and on discharge from hospitals and sanatoria, those concessions being subject to production of appropriate certificates to avoid misuse. I have since received representations explaining that on many occasions persons suffering from tuberculosis travel alone for their journeys for admission to and on discharge from hospitals and sanatoria and that in such cases the new concession will give no benefits to the individual and similarly that blind persons may sometimes travel alone or in groups with one or two attendants and in such cases also little or no benefit will be obtained from the concessions. Now for such cases I propose to extend the scope of the concession which I have already

announced so that persons suffering from tuberculosis travelling for admission to and on discharge from hospitals as well as blind persons when unaccompanied by attendants are charged one-fourth the usual rate subject of course to production of appropriate certificates. Then about catering.

SHRI J ASP AT ROY KAPOOR: Sir, would it not be desirable to set apart a special compartment for persons suffering from tuberculosis so that other passengers may not get the infection, a few, just one or two on each railway?

SHRI JAGJIVAN RAM: It will not be feasible because that capacity will not be utilised every day.

Then about catering, which is a special preserve of Dr. Seeta Parmanand, I have a few words to say. She claimed to have specialised in catering, I do not know whether she has specialised in catering done on the railways or in catering as such.

DR. SHRIMATI SEETA PARMA-NAND (Madhya Pradesh): Catering as such.

SHRI JAGJIVAN RAM: I am glad to learn that.

SHRI M. GOVINDA REDDY: Only 'we' should have proof of it.

SHRI JAGJIVAN RAM: Well, Sir, she complained that the accounts of the catering department was not given in the Budget. I am afraid that she has not devoted that attention to the Budget papers as she ought to have.

DR. SHRIMATI SEETA PARMA-NAND: May I point out that I asked the Deputy Minister whether anywhere it was mentioned specifically and I was told that it was not.

SHRI JAGJIVAN RAM: I will refer her to page 97 of the Demands for Grants for expenditure of the Rail-

ways for 1957-58 and she will find the information there.

DR. SHRIMATI SEETA PARMA-NAND: May I know whether it is running at a loss or not?

SHRI JAGJIVAN RAM: Yes; I am coming to that. I have no hesitation in admitting that we are running at present at a loss and

DR. SHRIMATI SEETA PARMA-NAND: What is the amount involved?

MR. DEPUTY CHAIRMAN: Order, order. You cannot convert this into a Question Hour.

SHRI JAGJIVAN RAM: If she shows a little patience and if she consults her Budget papers she will have all the details. What I say is we continue to sustain some loss on departmental catering. The main reason for this loss is the heavier wage bill in departmental catering as compared to contract catering. The staff under departmental catering are on the Pay Commission's scales of pay which are much higher than those paid by the contractors and we have also much better service conditions generally. But the position should not be judged solely from the angle of profit or loss without any relation to the higher standard of food and service which is aimed at under departmental catering. We do not claim that at present we are giving higher standards though on certain sectors I have no doubt that the standard of food has improved. Our aim is to provide a higher standard of food and service under departmental catering. Catering is an important amenity to passengers and even if there is some loss, it is counterbalanced by the greater satisfaction which departmental catering renders to the travelling public. I would assure the House that there is no complacency over this matter and that the question of reducing substantially the present losses, if not eliminating them altogether, is engaging our attention and will continue to do so.

[Shri Jagjivan Ram]

Dr. Parmanand also suggested that while terminating catering contracts for introducing departmental catering, certain contractors have received favourable treatment. I am sorry that such an impression should have been shown. I would assure her that this is not the case. If she has got any specific case and if she brings it to my notice, I shall look into it. Then there was the question of the supervisory staff of the contractors who are retrenched by their employers. As far as the other staff are concerned, we absorb them in departmental catering. It is only supervisory staff, managers and people like that, that we have not been able to absorb. We will try to absorb as many of them as possible and where it is not possible, we may give them some vending and catering contracts somewhere.

Then there were other questions relating to amenities on stations like waiting rooms, platforms, etc.

SHRI B. K. MUKERJEE: About this catering business are we sure when the Railway takes up catering and when it becomes a monopoly, they will not increase the rates of the foodstuff which they supply?

SHRI JAGJIVAN RAM: It also depends on the laws of economics as to whether or not to go on increasing the charges for service or goods supplied. My hon. friend should remember that no prudent businessman will ignore those patent facts and rules of economics.

Sir, I have practically covered all the important points. I am once again thankful to hon. Member . . .

SHRI BHUPESH GUPTA: Can we make one suggestion? Since we have introduced the so-called de-luxe train, we suggest that from the passenger and mail trains the first class air conditioned coaches should be removed and third class carriages should be

attached in their place with a view to relieving overcrowding.

SHRI JAGJIVAN RAM: As I have said, many suggestions have been made. I will have all those suggestions examined and I will implement as many of them as are feasible and practical.

I am thankful to the House for having said encouraging words and I assure the House on behalf of the Railway Board and the Railway Ministry that we will contribute our best to implement the Second Five Year Plan so that we also can add to the prosperity of the country.

MESSAGE FROM LOK SABHA

CENTRAL SALES TAX. (AMENDMENT) BILL, 1957

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 Central Sales Tax (Amendment) Bill, 1957 as passed by Lok Sabha at its sitting held on the 28th May, 1957.

2. 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.

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

The House adjourned at half past six of the clock till eleven of the clock on Wednesday, the 29th May 1957.